



## Metro | Agenda

Meeting: SW Corridor Plan Steering Committee  
Date: July 8, 2013  
Time: 9:00 to 11:00 a.m.  
Place: Metro Council Chamber, 600 NE Grand Ave, Portland, OR 97232  
Purpose: Discuss the Draft Final Recommendation on the Southwest Corridor Plan and Shared Investment Strategy based on public engagement.

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9:00 a.m. Welcome and introductions Co-chair Stacey

### **ACTION ITEM**

9:05 a.m. Consideration of the Steering Committee meeting summary from June 10, 2013 ACTION REQUESTED Co-chair Stacey

### **INFORMATION/DISCUSSION ITEMS**

9:10 a.m. Public engagement update Juan Carlos Ocana-Chiu, Metro  
*Summary of key takeaways from the online surveys and the 6/26 Community Planning Forum and how it informs any revisions to the Draft Final Recommendation.*

### **PUBLIC COMMENT**

9:20 a.m. Public Comment Co-Chair Stacey  
*Opportunity for citizens to provide short testimony and/or submit written comments to inform the Draft Final Recommendation.*

### **INFORMATION/DISCUSSION ITEMS**

9:40 a.m. Review Draft Final Recommendation Catherine Ciarlo, Metro  
*Short overview of new elements in Draft Final Recommendation, including next steps. Identify potential changes based on Steering Committee discussion and public comment, review next steps.*

Community conversations Co-chair Dirksen, All  
*Steering Committee members share and discuss what they've learned from their citizens and colleagues (2-3 minutes each).*

- 10:40 a.m.      Looking ahead      Co-chair Dirksen  
                         *Discuss July 22<sup>nd</sup> steering committee decision, next steps, and future actions*
- 11:00 a.m.      Adjourn

**Materials for 7/8 meeting:**

- 6/10 meeting summary
- Draft Final Recommendation and appendices
- Draft Final Recommendation factsheet
- Public Involvement report
- FAQs

**Next meetings:*****July 22, 2013, 9:30 to 11:30 a.m., Tigard Library***

- Consider action on Southwest Corridor Plan and shared investment strategy, forward to implementing jurisdictions (cities, counties, agencies)



Southwest Corridor Plan Steering Committee  
Monday, June 10, 2013  
9:30 to 11:30 a.m.  
Tigard Library

Committee Members Present

Craig Dirksen, Co-chair  
Bob Stacey, Co-chair  
John Cook  
Denny Doyle  
Charlie Hales  
Bill Middleton  
Lou Ogden  
Gery Schirado  
Jason Tell  
Suzan Turley  
Roy Rogers

Metro Council  
Metro Council  
City of Tigard  
City of Beaverton  
City of Portland  
City of Sherwood  
City of Tualatin  
City of Durham  
ODOT  
City of King City  
Washington County

Committee Members Excused

Neil McFarlane  
Loretta Smith  
Skip O'Neill

TriMet  
Multnomah County  
City of Lake Oswego

Alternate Members Present

Alan Lehto

TriMet

Metro Staff

Robin McArthur, Malu Wilkinson, Catherine Ciarlo, Matt Bihn, Anthony Buczek, Crista Gardner, Michael Walter, Clifford Higgins, Leila Aman, Emma Fredieu, Tim Collins, Nick Christianson, Beth Cohen, Dana Lucero

## **1.0 Welcome and introductions**

Co-chair Bob Stacey, Metro Councilor, welcomed the committee and audience members and asked them to introduce themselves. He thanked the attendees for their participation and reminded the committee that there would be time allotted for public comment at the end of the meeting.

Co-chair Stacey explained that the SW Corridor Plan was nearing the end of the project narrowing process and that the committee would make a decision at the end of July about which high capacity transit (HCT) projects to continue to study in the next phase of the project. Co-chair Stacey informed the committee that they would spend this meeting learning about and discussing the staff recommendations for the HCT alternatives and other transportation investments in the corridor.

He asked the committee to supply brief project updates from their communities. Ms. Suzan Turley, City of King City, noted that the King City City Council would have a joint meeting with the planning commission next week.

Mayor Bill Middleton, City of Sherwood, explained that Metro Councilor Craig Dirksen attended the Sherwood City Council meeting for a briefing on the SW Corridor Plan. He added that the City of Sherwood continued to work on completing the town center plan update.

Mayor John Cook, City of Tigard, described upcoming SW Corridor briefings to the public and various Tigard committees.

Mayor Lou Ogden, City of Tualatin, explained that the Tualatin Planning Commission and the transportation task force would be discussing the SW Corridor Plan over the next few months. He noted that public outreach for the plan is a high priority.

Mr. Alan Lehto, TriMet, informed the committee that TriMet would be implementing service improvements to bus lines 12 and 94 in September 2013.

Co-chair Craig Dirksen, Metro Councilor, described Metro's periodic review process of transportation and active transportation plans.

## **2.0 Consideration of the Steering Committee meeting summary from May 13, 2013**

Co-chair Stacey asked the committee to consider the meeting summary from the May 13, 2013 SW Corridor steering committee meeting. He asked if anyone had any revisions or objections to the summary. Mayor Denny Doyle, City of Beaverton, moved to accept the meeting summary. Mayor Cook seconded the motion. All committee members voted to accept the summary.

## **3.0 Decision framework**



Co-chair Dirksen described the decision framework for the SW Corridor Plan and explained that the refinement phase would narrow the focus of the plan and provide a more detailed analysis of the projects recommended for further study. He noted that the decision framework calendar includes TriMet's SW Service Enhancement Plan, HCT project destination choices, HCT mode choices, and policy directions on bus rapid transit (BRT) right-of-way.

#### **4.0 Public engagement update**

Co-chair Dirksen outlined upcoming opportunities for public engagement. Mr. Juan Carlos Ocana-Chiu, Metro, walked the committee through the feedback and results of the past economic summit, community planning forum, and online surveys (summary included in the meeting packet). Ms. Turley asked Mr. Ocana-Chiu if public safety officials had been included in the public involvement process. Mr. Ocana-Chiu informed her that members of Tualatin Valley Fire and Rescue had attended public involvement events.

#### **5.0 Draft recommendation**

Ms. Malu Wilkinson, Metro, thanked the project staff and committee members for their time spent developing the draft recommendation. She expressed her excitement for the development of the draft as the culmination of the past two years of work on the SW Corridor Plan. Ms. Wilkinson outlined a few of the documents in the meeting packet and described the work that staff would undertake over the next six weeks to complete a final recommendation for the committee to consider.

Ms. Wilkinson reminded the committee that the recommendation was designed to support the vision and goals of the project partners as a corridor. She emphasized that the recommendation was a draft of what the committee would consider and take action on in July. She introduced Mr. Matt Bihn, Mr. Anthony Buczek, and Ms. Leila Aman, Metro, to present portions of the draft recommendation.

##### *5.1. Transit recommendation*

Mr. Bihn presented the transit alternatives portion of the draft recommendation (included in the meeting packet). He outlined the decision points to consider for HCT projects in the corridor. He reminded the committee of projects that had previously been considered but ultimately removed from the project list, including WES upgrades, streetcar options, and alternatives on I-5 and 99W.

Mr. Bihn explained that staff recommended directing TriMet to implement the SW Service Enhancement Plan, which would improve local bus service to connect key corridor locations, increase access to transit, and make capital improvements to the transit system in the corridor. Mr. Lehto added that TriMet agreed with this recommendation and expected to begin work on the SW Service Enhancement Plan in the coming year.

Mr. Bihn informed the committee that staff recommended advancing both light rail and BRT to the Refinement phase of the SW Corridor Plan. Staff also recommended that only BRT projects with between 50% and 100% of dedicated right-of-way be studying further.

Finally, staff recommended further study of an HCT project to Tualatin via Tigard, with improved local bus service connection the HCT project to Sherwood.

Mr. Bihn also updated the committee on capital cost estimates for LRT and BRT routes to Tigard and Tualatin. He noted that the refinement stage would allow for better estimates for HCT capital costs.

Mayor Cook asked if the capital costs for HCT to Tualatin included the \$500 million cost estimate of projects that would support an HCT alignment, or if the capital cost estimate was for the transit line portion only. Mr. Bihn replied that the capital cost estimate did not include the cost of the supporting projects. Mr. Lehto clarified that a similar project, the Portland-Milwaukie light rail, included some roadway projects necessary for completing the light rail line. Mr. Bihn agreed that the cost estimates include more than the building of the rail line.

Mr. Jason Tell, ODOT, noted that the federal government has been decreasing the amount of funding it will offer as a match to local funding sources. He wondered what level of federal funding match could be expected for the SW Corridor Plan. Mr. Bihn responded that a 50% federal match was a reasonable working assumption.

### *5.2 Roadway and active transportation recommendation*

Mr. Buczek outlined the staff recommendations for roadway and active transportation projects. He provided a brief background for how the project list was compiled and narrowed and described the models and measures used to analyze the various projects. Staff recommended a narrowed list of projects, including those that are highly supportive of an HCT alternative and those that are highly supportive of the land use vision in the corridor. Mr. Buczek did not take the committee through each project but directed them to the project lists in the draft recommendation document.

Commissioner Roy Rogers, Washington County, asked Mr. Buczek how the refinement phase would continue to narrow the roadway projects and if staff had developed any parameters to further analyze the project list. Mr. Buczek replied that a committee would be formed to work on evaluating projects but that a further narrowing process had not yet been developed.

Mayor Ogden remarked that since the projects had come from local project partner plans, those that supported HCT and land use visions should be prioritized first and other projects would be considered locally, apart from the SW Corridor Plan. Commissioner Rogers responded that the steering committee should determine how to develop a queue for the projects and how project partners should work to complete SW Corridor Plan projects in addition to their own local projects.

Co-chair Dirksen agreed that projects not included in the SW Corridor Plan would continue to be included in local plans. He noted that the decision as to how to queue SW Corridor Plan projects would be made in a later phase of the work. He advocated for a flexible project list able to respond to unforeseen opportunities and challenges.

Commissioner Rogers discussed the challenge of coordinating the variety of needs and priorities across the corridor. Mr. Buczek agreed that the project partners have different priorities, and reiterated that the SW Corridor Plan projects would support HCT and the land use visions. He added that the SW Corridor list would inform local lists and the regional transportation plan.

Co-chair Stacey replied to Commissioner Rogers that the refinement period and Draft Environmental Impact Study would address decisions on how to queue projects and best prioritize SW Corridor Plan and local plan priorities. Commissioner Rogers felt that the steering committee should provide guidance to staff as to how to prioritize the final project list. Co-chair Dirksen reminded Commissioner Rogers that, at the staff level, project partners have been working to coordinate their goals and priorities, and that this work is reflected in the current recommendation.

Ms. Robin McArthur, Metro, added that the draft recommendation answers the question of how best to combine projects to build project partners' communities. Projects outside of that recommendation will still be in local plans and may be funded separately from the SW Corridor Plan effort.

Mayor Ogden stated that funding is the essential question of the plan. He described the difficulty that could arise when communities have to work toward completing both the SW Corridor Plan projects and their own local projects. He emphasized the importance of knowing how to best strategically advance both categories of projects.

### *5.3 Parks and natural resources recommendation*

Ms. Aman presented the parks and natural resources project recommendation. She outlined the models used to evaluate and narrow the projects list and noted that the combination of projects would work to support the HCT and land use vision in the corridor.

Ms. Wilkinson added that the SW Corridor green team would be working to further narrow the list of the month of June.

### *5.4 Regulatory framework and catalytic investment recommendation*

Ms. Aman also presented financial measures and investments that would be necessary to support an HCT project and the corridor land use vision. She explained the gap between the current market and the land use vision of the SW Corridor communities, and catalytic investment in the public realm can provide proof of concepts for financial institutions and private investors, and jump start development.

Ms. Aman described how New Starts and Small Starts program guidance from the Federal Transit Administration looks for communities working to improve land use plans, transit supportive projects, and affordable housing considerations. She explained that zoning codes, parking requirements, and landscaping are part of the regulatory framework that can support the land use vision. Financial incentives such as direct and indirect investments could also be used to leverage the regulatory framework to support the land use vision. She provided a few project examples, such as the Portland Armory, Tigard Triangle, and

Tualatin, to be used as case studies to evaluate the regulatory framework and financial environment.

### *5.5 Draft recommendation discussion*

Co-chair Dirksen asked committee members for their reactions to the draft recommendation and what other information they might need to feel comfortable moving forward.

Mayor Ogden asked for a copy of the presentation slides. He was curious about the ridership and HCT use statistics in the corridor. Mayor Ogden did not want to lose sight of the fact that the SW Service Enhancement Plan was important to support an HCT project and would be a first level of improvement in the corridor. He believed that local transit investments could be used to advance larger HCT improvements in the future.

Commissioner Rogers wondered about developing connections to other parts of Washington County. Mr. Bihn replied that local transit improvements would include connections to other parts of Washington County. Mr. Lehto added that the SW Service Enhancement Plan would take into account a number of stakeholders' preferences throughout Washington County. TriMet's expectation in the long term is to have a significant increase in service throughout the corridor and the southwest region. Commissioner Rogers wondered if this included investments such as roadway improvements. Mr. Buczek responded that the roadway investments had been narrowed to directly support either HCT and land use in the SW Corridor, which may or may not include connections elsewhere.

Co-chair Stacey reminded Commissioner Rogers that the WES corridor and I-217 corridor might be separate study areas. Commissioner Rogers felt that it was difficult to recommend projects that only benefitted one district in the county.

Mr. Tell believed that clarification on how to prioritize projects for implementation would be important for members of the public. He noted that the project lists did not have corresponding revenue sources at this time, so either project partners would need to raise more funding or restructure the project lists to match current funding sources. He added that HCT was vital to the SW Corridor discussion. He emphasized that HCT offers a way to meet the land use goals and improve mobility in the corridor. According to Mr. Tell, solutions other than HCT would be on a much smaller scale. He advocated for focusing on prioritizing the HCT project, given the large effort necessary for pursuing funding and developing public will.

Co-chair Dirksen noted that the refinement of the plan and the time to assemble funding would be a decade long effort.

Mayor Charlie Hales, City of Portland, commented that the HCT project would need to advance the land use plans of the communities in the corridor to be competitive and effective on a regional level when pursuing funding. Commissioner Rogers noted that Washington County would likely be asked for a substantial investment so he needed to be sure he would be able to gather the agreement of the Washington County commissioners.

Mayor Gery Schirado, City of Durham, expressed concerns that another large regional project could compete with the SW Corridor Plan for funding opportunities in the future. Mayor Hales responded that other local projects might compete for state funding, but that the SW Corridor would be competing with projects around the nation for federal funding. He suggested using the commitment to the project from the steering committee, as well as public outreach, increase the chance of receiving state funding. Mr. Tell agreed with Mayor Hales that commitment from committee members was necessary for implementing an HCT project.

Commissioner Rogers asked for clarification of the difference between HCT and BRT. Co-chair Dirksen explained local bus service, BRT, and light rail with regard to ridership and reliance on traffic conditions.

Mayor Ogden expressed excitement for the SW Corridor Plan and emphasized the importance of connecting the region. He wanted the committee to be aware that the SW Corridor Plan would not be a solution for all of the transportation challenges to the corridor. He wondered if the SW Corridor Plan might provide relief to congestion on I-5. Co-chair Dirksen noted that information regarding relief to I-5 would be a part of the refinement period.

## **6.0 Public Comment**

Co-chair Stacey opened the meeting to public comment. He reminded the members of the public of a two-minute limit on comments.

Ms. Kathy Newcomb, corridor resident, believed that the committee should focus on bringing BRT to the corridor.

Mr. John Gibbon, discussed the use of rail around the country and believed that a combination of light rail and BRT could work in Portland.

Ms. Maripat Hensel, SW Portland resident, wondered if the planning process accounts for the changing technologies of personal vehicles. She wondered if there might be federal grants available to study the issue further.

R.A. Fontes, Lake Oswego resident, commented that autonomous vehicles should be brought into the discussion and would save transit operators a large amount in operational costs.

## **7.0 Next meetings and adjourn**

Co-chair Stacey adjourned the meeting at 11:50 a.m.

Meeting summary respectfully submitted by:

<SIGN HERE FOR FINAL VERSION>

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Emma Fredieu



Attachments to the Record:

Item	Type	Document Date	Description	Document Number
1	Agenda	6/10/13	October meeting agenda	061013swcpssc-01
2	Summary	5/13/13	5/13/13 meeting minutes	061013swcpssc-02
3	Document	6/10/13	Public involvement summary	061013swcpssc-03
4	Document	6/10/13	Transit evaluation	061013swcpssc-04
5	Document	6/10.13	Roadway evaluation	061013swcpssc-05
6	Document	6/10/13	Active transportation evaluation	061013swcpssc-06
7	Document	6/10/13	Draft recommendation	061013swcpssc-07
8	Presentation	6/10/13	Recommendation presentation	061013swcpssc-08



## Frequently asked questions

July 1, 2013

### 1. What is the Southwest Corridor Plan draft recommendation?

In July, the Southwest Corridor Plan Steering Committee will recommend a set of potential investments in transit service and roadway, active transportation, parks and natural resource projects. Specific to transit, the draft recommendation includes a local service enhancement study and further study of a high capacity transit line (either light rail or bus rapid transit) to Tualatin, via Tigard. The mode and specific alignment for the new transit line is yet to be determined, since more analysis is needed on how light rail or bus rapid transit would serve the needs and goals in the corridor. The intent is for the recommendation to be adopted by project partner councils and boards.

### 2. Why are we studying this corridor?

Today, the Southwest corridor is home to 11 percent of the Portland metropolitan area population and 26 percent of the jobs in the tri-county area, both of which are projected to grow significantly over the next two decades. The corridor contains a wealth of amenities, from parks and habitat to job centers, retail destinations, and major educational institutions including the Oregon Health Sciences University and Portland Community College. As people and employers seek to locate in the corridor, worsening traffic congestion will impact economic development and livability in the area. In light of this, as well as local land use aspirations, the Southwest corridor was selected by regional leaders as the next area to study for a potential set of investments, including a high capacity transit line, to address access issues in the corridor. In combination with other investments to support transportation choices (driving, biking, walking and transit) a new bus rapid transit or light rail line would provide better access to jobs in the corridor and encourage development in key places while protecting the character of single-family neighborhoods.

### 3. How does the draft recommendation support the goals of Southwest corridor communities?

Over the past two years, the Southwest corridor project team worked with the cities in the corridor to identify key places and the desired development in those places. Development goals for commercial, industrial, mixed use and residential areas were compiled into a corridor-wide land use vision. The vision emphasizes maintaining and enhancing the many stable single-family neighborhoods in the corridor, while allowing for growth in certain places that create more services for existing residents as well as more housing, employment and transportation choices in the future. The proposed investments in the draft recommendation were selected to help make the corridor vision a reality.

### 4. What will happen if we do nothing in the corridor?

If we do nothing in the Southwest corridor, the land use changes desired by local communities cannot occur. Traffic projections show an expected 30 percent increase in travel times for driving in the Southwest corridor by 2035. Traffic congestion will continue to worsen unless significant transportation improvements are put in place. Without additional options – including better transit service – people traveling by car and by bus in the Southwest Corridor will spend more and



more time stuck in traffic. It will be difficult if not impossible for communities to add jobs and housing in key corridor locations.

#### **5. Why not just invest more money in increasing road capacity?**

Adding roadway capacity is certainly part of the solution to address future mobility needs in the Southwest corridor. However, there simply isn't space to accommodate the number of additional roadway lanes and parking spaces that would be needed to accommodate future travel demand without negatively impacting those who live and work in the corridor. To do so would require demolishing homes, businesses and other properties to make room for roadway expansions – at a very high cost. And experience in urban areas around the world has shown that added roadway capacity simply fills up with cars, ultimately resulting in similarly congested, unreliable travel conditions.

#### **6. How would a high capacity transit investment address congestion in the Southwest Corridor?**

A new transit line running (at least in part) in a separate right of way would provide people traveling to or through the Southwest corridor with a reliable transit option that can bypass stuck traffic. This will be especially important as the region grows. Based on initial estimates, future high capacity transit ridership will be 22,500 to 28,900 riders during a typical weekday.

#### **7. How will this project affect walking and bicycling in the Southwest corridor?**

The Southwest Corridor Land Use Vision includes adding new housing and employment in key locations within the corridor. These new mixed-use nodes near transit will reduce the need to use a car for every trip and enable more walking and biking trips in the corridor. The recommended project list includes adding or improving sidewalks and bike facilities at many locations throughout the corridor. Projects to improve walking and bicycling are especially important near potential high capacity transit stations, and in areas with current or expected high rates of walking and bicycling. In the South Portland section of the corridor, Barbur Boulevard is recognized as a crucial route for people to walk, bike, drive or use transit. The draft recommendation includes several projects to add bicycle and pedestrian facilities along Barbur, which are considered important needs as funding is identified. In addition, a new high capacity transit route could include the installation of bike facilities and sidewalks where they are currently lacking.

#### **8. What is the difference between high capacity transit and good local bus service?**

Local bus service operates in mixed traffic, so it is subject to the same congestion and delays affecting other vehicles on the road. By comparison, high capacity transit generally operates partially or completely in exclusive right of way – and the vehicles carry more people, stop less frequently and travel faster than typical buses. This means that high capacity transit is faster and more reliable than local bus service. In addition to allowing transit riders to bypass traffic congestion, high capacity transit and the amenities that often accompany it (such as streetscape improvements and bicycle and pedestrian safety enhancements) can help catalyze private investment and economic development in station areas.

#### **9. Why doesn't the proposed high capacity transit line extend to Sherwood?**

Model results indicate that local transit improvements (both connections and service) will be a better fit to serve travel needs in Sherwood. Such improved local service would connect not only to high capacity transit but also to other key destinations for jobs, housing and other attractions.

**10. What do communities that are not on a potential high capacity transit line get out of this plan?**

The Southwest Corridor Plan focuses on both short-term improvements to address current needs and long-term investments that support the Southwest corridor community vision. A high capacity transit line would help all corridor residents. A key part of the recommendation is to direct TriMet to begin work on a local transit service enhancement plan that would be implemented over time. One of the important messages project partners have heard is that some communities need better local transit service, better pedestrian and bike access to transit, and some important safety fixes for autos and freight. The plan includes a number of these shorter-term projects as well as longer term roadway and active transportation projects in communities not on the potential high capacity transit line.

**11. Why isn't streetcar being considered for further study?**

Late in 2012, the Southwest Corridor Steering Plan Committee recommended removing streetcar from further study as a high capacity transit mode through the Southwest corridor due to speed and traffic considerations and the fact that streetcar typically functions better as an urban city circulator than as a longer-distance regional transit connector.

**12. Why doesn't the draft recommendation include improvements to WES?**

While the Westside Express Service (WES) serves important identified cross-corridor demand in the Southwest corridor, it is a separate corridor that extends from Wilsonville (south of the corridor) to northern Washington County, and as such will eventually be analyzed more comprehensively as a separate study. Since the transit stations are already established in the WES rail corridor, there is limited ability to support local community land use aspirations identified in the Southwest Corridor Plan. Given these factors, the Southwest Corridor Plan Steering Committee decided in October 2012 to remove the WES corridor for further study as part of the Southwest Corridor Plan. The WES corridor remains a high priority corridor in the region, and past direction from the Southwest corridor has emphasized the importance of strong connections between the existing WES stations and a future high capacity transit line in the corridor.

**13. Why doesn't the draft recommendation include I-5 as a possible high capacity transit route?**

The Southwest Corridor Plan has been built on local land use plans in corridor communities. The draft recommendation includes projects that support those plans. High capacity transit through the heart of the corridor will connect key places and help spur development to achieve the local land use visions, which include preserving the character of established neighborhoods. By contrast, high capacity transit service on I-5 would not provide direct connections to the high priority areas identified for development in the corridor. The Southwest Corridor Steering Committee removed the option of high capacity transit along I-5 from further consideration in October 2012.

**14. Will a new high capacity transit line run along 99W in Tigard?**

No. In October 2012 the Southwest Corridor Steering Committee decided that all high capacity transit options would be routed away from Highway 99W southwest of the Interstate 5/Highway 99W interchange to avoid impacts to auto and freight movement as well as commercial activities. Equally important is the need to provide transit connections to potential station communities in Tigard and Tualatin, specifically the Tigard Triangle, downtown Tigard and downtown Tualatin. North of the Portland-Tigard city boundary, the high capacity transit alternatives are routed along portions of Barbur Boulevard.

**15. Will high capacity transit take away a motor vehicle travel lane on Barbur?**

While light rail would travel entirely in exclusive right of way, and higher-performance bus rapid transit would have at least some portion of its route in exclusive right of way, no decisions have been made yet about whether exclusive transit lanes would result from converting auto lanes or from adding right of way. These issues will be addressed in the refinement period. As a requirement of the National Environmental Policy Act (NEPA), traffic impacts would be avoided or mitigated.

**16. How much would it cost to build a high capacity transit line?**

The two modes being recommended for further study are a light rail alternative and a bus rapid transit alternative. The estimated order of magnitude cost for bus rapid transit ranges between \$580 million and \$700 million depending on assumptions including alignments, right-of-way impacts, and the degree of roadway changes. The order of magnitude for light rail to Tigard is \$1.68 billion without a tunnel. These numbers are provided for comparative purposes only, and are not based on actual designs. Conceptual design and cost estimates will be developed in future phases of the project.

**17. Who would pay for the improvements contained in the draft recommendation?**

All four existing high capacity transit lines in the Portland metropolitan area were funded in part by competitive grants from the Federal Transit Administration (FTA). The Southwest corridor project partners would likely seek similar funding for a light rail or bus rapid transit improvement in the corridor. While there is no guarantee that a project will receive funding, the groundwork laid by creation of the Southwest Corridor Plan will make an application more competitive.

The most recent qualifying high capacity transit project in our region received 50 percent funding from the FTA's New Starts Program. The remainder has come from a mix of state, regional, local, and non-FTA federal funds. The roadway and active transportation projects included in the recommendation would be funded from the same set of funding sources. Some may be included in a federal funding grant request as part of a high capacity transit line – but most will be funded by a mix of state, regional, and local funds. The “green” projects may be funded from a variety of federal, state, regional and local funds, including grants and funding that are specific to parks, natural area and water quality projects.

**18. How do high capacity transit operating costs compare to the cost of increasing local transit service?**

One of the important benefits of investing in high capacity transit service is the opportunity to serve more transit riders with lower operating costs, as compared to local bus service. As a result, total system operating costs may be higher, but cost per boarding generally goes down. For example, based on initial Southwest corridor model runs, light rail to Tigard and bus rapid transit to Tigard would cost \$4.9 million more and \$6.3 million more, respectively, to operate annually

than the no-build alternative. However, the cost per boarding would be \$1.23 for light rail and \$1.38 for bus rapid transit, compared to \$1.65 for the no-build alternative. Also, the high carrying capacity of light rail could allow for shortening or “interlining” (with connecting transfers) some local transit lines that would duplicate light service on Barbur Boulevard. This could reduce corridor operating costs and increase light rail ridership even further. There would be less opportunity to do this in the bus rapid transit alternatives, as the lower-capacity vehicles are already projected to be full.

**19. Will the Southwest corridor lose its express bus service if we build a high capacity transit line?**

Generally, only bus service that would duplicate the new service would be replaced by high capacity transit, which could improve service for many current express riders. The only express bus impacted in the Southwest corridor would be the line 94 between Tigard and Portland. This would likely be shortened to serve only Sherwood to Tigard, with the section beyond Tigard being replaced by the new high capacity transit service. No other express buses are projected to be removed.

**20. How many people ride transit in the Southwest corridor today? How many will ride in the future?**

Transit demand is already high within the Southwest corridor, with at least 6,400 daily riders currently using lines 12 and 94 on a typical weekday. In 2035, ridership for the two lines is expected to nearly double to about 12,400 people under the no-build scenario. With a high capacity transit investment, 2035 projected ridership ranges from 22,500 to 28,900 daily riders.

**21. What about other high priority projects in Washington County, such as projects on Highway 217, I-5 and Highway 99W?**

The Southwest Corridor Plan has emphasized local corridor community land use visions, and the catalytic effect that a high capacity transit investment could have on those goals. Nevertheless, while the plan emphasizes the importance of particular projects to achieve the Southwest corridor land use vision, it recognizes that there are many other projects that are important to Southwest corridor communities. This work does not replace or remove projects from other local or regional project lists.

**22. Will there still be opportunities for the public to weigh in? When? How?**

People who live and work in the corridor and other stakeholders are invited to the Southwest Corridor Plan Steering Committee meetings on July 8 and 22, where members will hear public comment before making a final decision. In addition, the intent is for project partner councils and boards to take action on the committee recommendation this summer and fall. Whether you agree or disagree with all or parts of the recommendation, it is important to let representatives know your thoughts on the recommendation and what should be considered in future analysis of the high capacity transit alternatives. As project partners further develop – and seek funding for – the roadway, active transportation, parks and natural resources projects, additional opportunities for input will arise through those processes.

## Stay informed about the process. Let project partners know what is important to you.



Let your representatives know your thoughts on the recommendation.

- Southwest Corridor Plan Steering Committee, 9:30 to 11:30 a.m. Monday, July 22, Tigard Library, 13500 SW Hall Boulevard
- Project partner council/board action on the steering committee recommendation through this summer and fall

In addition to public comments received at the above events, decision-makers will consider the results and comments on the transit options and draft recommendation from community interactions and the following events.

- Community planning forum, Thursday, May 23, 2013, Tualatin Library
- Online questionnaire, transit options, May 24 through June 26, 2013, [www.swcorridorplan.org](http://www.swcorridorplan.org)
- Online questionnaire, staff recommendation, June 13 through June 26, 2013, [www.swcorridorplan.org](http://www.swcorridorplan.org)
- Community planning forum, Wednesday, June 26, 2013, Tigard Library

## Forward

### July 22, 2013

Southwest Corridor Plan Steering Committee issues its recommendation.

### Summer 2013

Projects with identified funding move forward in development and implementation.

### 2014

Partners begin to develop and seek funding projects highly supportive of community land use visions, working collaboratively as appropriate. Early actions may include project design and engineering, public outreach and working with regional partners to include the project in the Regional Transportation Plan.

### Fall 2013 to mid-2014

TriMet works with partners and the public to refine the priorities for future transit service throughout the area, including connections to a potential high capacity transit line. Partners refine possible high capacity transit project alternatives for further study.

### Mid-2014

Partners identify which projects are packaged with the high capacity transit alternative(s) for consideration in a Draft Environmental Impact Statement.

### 2015 and forward

TriMet implements Southwest Service Enhancement Plan.

### Mid-2014 to late 2016

Partners develop Draft Environmental Impact Statement for the high capacity transit alternative(s)

### Early 2017 (target)

Partners consider Draft Environmental Impact Statement and determine a Locally Preferred Alternative.

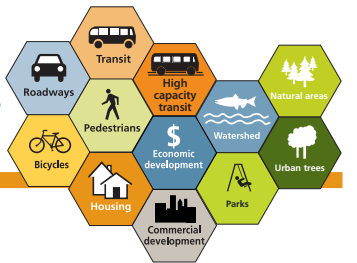
503-813-7535

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

July 2013



SHARED  
INVESTMENT  
STRATEGY



*This effort began with local land use plans to identify actions that support vibrant communities. Building on the local plans, the Southwest Corridor Plan examines high capacity transit alternatives and potential roadway, bicycle and pedestrian improvements.*

*This plan identifies actions and investments that support key elements of a successful region, things such as healthy communities, economic prosperity, transportation choices, clean air and water, and equity.*

### PARTNERS

City of Beaverton  
City of Durham  
City of King City  
City of Lake Oswego  
City of Portland  
City of Sherwood  
City of Tigard  
City of Tualatin  
Multnomah County  
Washington County  
ODOT  
TriMet  
Metro

### CONNECT

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503-813-7535

## Moving toward a final recommendation

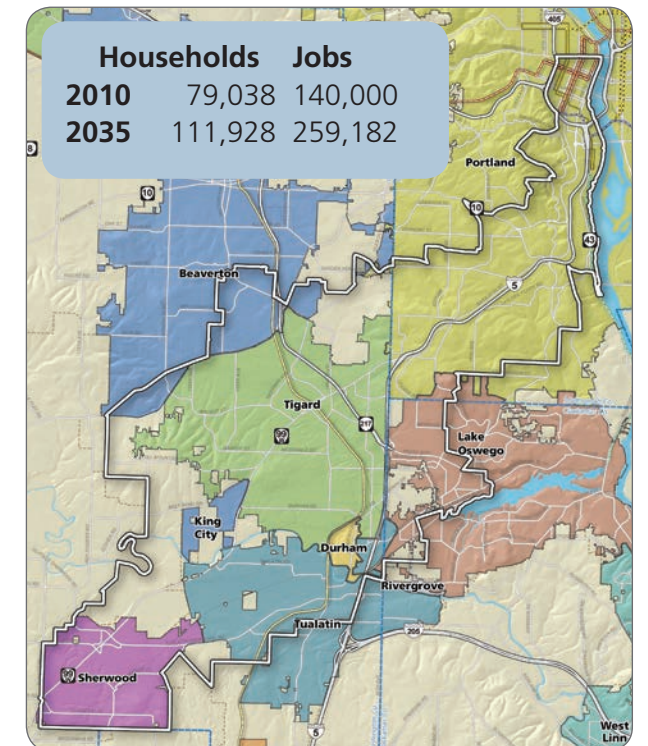
In July, the Southwest Corridor Plan Steering Committee will recommend transit alternatives for further study along with roadway, bicycle, pedestrian, parks, trails and natural area projects as part of the Southwest Corridor Shared Investment Strategy.

This document summarizes the draft recommendation that is being considered by decision-makers for the Southwest corridor.

## Why invest in the Southwest corridor?

Today, the Southwest corridor is home to 11 percent of the Portland metropolitan area population and 26 percent of tri-county jobs, both of which are projected to grow significantly over the next two decades. The corridor also contains a wealth of amenities, from parks and habitat to job centers, retail destinations, and major educational institutions including the Oregon Health Sciences University and Portland Community College.

As people and employers seek to locate in the corridor, worsening traffic will limit job growth and make it harder for residents to get around. In light of this as well as local land use aspirations, the Southwest corridor was selected by regional leaders as the next area to study for a potential high capacity transit investment. In combination with other investments to support transportation choices (driving, biking, walking and transit), a new bus rapid transit or light rail line would provide better access to jobs in the corridor and encourage development in key places while protecting the character of single-family neighborhoods.



Find the draft recommendation at [www.swcorridorplan.org](http://www.swcorridorplan.org) or call 503-813-7535 to request a copy.



Recommendation: Invest in transit

Transit is a key element to help communities in the corridor to achieve their development visions. The recommendation gives direction on both local bus service improvements and future high capacity transit (light rail or bus rapid transit) in the corridor.

Local service

To improve local bus service, the steering committee directs TriMet to develop and implement the Southwest Service Enhancement Plan to:

- ensure key corridor locations are connected by efficient and reliable local service – to one another, to the Westside Express Service (WES) and to a potential new high capacity transit line
- make on-the-ground improvements to the transit system
- identify how cities and counties can create better access to transit (both to local service and to a potential bus rapid transit or light rail line).

High capacity transit

An investment in high capacity transit in the corridor would help achieve the local visions for development, revitalizing and encouraging private investment in future station areas. It also creates the ability to move people efficiently, which is especially important in a corridor where:

- it is difficult to build or expand roads due to hills, natural resources, established businesses and existing neighborhoods that would make new roads expensive and disruptive
- significant growth in jobs and population is anticipated.

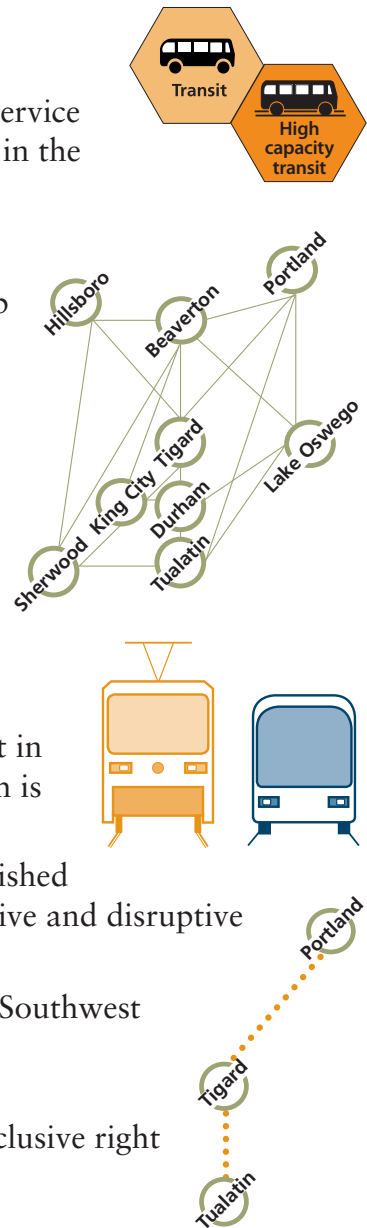
To better understand the options for high capacity transit in the corridor, the Southwest Corridor Plan Steering Committee directs staff to study in more detail:

- two potential modes: light rail and bus rapid transit
- for the bus rapid transit, between 50 to 100 percent of the alignment in exclusive right of way
- a line that connects Portland to downtown Tualatin, via Tigard.

Steering committee decisions: High capacity transit

October 2012	July 2013	mid-2014	early 2017
Narrowed from 10 alternatives concepts to five	<ul style="list-style-type: none"><li>• Direction on Southwest (Transit) Service Enhancement Plan</li><li>• Policy direction on “level” of bus rapid transit for further study</li><li>• Which modes to carry forward for further study</li><li>• Destination</li></ul>	<i>Refinement</i> <ul style="list-style-type: none"><li>• Alignments<ul style="list-style-type: none"><li>• Naito or tunnel?</li><li>• Direct connection to PCC?</li><li>• Hall or 72nd?</li></ul></li><li>• Add a lane or convert a lane?</li><li>• Potential station locations</li><li>• Funding strategies</li></ul>	<i>Draft Environmental Impact Statement</i> <ul style="list-style-type: none"><li>• Mode</li><li>• Station locations</li><li>• Transit system connections</li></ul>

**Earlier decisions** The Southwest Corridor Plan Steering Committee’s October 2012 narrowing decision removed several options from further consideration: 1) streetcar as a mode, 2) high capacity transit connection between Tigard and Sherwood on Highway 99W, and 3) the idea of adding or converting an Interstate 5 lane for high occupancy transit use. It also tabled consideration of WES improvements for a separate planning process.



Recommendation: Invest in roadways and active transportation

Potential projects were gathered from the Regional Transportation Plan and other regional plans, transportation system plans and other local plans, and suggestions from the public. This list was narrowed from more than 500 projects to a list of 81 priority projects. The 81 projects are recommended because they either:

- leverage and support the potential high capacity transit line, including
  - walking and biking projects within one-quarter mile of potential station areas
  - trails within one mile of potential station areas
- highly support the community land use vision, including projects that
  - leverage future development in places local communities have defined as “essential” or “priority”
  - are important to meet freight and capacity needs in employment and industrial districts
  - improve pedestrian connectivity, provide safe crossings or high-demand bike connections.

The projects identified as highly supportive of high capacity transit will be included in further study of the high capacity transit project. Those projects that support the land use vision will move forward as the local jurisdictions develop and fund them, either individually or in collaboration with other project partners.

Attachment A of the recommendation shows the list of priority projects.

Recommendation: Invest in parks, trails and nature

Parks, greenspaces, trails and natural areas are consistently cited as one of the Southwest corridor’s most important and attractive features. To strengthen “green” elements and leverage future transportation investments, the steering committee recommends that project partners work collaboratively and seize opportunities to implement projects included on the list contained in Attachment A of the recommendation as corridor development plans move forward.

Attachment A of the recommendation shows the list of potential projects.

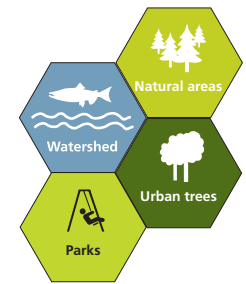
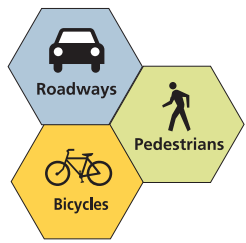
Recommendation: Consider new regulations and policies, and develop incentives to build private investment consistent with community vision

The public sector can help set the stage for development consistent with community goals through regulations, policies and development incentives that encourage private investment. In the next phase of the Southwest Corridor Plan, project partners will explore specific tools to advance the corridor land use vision and enable the region to compete nationally for scarce federal dollars to help fund a possible high capacity transit investment.

Attachment B of the recommendation provides a toolkit of a variety of policies and incentive programs for communities to consider as they advance Southwest Corridor Plan projects and community development goals.

Recommendation: Develop a collaborative funding strategy for the Southwest Corridor Plan

Project partners should work together to develop a funding strategy that includes local, regional, state and federal sources. This could include innovative financing tools and non-transportation funding for parks and natural areas.



# SHARED INVESTMENT STRATEGY RECOMMENDATION

## Making investments in the Southwest corridor

The Southwest Corridor Plan is an outcomes-oriented effort focused on supporting community-based development and placemaking that targets, coordinates and leverages public investments to make efficient use of public and private resources. The plan was developed to support achieving four balanced goals:

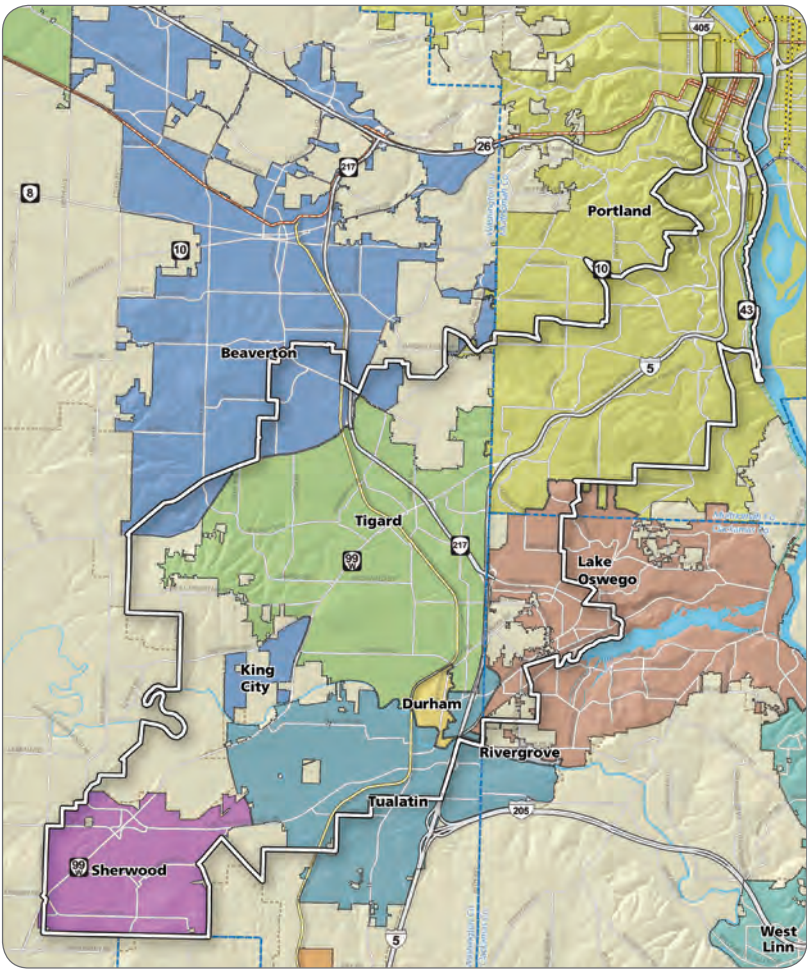
### Accountability and partnership

Partners manage resources responsibly, foster collaborative investments, implement strategies effectively and fairly, and reflect community support.

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

**Health** People live in an environment that supports the health of the community and ecosystems.

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



### Steering committee members

Metro Councilor Craig Dirksen, co-chair  
 Metro Councilor Bob Stacey, co-chair  
 Tigard Mayor John Cook  
 Beaverton Mayor Denny Doyle  
 Portland Mayor Charlie Hales  
 Lake Oswego Councilor Skip O'Neill  
 TriMet general manager Neil McFarlane  
 Sherwood Mayor Bill Middleton  
 Tualatin Mayor Lou Ogden  
 Washington County Commissioner Roy Rogers  
 Durham Mayor Gerry Schirado  
 Multnomah County Commissioner Loretta Smith  
 ODOT Region 1 manager Jason Tell  
 King City Commissioner Suzan Turley

## Overview

This document presents the Southwest Corridor Plan Steering Committee’s draft final recommendation and action plan. This document includes:

- a draft recommendation, to be revised and confirmed in late July
- priority projects to be considered for the Southwest Corridor Shared Investment Strategy
- considerations for improvements to the regulatory environment to leverage public investments.

Outstanding issues will be addressed and the final recommendation will be affirmed on July 22, 2013.

## Vision and context

The work has been guided by a steering committee that includes representatives from Southwest corridor cities, counties and agencies.

Five major planning efforts are coordinated with this effort:

- Portland Barbur Concept Plan
- Sherwood Town Center Plan
- Tigard High Capacity Transit Land Use Plan
- Linking Tualatin
- Southwest Corridor Transit Alternatives Analysis.

The project partners have defined a set of potential investments that support land use, transportation, and community-building goals in the corridor – a shared investment strategy – to implement the shared Southwest corridor vision. The policies and projects are all aimed at supporting development that is consistent with the local communities’ aspirations for key places in the corridor.



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## Summary of the Southwest Corridor Shared Investment Strategy recommendation

### Recommendation: Invest in transit (page 6)

Transit is a key element to help communities in the corridor to achieve their development visions. This recommendation gives direction on both local bus service improvements and future high capacity transit (light rail or bus rapid transit) in the corridor.

#### Local service

To improve local bus service, this recommendation directs TriMet to develop and implement the Southwest Service Enhancement Plan to:

- ensure key corridor locations are connected by efficient and reliable local service – to one another, to the Westside Express Service (WES) and to a potential new high capacity transit line
- make on-the-ground improvements to the transit system
- identify how cities and counties can create better access to transit (both to local service and to a potential bus rapid transit or light rail line).

#### High capacity transit

An investment in high capacity transit in the corridor would help achieve the local visions for development, revitalizing and encouraging private investment in future station areas. It also creates the ability to move people efficiently, which is especially important in a corridor where:

- it is difficult to build or expand roads due to hills, natural resources, established businesses and existing neighborhoods that would make new roads expensive and disruptive
- significant growth in jobs and population is anticipated.

To better understand the options for high capacity transit in the corridor, the Southwest Corridor Plan Steering Committee directs staff to study in more detail:

- two potential modes: light rail and bus rapid transit
- for the bus rapid transit, between 50 to 100 percent of the alignment in exclusive right of way
- a line that connects Portland to downtown Tualatin, via Tigard.

### Recommendation: Invest in roadways and active transportation (page 8)

Potential projects were gathered from the Regional Transportation Plan and other regional plans, transportation system plans and other local plans, and suggestions from the public. This list was narrowed from more than 500 projects to a list of 81 priority projects. See **Attachment A** for the list of priority projects.

The 81 projects are recommended because they either:

- leverage and support the potential high capacity transit line, including
  - walking and biking projects within one-quarter mile of potential station areas
  - trails within one mile of potential station areas
- highly support the community land use vision, including projects that
  - leverage future development in places local communities have defined as

“essential” or “priority”

- are important to meet freight and capacity needs in employment and industrial districts
- improve pedestrian connectivity, provide safe crossings or high-demand bike connections.

The projects identified as highly supportive of high capacity transit will be included in further study of the high capacity transit project. Those projects that support the land use vision will move forward as the local jurisdictions develop and fund them, either individually or in collaboration with other project partners.

### Recommendation: Invest in parks, trails and nature (page 9)

Parks, greenspaces, trails and natural areas are consistently cited as one of the Southwest corridor’s most important and attractive features. To strengthen “green” elements and leverage future transportation investments, the steering committee recommends that project partners work collaboratively and seize opportunities to implement projects included on the list contained in **Attachment A** as corridor development plans move forward.

### Recommendation: Consider new regulations and policies, and develop incentives to build private investment consistent with community vision (page 10)

The public sector can help set the stage for development consistent with community goals through regulations, policies and development incentives that encourage private investment. **Attachment B** contains a variety of proposed policies and incentive programs for communities to consider as they advance Southwest Corridor Plan projects and community development goals.

In the next phase of the Southwest Corridor Plan, project partners will explore specific tools to advance the corridor land use vision and help the region compete nationally for scarce federal dollars to help fund a possible high capacity transit investment.

### Recommendation: Develop a collaborative funding strategy for the Southwest Corridor Plan

Project partners should work together to develop a funding strategy that includes local, regional, state and federal sources. This could include innovative financing tools and non-transportation funding for parks and natural areas.

## What do we mean by a shared investment strategy?

Public actions can influence development in three main ways: by regulations and policies, by investments in the public realm, and by development incentives that catalyze private investment. The Southwest Corridor Plan and Shared Investment Strategy address all three of these areas.

Moving from current conditions to community visions



Community vision ..... ➔ Goals



Current development

Opportunities for public influence on community development

#### Regulations and policies

- Zoning changes
- Development requirements
- Policy coordination

#### Investments in the public realm

- High capacity transit
- Roadway expansions and improvements
- Bike and pedestrian facilities improvements
- Parks, trails and nature improvements

#### Financial incentives that catalyze private investment

- Public development grants such as through Metro’s Transit-Oriented Development Program
- Local tax incentives





## The Southwest Corridor Land Use Vision – a community vision for places throughout the corridor

Each city in the Southwest corridor began this collaborative effort by looking at their downtowns, main streets, corridors and employment areas to define a vision for these places that reflects their unique characteristics and local aspirations. The area contains a wealth of opportunities for jobs and stable neighborhoods and is expected to grow significantly in the future. The corridor contains important regional retail and employment destinations as well as many major trails and one of only a handful of the nation's urban national wildlife refuges.

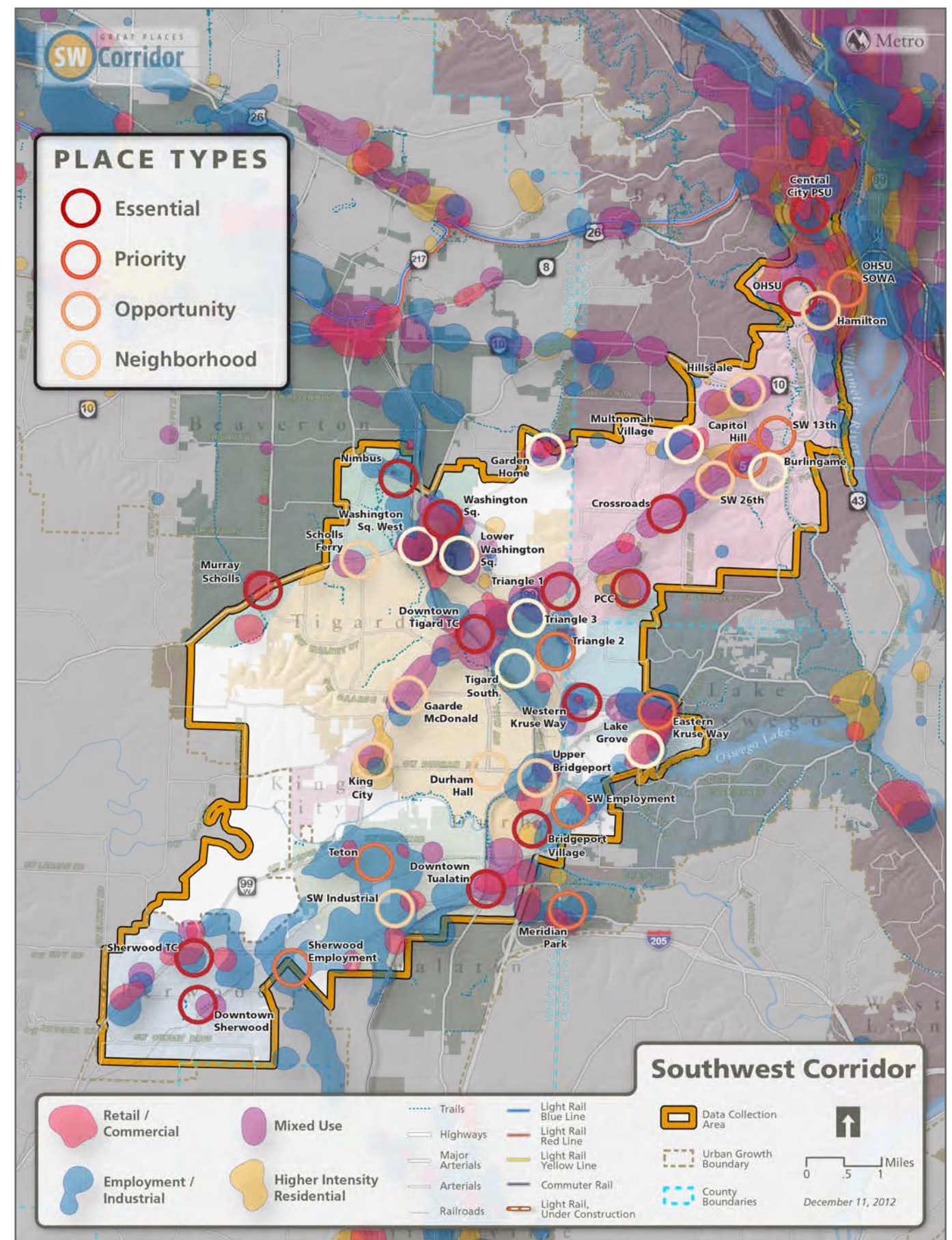
	Households	Jobs
2010	79,038	140,000
2035	111,928	259,182

The Southwest Corridor Land Use Vision compiles local land use plans and puts them into a common language, creating a foundation for the many projects (ranging from transportation to parks) to be categorized and prioritized based on how well they support the shared corridor land use vision.

The corridor vision emphasizes maintaining and enhancing the many stable single-family neighborhoods, while allowing for growth in certain places that creates more services for existing residents as well as more housing, employment and transportation choices in the future. The areas of change are described in four categories:

- **Retail/commercial** The corridor is a destination for retail with three prominent shopping destinations in Washington Square and Bridgeport Village. These retail destinations will continue to generate substantial demand and will need accommodation through enhanced transit, active transportation and roadway investments.
- **Employment/industrial** The Southwest corridor includes a regional employment district with significant current employment and anticipated growth as new jobs move into the Tigard Triangle and the industrial areas of Tualatin and Sherwood.
- **Mixed use** The corridor includes opportunities for areas with a mix of housing, employment and services in a walkable environment. Good access to transit with high quality pedestrian and bike facilities are critical elements for these mixed use areas to help leverage infill and redevelopment.
- **Higher intensity residential** Infill and redevelopment is going to be the primary generator for new development in the corridor. The majority of residential development that does occur will be found in the mixed-use areas, and these areas will need to integrate natural features into development to ensure a high quality of life and connections to nature.

To develop the land use vision, each city identified key places and categorized them based on the importance of a high capacity transit investment to connect them (see map at right). These key places were used to draw the draft high capacity transit alternatives, thus ensuring that the transportation solution supports the community's vision for growth. The prioritized key places also help focus investments for other types of transportation as well as parks and natural resources.





## Public involvement for Phase I

### September 2011 to February 2012: What should be the focus of the plan?

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, project partners focused on announcing the integrated planning effort, informing the public about 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 an open house and community events and submitted 98 public comments via the online questionnaire, mail and email.

### February 2012 to August 2012: How should the wide range of potential projects be narrowed?

The second public engagement stage of 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 during 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.

### August to December 2012: How should investments be prioritized?

The third public engagement stage was held August to December 2012 and aimed to set the framework for shared investment strategies based on potential projects that were identified in the previous stage.

From Nov. 14, 2012 to Jan. 1, 2013, project partners hosted the online interactive Shape Southwest game and associated questionnaire. A paper version of the questionnaire was distributed in English, Spanish and Vietnamese to libraries and agencies serving environmental justice communities to engage residents without computer access. Community planning forums were convened on Oct. 9 and Dec. 3, 2012. During this time, project staff hosted booths at community events and briefed community groups, specifically to engage environmental justice communities. Additionally, community group briefings were held by project partner staff focusing on the local land use plans but also highlighting the Southwest Corridor Plan.

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 Southwest corridor.

During the public comment period, 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.

### January to July 2013: Are these the right things to move forward?

During this stage of public involvement, project staff provided briefings to community groups and municipal committees and sponsored public events to gather feedback that will inform decision-making. Events included an open house hosted by SW Neighborhoods, Inc. on April 25, participation in the Tigard Town Hall on April 30, an economic summit on May 21 and a community planning forum on May 23 to gather feedback on potential projects and the draft high capacity transit alternatives. This opportunity for input was replicated through an online questionnaire that was open between May 23 and June 26. The public reviewed the Southwest Corridor Plan staff draft recommendation and gave feedback in an additional online questionnaire from June 11 to 26. The draft recommendation was also the focus of the final community planning forum on June 26.

### What are people saying about the transit alternatives and staff draft recommendation?

- There is strong support for high capacity transit in the Southwest corridor.
- Citing the need for better local transit service and more transit connections, coupled with the anticipated growth in the corridor, many people prioritize extending high capacity transit to the furthest extent possible, with Sherwood as the destination.
- While the individual responses are mixed, taken as a whole there is support for carrying forward both bus rapid transit and light rail transit for further study in the next phase of the plan.
- People overwhelmingly support studying a bus rapid transit that runs mostly or exclusively in a dedicated transitway.
- There is overall support for the other elements of the recommendation that call for:
  - enhanced local transit service
  - transit related roadway, biking and walking projects
  - roadway, biking and walking projects related to local aspirations
  - parks and natural resources projects
  - development strategy that stimulates private investment.
- The three highest priorities for Southwest Corridor Plan outcomes were:
  1. better transit (quicker trips, more local service and easier walk to a MAX or bus rapid transit station)
  2. access and mobility (more and better sidewalks and bikeways, reduced time in traffic or at lights)
  3. feasibility (cost, funding potential and support).
- Environmental justice organizations' representatives prioritized the plan outcomes differently than the majority of the public who provided input; their three highest priorities were:
  1. equity (fair distribution of benefits and burdens)
  2. healthy communities (access to parks, trails, and natural areas, more walking and biking opportunities)
  3. a tie between prosperity (more jobs, development, housing) and access and mobility (more and better sidewalks and bikeways, reduced time in traffic or at lights).

Getting to the plan

To create the Southwest Corridor Plan, representatives of cities and counties throughout corridor looked to local land use plans and policies to identify areas where the community wanted to focus new development. Four plans in particular helped identify the local vision for in key areas of the corridor: Portland’s Barbur Concept Plan, Tigard’s High Capacity Transit Land Use Plan, the Linking Tualatin plan and Sherwood’s Town Center Plan. Building on these local visions, the project partners worked together to identify a potential high capacity transit alternative that could catalyze the corridor land use vision, and developed and narrowed a list of roadway, bicycle and pedestrian improvements that would support high capacity transit and make it work better for the corridor. This work led to the recommendations in this Southwest Corridor Shared Investment Strategy. The strategy will help guide funding collaboration and coordinated implementation of opportunities throughout the Southwest corridor.

**Barbur Concept Plan** Creating a long-term vision for the six-mile Barbur Boulevard corridor from downtown Portland to the Tigard city limit, the Barbur Concept Plan recommends key transportation investments, stormwater solutions and changes to city policy and zoning.

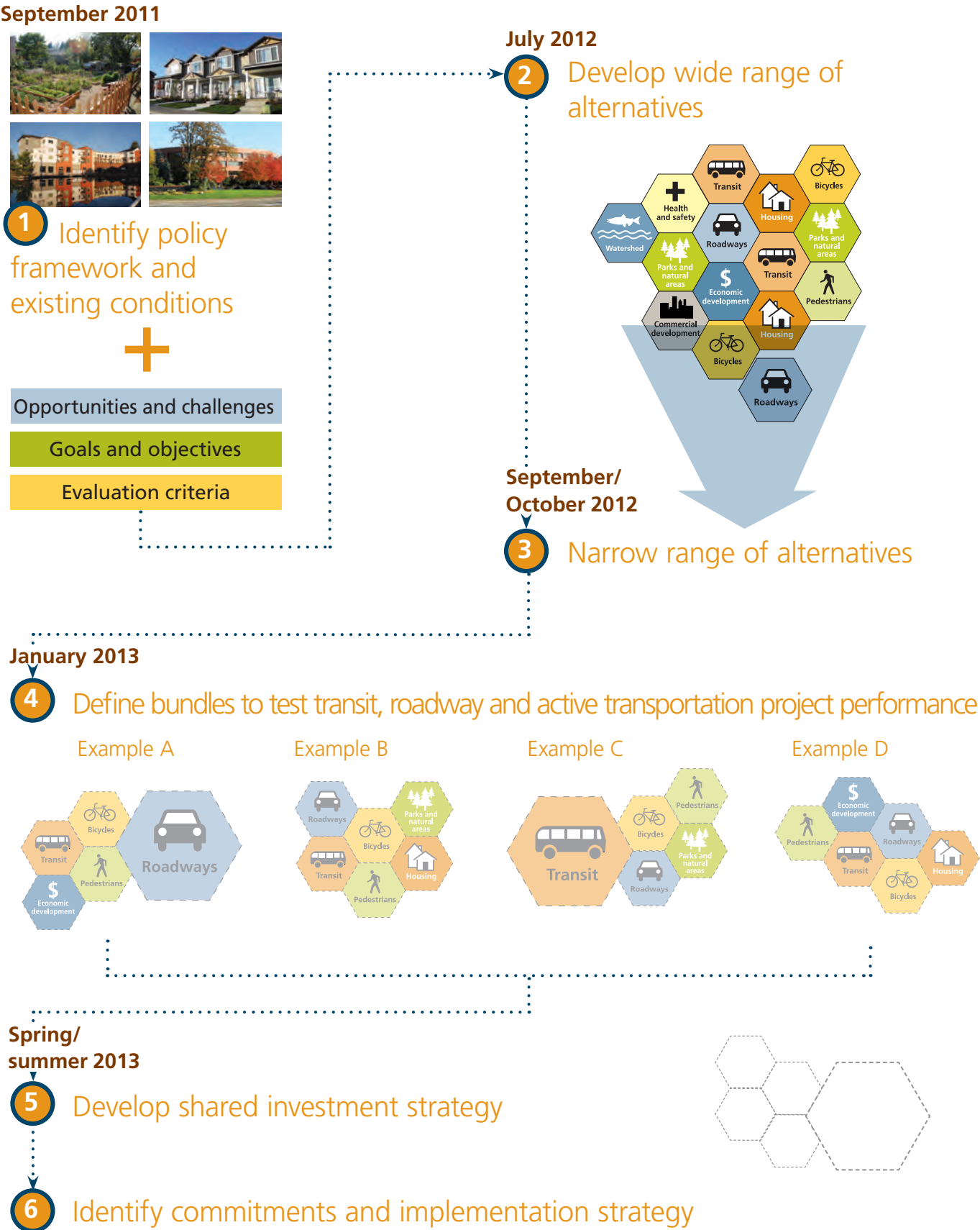
**Tigard High Capacity Transit Land Use Plan** In this plan, Tigard developed land use concepts for vibrant station area communities and neighborhood centers that could support transit investments in a way that fits Tigard, helping to decide what growth will look like and where it should be located.

**Linking Tualatin** With this work, Tualatin is investigating locally preferred station areas and development typologies as well as policy, investment and code changes necessary to support high capacity transit and ensure it serves the city well.

**Sherwood Town Center Plan** Sherwood is identifying the best focus area for town center activity and development, creating a strategy for ongoing community success.



Southwest Corridor Plan Phase I milestones





## Integrating public investments to support great places

The Southwest Corridor Plan aims to use limited public resources wisely by targeting them in identified “key places” to support the local land use vision. It also sets the stage to look at how investments in transportation projects, parks and habitat improvements can be made together. This allows for efficiencies in planning and the ability to achieve multiple goals in targeted areas. The Southwest Corridor Plan goals direct partners to collaborate, target resources and search for opportunities to leverage dollars.

### Collaborate

The project partners agree to work together to implement common prioritized projects that support the corridor land use vision. The private sector can bring investment in buildings, retail businesses, and jobs that help make great places. Nonprofit partners and other public agencies play an essential role in ensuring that the Southwest corridor continues to equitably and sustainably provide opportunities for a diverse range of people and maintains the a connection to nature so important to current and future residents. In future phases, project partners should identify best practices and proven implementation strategies to help private, public and non-profit agencies work together to make the Southwest corridor vision a reality.

### Target resources

Focusing on the Southwest Corridor Land Use Vision has enabled project partners to limit the number of projects included in the shared investment strategy. A smaller prioritized list makes it easier to work together to fund and implement a set of common priorities.

By working together and listening to the public, the project partners narrowed a wide ranging list of roadway and active transportation projects from almost \$4 billion to about \$500 million. The list includes projects that would be highly supportive of a future high capacity transit investment, and a strategic list of roadway and active transportation projects that support the land use vision in the corridor.

*In future phases, project partners should identify best practices and proven implementation strategies to help private, public and non-profit agencies work together to make the Southwest corridor vision a reality.*



The Southwest Corridor Plan also includes the region’s first coordinated list of parks, trails and natural resource projects for implementation in tandem with transportation projects to support the community vision. The project partners created a list of nearly 450 projects gathered from local parks master plans, habitat improvement lists, and other sources. This was narrowed to the smaller list of parks, trails and natural resource projects included in the shared investment strategy. The list serves as a strategic resource to help project partners identify projects that leverage the benefits of – and funding for – transportation projects in the shared investment strategy.

### Leverage

Great places are defined by a mix of elements that come together in one location to meet a range of community needs. Investing in a road improvement might not create a great place by itself – but combining it with a trail, a culvert replacement and bus stop improvements could help that public investment catalyze the market and attract private investment to build the community vision.

As a shared strategy, the narrowed lists of projects contained in this recommendation can serve as a tool for agencies when making future investment decisions. Continued communication is critical, both within agencies (e.g., city transportation, parks and environmental services departments) and between agencies (e.g., city transportation and county transportation or TriMet).

*Great places are defined by a variety of elements that come together in one location to meet a range of community needs.*





## Shared investment strategy

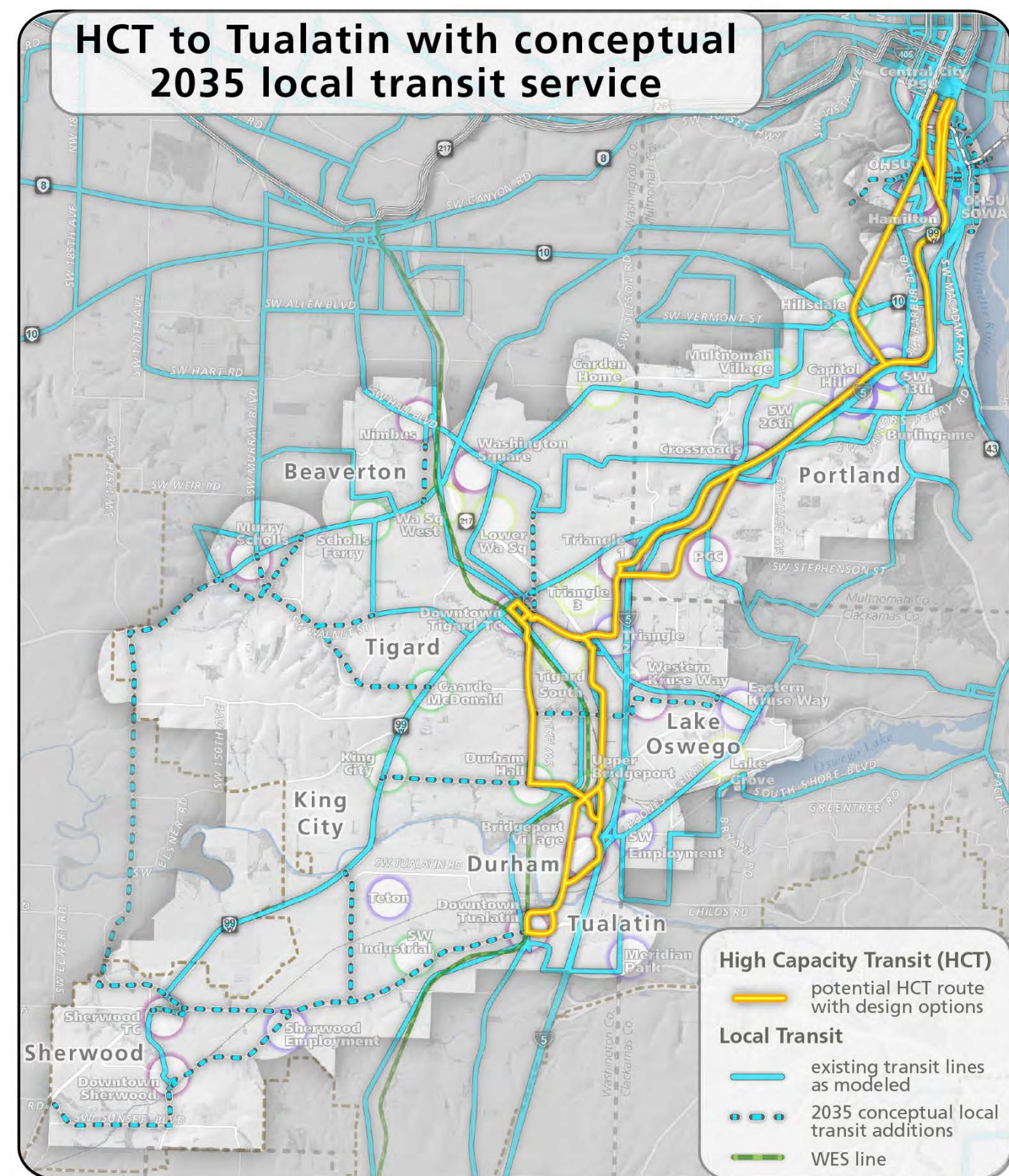
The Southwest Corridor Plan and Shared Investment Strategy is an outcomes-oriented effort targeted towards implementing the projects that support the corridor land use vision over the next 15 years. This includes a strategic project list for transit, roadway, active transportation and parks and natural resources as well as ideas for policy change and development strategies. The Southwest Corridor Plan evaluation, project partner priorities and public input provided the foundation for the Southwest Corridor Shared Investment Strategy.

It is understood that many Southwest corridor communities have transportation and other needs outside the boundaries of this plan, and will likely consider significant investments in other corridors during the time frame covered by the Southwest Corridor Plan. The Southwest Corridor Shared Investment Strategy is not intended to be a comprehensive listing of all priority projects in the area. Rather, it is a list of projects and policies that best meet the land use goals and objectives approved by the Southwest Corridor Plan Steering Committee in this early phase of the project. As project partners consider development and transportation needs in a variety of locations and corridors in their communities, the shared investment strategy defines actions that are critical to supporting the Southwest Corridor Land Use Vision.

### Investments in the public realm

As people and employers seek to locate in the corridor, worsening traffic congestion will impact economic development and livability in the area. In light of this, as well as local land use aspirations, the Southwest corridor was selected by regional leaders as the next area to study for a potential set of investments to address access issues in the corridor. In combination with other investments to support transportation choices (driving, biking, walking and transit) a new bus rapid transit or light rail line would provide better access to jobs in the corridor and encourage development in key places while protecting the character of single-family neighborhoods.

In July, the Steering Committee is being asked to give direction on three main questions to further narrow the options for a potential high capacity transit investment to serve the corridor land use vision. These questions include: 1) modes (bus rapid transit and/or light rail) for further study, 2) percentage of bus rapid transit dedicated transitway, and 3) the destination of a potential high capacity transit investment. In the year following this recommendation, a refinement phase will give more information and help the project partners define a possible project for analysis under the National Environmental Policy Act (NEPA).



Note: Potential local transit service additions are conceptual only at this point. TriMet will work with local jurisdictions to determine service needs and will match service increases to available funding.



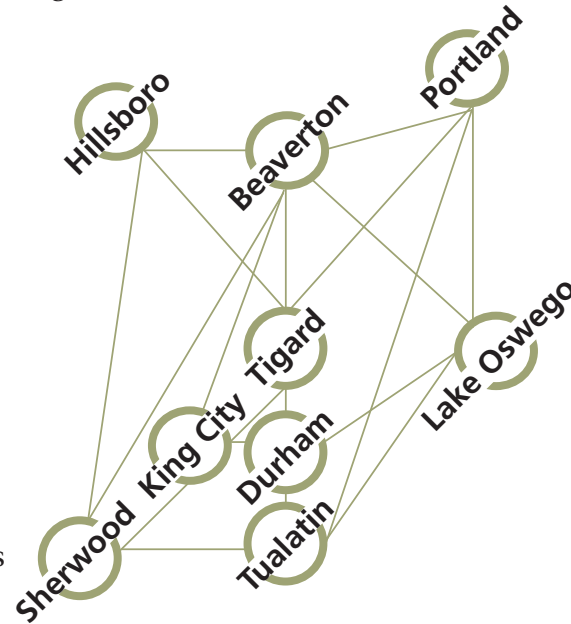
## Transit recommendation

### Local service/Southwest corridor service enhancement

Local transit connections will be essential to achieving the land use vision in the Southwest corridor, as well as to the success of a potential high capacity transit investment. In 2013-2014, TriMet will work with Southwest corridor jurisdictions and stakeholders to develop the Southwest Service Enhancement Plan.

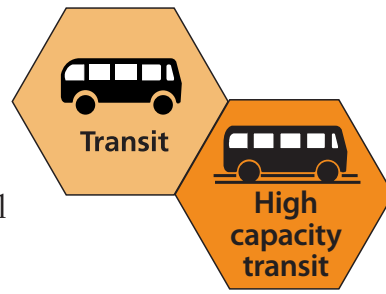
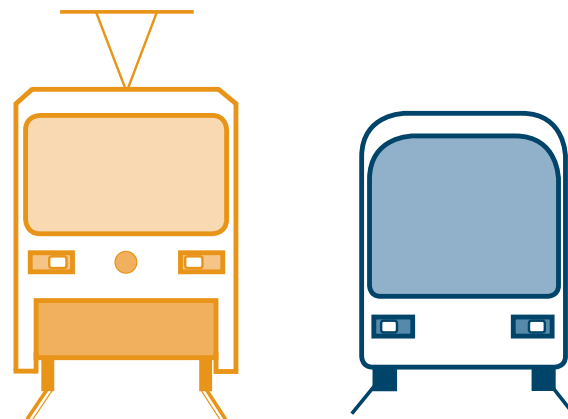
**Southwest Service Enhancement Plan** This recommendation directs TriMet to implement Southwest Service Enhancement Plan to provide the following:

1. transit service that connects key Southwest corridor locations quickly and reliably to one another and to a potential high capacity transit line
  - Locations include but are not limited to: Beaverton, Washington Square, Lake Oswego, King City, Durham, Tualatin industrial areas, and downtown Sherwood.
  - Service includes improved local transit circulation from the Southwest corridor throughout Washington County, including connections to northern Washington County.
2. improved local transit connections to Westside Express Service
3. capital improvements necessary to achieve higher transit system functioning, such as queue jumps and/or re-orientation of existing transit lines to better connect key corridor areas and a future high capacity transit system
4. identification of improvements cities and counties can make for better transit access (e.g., sidewalks and safe pedestrian crossings).



### High capacity transit

**Mode** Both light rail and bus rapid transit are recommended as modes for further study based on (1) the high ridership potential of both modes and (2) the need for additional design in order to produce more accurate capital cost estimates that clarify tradeoffs among cost, operating efficiency and ability to support the Southwest Corridor Land Use Vision.

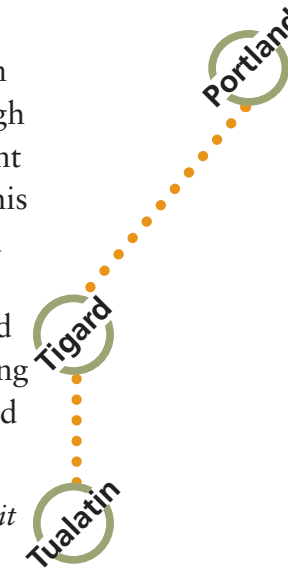


**Quality of bus rapid transit** As bus rapid transit is studied as a potential high capacity transit mode, it is recommended that between 50 and 100 percent of the route runs in exclusive right of way. Federal Transit Administration New Starts funding is only available for bus rapid transit projects with 50 percent or more of the project in dedicated transitway, and experience around the U.S. and internationally suggests that bus rapid transit with a higher level of exclusive transitway would best support the Southwest Corridor Land Use Vision. The Institute for Transportation & Development Policy has developed a bus rapid transit certification system that rates project performance. As bus rapid transit advances for further study, it is recommended that project partners aim for a project that meets Institute for Transportation & Development Policy certification standards.

**Destination** The recommended destination for further study for a high capacity transit investment is Tualatin, via Tigard. This recommendation is based on ridership potential, operational efficiency, and plans for increased housing and employment in Tigard and Tualatin.

*Note: A high capacity transit alignment will not be on Interstate 5 or Highway 99W southwest of the I-5/99W intersection.*

**Funding** The steering committee recommends that project partners work together to develop a funding strategy for the Southwest Corridor Plan that includes local, regional, state and federal sources. Capital funding for



### Bus rapid transit: Exclusive transitway or mixed traffic?

Bus rapid transit is a highly flexible and versatile transit mode. This means it can be difficult to define, and bus rapid transit projects are often under pressure to cut costs by reducing how much of the line runs in dedicated right of way.

A bus rapid transit project that runs in mixed traffic is less expensive to construct – it is also more expensive to operate, is slower and offers less certainty about arrival and departure times. Bus rapid transit in mixed traffic can be an improvement over local buses without transit priority treatments, but it cannot attract as many riders as bus rapid transit in exclusive lanes.

The BRT Standard by the Institute for Transportation & Development Policy is one way of rating the value of an individual bus rapid transit project. Using such a rating system creates an inherent pressure to make a high-performing project, and creates a healthy tension against the tendency to lower cost, but lower benefit, solutions. The standard is very high – there are only 12 gold standard projects in the world, none of which are in the United States.



For more information on the BRT Standard by the Institute for Transportation & Development Policy, visit [www.itdp.org/microsites/the-brt-standard-2013/](http://www.itdp.org/microsites/the-brt-standard-2013/).

construction of major transit projects comes from a variety of sources, including competitive grants and federal, state and regional funds. Transit operations (both bus and high capacity transit) are funded by passenger fares and a regional payroll tax. Any high capacity transit project would likely seek competitive federal funding through the Federal Transit Administration (FTA) which has contributed more than half the total funding for MAX projects to date. Even with a federal grant effort, high capacity transit will require a corridor-wide funding strategy that secures and leverages new resources. An FTA grant would most likely require a 50 percent match which can include local, regional, state and other non-FTA federal funds.

Steering committee decisions: High capacity transit

With this recommendation, the steering committee will have narrowed the potential high capacity transit alternatives/concepts from 10 to two.

Future decisions will include determining the alignment, lane treatments, specific funding strategies, mode, station locations and connections for the rest of the transit system.

October 2012	July 2013	mid-2014	early 2017
Narrow from 10 alternatives concepts to five	<ul style="list-style-type: none"><li>• Direction on Southwest (Transit) Service Enhancement Plan</li><li>• Policy direction on “level” of bus rapid transit for further study</li><li>• Which modes to carry forward for further study</li><li>• Destination</li></ul>	<i>Refinement</i> <ul style="list-style-type: none"><li>• Alignments<ul style="list-style-type: none"><li>• Naito or tunnel?</li><li>• Direct connection to PCC?</li><li>• Hall or 72nd?</li></ul></li><li>• Add a lane or convert a lane?</li><li>• Potential station locations</li><li>• Funding strategies</li></ul>	<i>Draft Environmental Impact Statement</i> <ul style="list-style-type: none"><li>• Mode</li><li>• Station locations</li><li>• Transit system connections</li></ul>

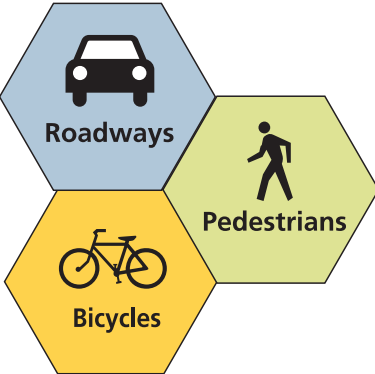
Earlier decisions

The October 2012 narrowing decision removed several options from further consideration: 1) streetcar as a mode, 2) high capacity transit connection between Tigard and Sherwood on Highway 99W, and 3) the idea of adding or converting an Interstate 5 lane for high occupancy transit use. It also tabled consideration of WES improvements for another time and process.

The steering committee looked at potential impacts to auto and freight movement as well as local community land use goals to guide its narrowing decision. For instance, all high capacity transit options were routed away from Highway 99W southwest of the Interstate 5/Highway 99W intersection to avoid severe impacts to auto and freight movement as well as commercial activities. Equally important is the need to provide transit connections to potential station communities in Tigard and Tualatin, specifically the Tigard Triangle, downtown Tigard and downtown Tualatin.

Roadway and active transportation recommendation

Over the past 18 months the project partners worked to narrow a large list of roadway and active transportation projects to a smaller list of projects that are most supportive of the high capacity transit recommendation and the Southwest Corridor Land Use Vision. Project partners narrowed from close to \$4 billion worth of projects to around \$500 million. This agreed-upon narrowed list of projects sets the stage for the project partners to cooperatively identify and leverage funding from a variety of sources. This will be critical, in light of the severe constraints on available transportation funding. Even the narrowed list of roadway and active transportation projects is more than five times greater than the projected \$60 million in state and regional funds anticipated to be available in the corridor over the next 15 years.



Projects on the narrowed list fall into one of two categories:

1. Projects to be studied further in the Southwest Corridor Plan refinement phase

This includes roadway and active transportation projects that could be highly supportive for the success of a high capacity transit investment. However, even if a high capacity transit investment advances, not all of these projects can necessarily be included in an eventual funding package. Which projects advance along with a potential high capacity transit investment will be a future decision based on judgments by project partners during refinement in an effort to best match Federal Transit Administration funding requirements. Those projects that are not included in a high capacity transit funding package will still be available to the partners for further project development, including the pursuit of other funding opportunities.

2. Narrowed list of projects that have been identified as highly supportive of the Southwest Corridor Land Use Vision

These projects include roadway and active transportation projects that are available for further project development by project sponsors. Each project has been identified as highly supportive of a particular land use type in the corridor: commercial, freight/employment, mixed use, or higher intensity residential. Projects were selected based on geographic factors, project characteristics, stakeholder input and/or evaluation results.

These lists are not intended to identify all projects that are important to communities in the Southwest corridor. Instead, they represent a set of projects that are highly supportive of corridor land use and high capacity transit goals based on the narrowing approach intended to target and leverage limited public dollars. The lists will inform local capital improvement plans and transportation system plan development, TriMet’s Transit Investment Priorities, and the next update of the Regional Transportation Plan. Projects on local and regional transportation investment plans that are not included in the shared investment strategy will remain on those local and regional plans unless the jurisdiction chooses to remove them.

Attachment A includes maps, the project lists and narrowing criteria.

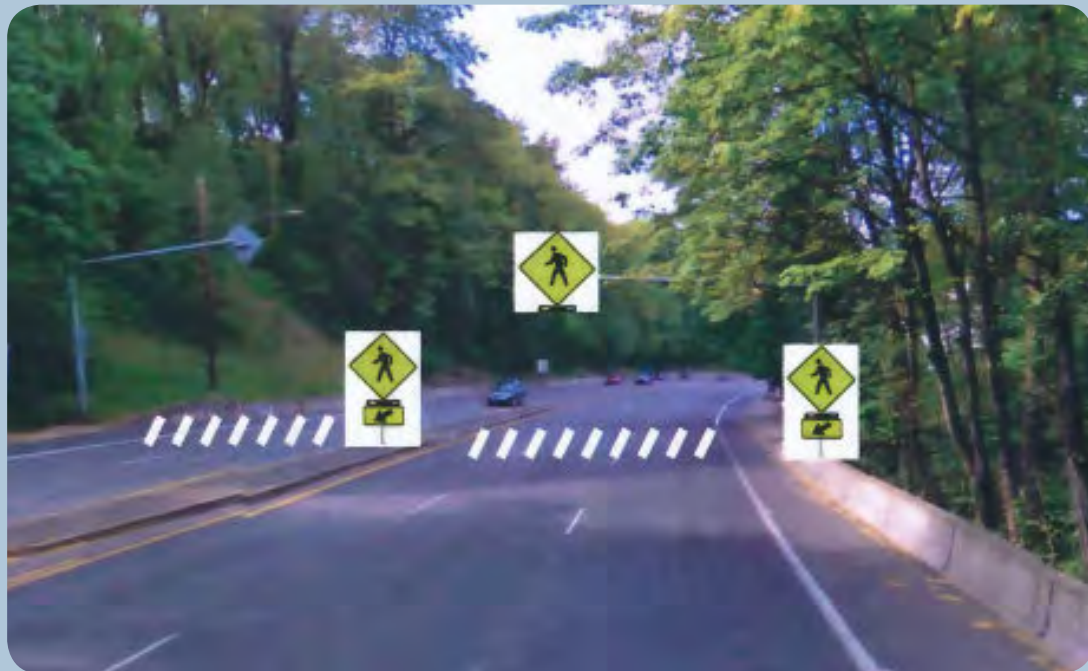


### Early project implementation

In locations throughout the corridor, project partners are already making investments that support the Southwest Corridor Plan Land Use Vision, both independently and in collaboration with other corridor partners. For example, in Sherwood, the Cedar Creek trail is funded and proceeding toward construction. In Portland, Multnomah Boulevard from Barbur to Southwest 45th Avenue is being reconstructed to urban standards, including curbs and sidewalks. When complete, it will improve bicycle and pedestrian safety and connect the potential Capitol Hill/Barbur Boulevard high capacity transit station with nearby Multnomah Village. In addition, ODOT and TriMet have identified a series of low-cost improvements that can be implemented quickly and are supported by the local jurisdictions and the public. These include projects on Barbur Boulevard/Highway 99W that improve access to transit, fill pedestrian gaps or fill bicycle gaps, such as:

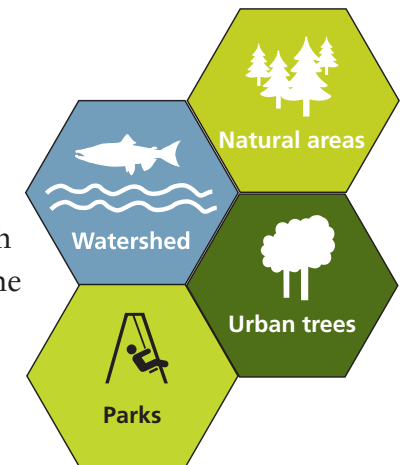
- Southwest Barbur at Southwest Bertha Boulevard bike lane markings
- Southwest Barbur at Southwest 13th Avenue crossing improvements
- Southwest Barbur at Southwest Alice Street crossing improvements
- Barbur Transit Center access improvements
- OR 99W at Bull Mountain Road sidewalk/bus stop improvements
- OR 99W at Durham Road illumination improvements
- OR 99W at Hazelbrook Road sidewalk/bus stop improvements.

These projects are expected to be completed in the next two to three years.



### Parks, trails and nature recommendation

People consistently point to the parks, trails, natural areas and urban tree canopy as essential elements of what draws them to live, work and play in the Southwest corridor. Gathering information from local plans, project partners compiled a list of nearly 450 “green” projects in the corridor including parks, trails and natural areas as well as water quality improvements and natural resource enhancements like improved wildlife habitat corridors and replacing or retrofitting culverts for fish passage. The projects on the list were screened based on how they would support the Southwest Corridor Land Use Vision, a potential high capacity transit investment, and important water resource and regional trail connections.



#### 1. Work together to secure funding for and implementation of the highest priority parks, trail and natural area projects for people and places

As the high capacity transit alternative is refined, partners should continue to sort and prioritize this green project list, examine likely funding sources and develop a collective strategy for grant writing and strategic use of existing or new funds. The project list and related maps can be used to coordinate across jurisdictional boundaries and select park and trail projects that support transit and new land uses. Additionally, green street designs that incorporate tree planting, vegetated storm water facilities and other low impact development approaches are recommended, softening the landscape for residents and visitors to the area and increasing people’s access to nature.

#### 2. Support habitat and water quality projects that deliver the greatest return on investment

Project partners should identify the highest value natural resource investments and work together to fund and implement those projects. This project list and approach offers an opportunity to focus on large projects that can achieve measurable ecological and financial benefits. Wherever possible, partners should work to avoid negative impacts to the highest quality areas while also enhancing those areas where water quality, wildlife habitat and recreation benefits are greatest.

Project implementation could be organized into broad strategies that include: stream and wetland enhancement, outfall and water quality facility retrofits, culvert replacements to improve fish passage and reduce risks to infrastructure, preservation of high quality fish and wildlife habitat, and enhancement of important but degraded habitats. Private land owners can also be involved through outreach and education efforts that improve stream function, water and habitat quality throughout the watersheds.

*Attachment A includes maps, the narrowed list of projects and the parks and natural areas narrowing criteria.*



## Achieving desired development: Regulatory environment and financial incentives

The public sector plays a key role in realizing a community's land use vision. Often, the development forms desired by communities are limited by the regulatory environment or not financially feasible. Two important tools can help the public sector set the stage for development consistent with community goals. Those tools are 1) changes to the regulatory framework and 2) providing financial incentives. Together, these actions can catalyze market value and stimulate private investment.



**Regulatory environment** The regulatory framework is the area in which the public sector has the most control over development outcomes. This includes zoning codes and policies that relate to land development. Public sector policy changes can help local land use visions become a reality by making them the easiest thing to do. Southwest Corridor Plan partners should work together to create a regulatory framework that is predictable and efficient creates certainty in the private market and helps the community get high quality development in locations where it is desired.

**Financial incentives** The public sector can also help catalyze development through the strategic application of financial incentives that support new development forms that may be “ahead of the market.” In particular, development forms that are mixed use or multi-story are often more risky and expensive. Through creative financing strategies and tools, the public sector can help offset these risks and higher costs, helping to build value in the market and, eventually, enabling private investments to be made without public support.

### Case study: Tigard Triangle

The Tigard Triangle is identified as an essential place for the Southwest Corridor Plan. It is envisioned as a pedestrian-friendly place with a mix of uses and an increased residential presence. The case study project is located near the potential high capacity transit line.

Analysis of development readiness in the Tigard Triangle highlighted issues with the current regulatory framework and identified the need for key public investments to spur the market to support development forms consistent with the local land use vision. The following actions can remove barriers and improve the financial feasibility of development consistent with that vision.

1. Ease parking minimums to enable top-quality office and retail development currently constrained by parking minimums. Strategies to address this include:
  - Parking reductions that are phased in over time. This would include reducing minimums for retail, office and housing. This could help achieve transit-supportive densities and increase leasable square footage.
  - As development begins to take place, and there is an increase in transit access, a parking management strategy (combined with phased parking reductions) could provide significant benefits. There is opportunity for shared parking between office and retail uses, for example.
2. Use layered landscaping to maximize leasable square-footage, reduce operating costs, and increase habitat value in an urbanizing area.
3. Make investments that increase transit access (such as connections to the Tigard Transit Center, increasing higher level of connectivity within the Triangle and enhancing walkability). This will help increase the area's attractiveness and value, directly impacting achievable rents and the project's potential return on investment.
4. Consider land banking developable parcels, since land values are relatively low in the Tigard Triangle today, and public partners could aggregate land for more efficient development with a higher impact.



### Case study: Capitol Hill (Portland)

The Portland project example is located in the Capitol Hill area and is envisioned as a transit-oriented residential neighborhood with a mix of supporting uses. The case study project is located along the potential high capacity transit line.

Analysis of development readiness in this portion of the corridor in Southwest Portland highlighted issues with the current commercial zoning and identified a catalytic investment opportunity that would leverage development consistent with the land use vision. The following actions could help remove barriers and improve the financial feasibility of development consistent with Portland's land use vision.

1. Provide public sector support for new development forms. Strategies to address this include:
  - Public ownership of the land enables the value to be written down, which could provide a multi-million dollar savings to the developer.
  - Utilizing the Transit-Oriented Tax Exemption could provide a significant financial incentive to developers while resulting in additional community benefits such as workforce affordable housing units.
  - Investments that enhance pedestrian and bike facilities as well as increase access to more local amenities help increase the area's attractiveness and value, directly impacting achievable rents and the project's potential return.
2. Focus development codes on context appropriate design and transitions with existing uses:
  - Smaller building mass and stepbacks better fit the character of the neighborhood and intensity of nearby uses, while enabling improved connectivity in the street network.
  - Surface parking at low ratios does not occupy a majority of the site, supporting this design alternative and reducing construction costs significantly.
3. Focus retail uses in nodes along the corridor and provide plenty of opportunities for employment and residential uses around and between these commercial nodes.





## Transit orientation and development readiness

There is growing demand for more compact urban development centered around transit, and this desire is expressed repeatedly in the land use visions of Southwest corridor communities. Research has shown that a few key measures can predict the readiness of an area to support walkable, mixed-use development. In turn, this type of development increases transit ridership and reduces vehicle miles traveled. Metro's transit-oriented development strategic plan (Metro, 2011) identifies a transit orientation measure as a composite of the following physical/demographic characteristics:

**People** The number of residents and workers in an area has a direct correlation with reduced auto trips.

**Places** Areas with commercial urban amenities such as restaurants, grocers and specialty retail not only allow residents to complete daily activities without getting in a car, but they also improve the likelihood of higher density development by increased residential land value.

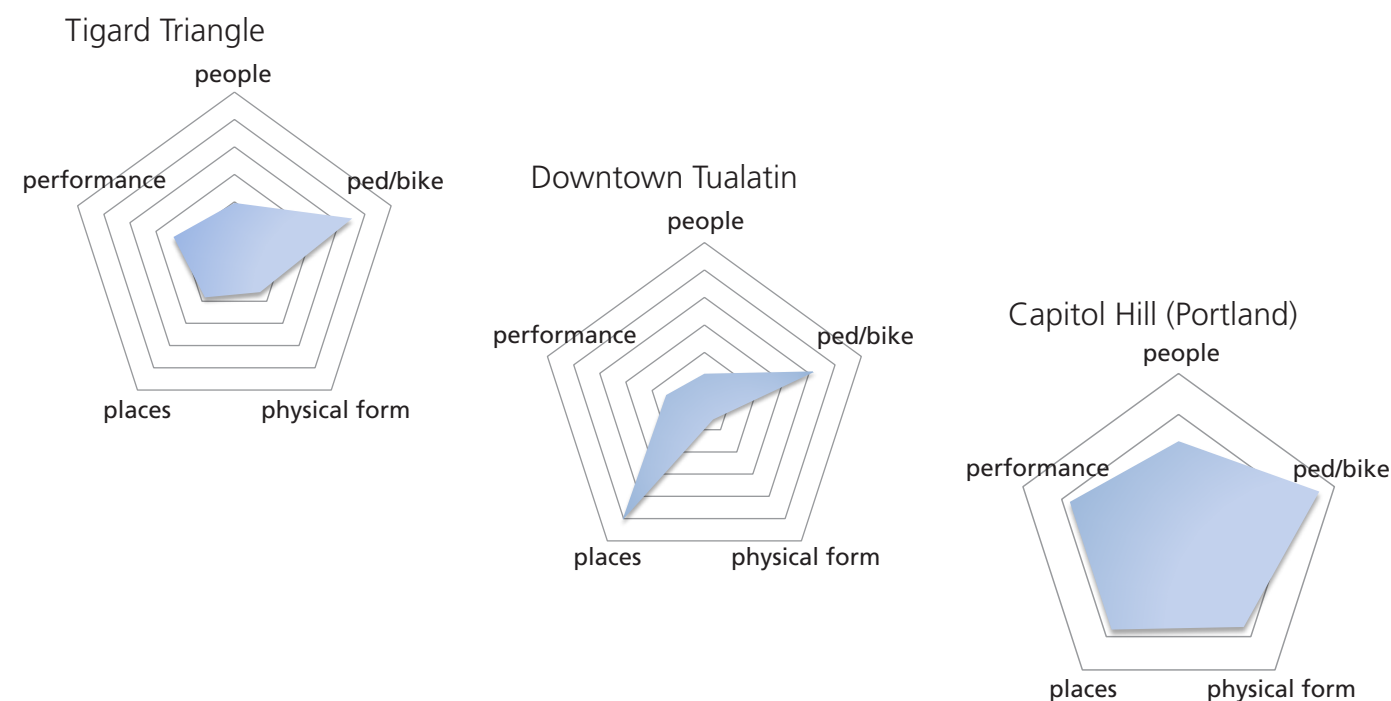
**Physical form** Small block size promote more compact development and walkability.

**Performance** High quality, frequent bus and rail service make public transportation more reliable means of getting around and can be correlated to less driving.

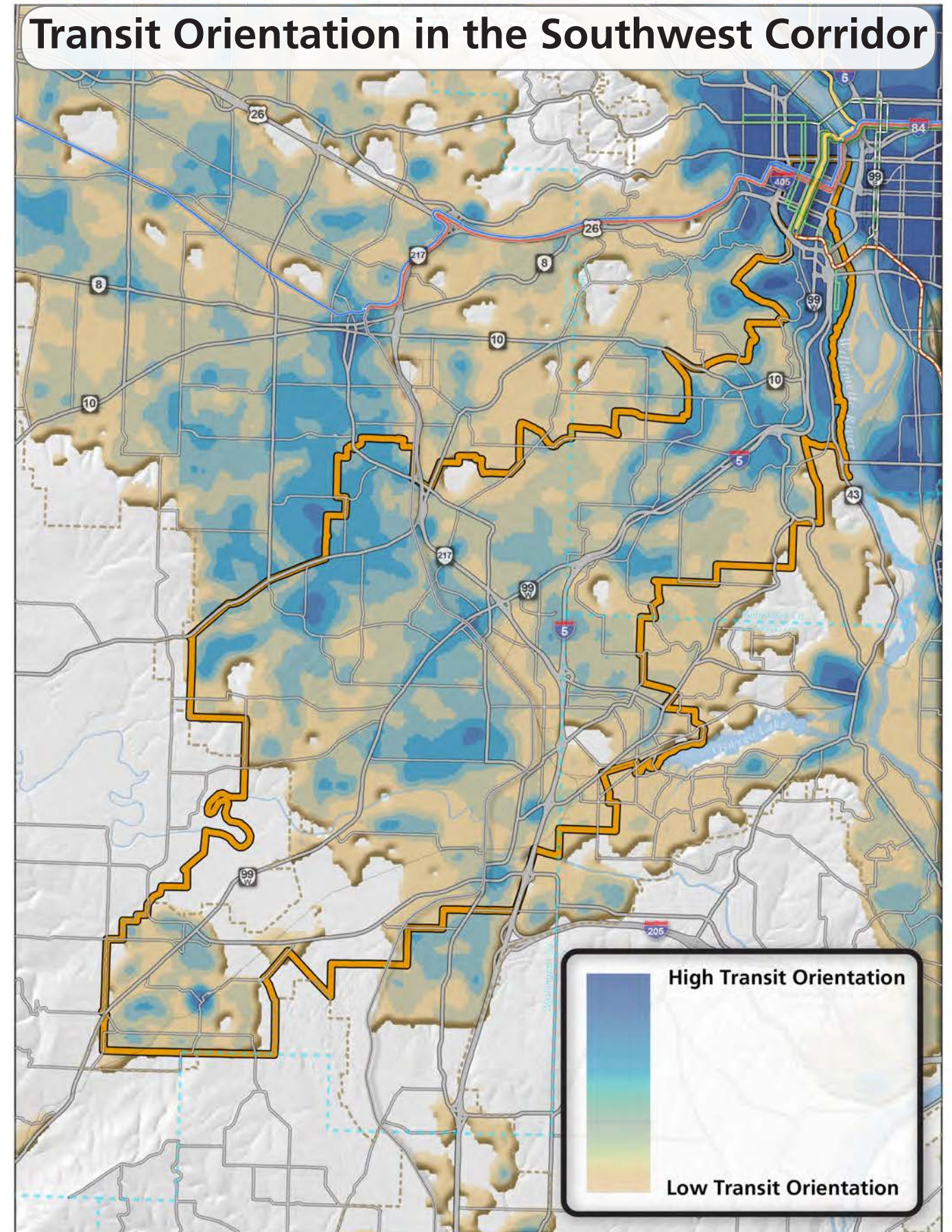
**Pedestrian/bicycle connectivity** Access to sidewalks and low stress bikeways encourages many more people to walk or cycle to transit and neighborhood destinations.

The graphs below show how selected areas of the corridor perform against this transit orientation measure. The map to the right shows the relative transit orientation of areas in the Southwest corridor in 2011. This map and others like it helped determine the highest value location for a potential high capacity transit investment.

### Transit orientation measure graphs, selected corridor locations



## Transit Orientation in the Southwest Corridor





## New Starts funding competitive advantage

By setting the right regulatory and financial environment, the public sector can catalyze the development market and, ideally, make the region more competitive for capital construction dollars from the Federal Transit Administration's New Starts grant program, which would likely be a key element of a high capacity transit funding strategy. The policy guidance for the New Starts and program provides measures that will be used to evaluate projects. The policy guidance sets out a series of actions that local governments can take to leverage a transit investment, including plans, policies and financial incentives support the adjacent land use and, ideally, bring more transit riders to the system. The guidance prioritizes actions that support these outcomes:

- additional, transit-supportive development and redevelopment
- preservation or increase in the affordable housing supply
- increased population and employment density.

The New Starts policy guidance gives higher rating to places that have adopted plans, policies and incentives in place to support transit. Locations with built “proof of concept” transit-oriented projects rate the highest. This means the more quickly the Southwest corridor establishes transit-supportive policies and initiates financial incentives, the better positioned it will be to compete for federal funds. These actions also prepare the corridor now for transit-oriented development, rather than waiting until after transit is built and experiencing a slower return on the transit investment.

## Public benefits

By aligning the regulatory framework, offering financial incentives to catalyze development, and prioritizing transit-supportive capital investments in the public realm, the public sector has a tremendous opportunity to create successful places that reflect the Southwest Corridor Land Use Vision.

These investments help ease traffic congestion and enhance the attractiveness and market appeal of the corridor. Through public-private partnerships, catalytic projects show what is possible for future development, setting the stage for more private investment in the area. Early development projects bring more people to specifically chosen locations in the corridor, which in turn attracts more amenities and private investment to the area.

Revitalizing and re-orienting properties in station areas can also strengthen the fabric of the local community, creating places where people want to be. Public investments that create beautiful public spaces and pedestrian streetscapes draw residents and visitors to spend time there. Projects that re-energize underperforming suburban office parks and commercial strip malls into housing choices and employment opportunities attract existing and new residents. With more people and

*With more people and places to go in the corridor, these developments leverage additional ridership, creating greater efficiency in the transportation network and leveraging the corridor's transit investment. At the same time, the character of existing neighborhoods remains intact.*

places to go in the corridor, these developments leverage additional ridership, creating greater efficiency in the transportation network and leveraging the corridor's transit investment. At the same time, the character of existing neighborhoods remains intact.

Locating more jobs and housing choices near transit – and attracting additional retail and services – not only spurs economic activity, but it also increases the overall market value in the corridor. As a result, the public sector sees a positive financial return on a high capacity transit investment – both from higher use and from the increase in tax revenue from redevelopment and its effect on the value of surrounding properties.

### Parks can be key to economic development

Traditionally, parks have been developed to fill service gaps, and natural areas are purchased to protect resources. But a new perspective is emerging: Parks, trails and natural areas can be sited where development would benefit from their proximity. A growing body of evidence demonstrates how public amenities such as parks, natural areas, trails, street trees and other investments that add more nature to urban areas contribute to higher land values.

In 2012, Metro investigated the connection between access to nature and economic development within a community. The discovery: A strategy of investing in parks and open space is not contrary to a community's economic health, but rather it is an integral part of it. Integrating natural features into development helps ensure a high quality of life and a connection to nature. Additionally, when people are drawn to public spaces, they interact as neighbors, and this interaction builds stronger, healthier, more prosperous and more engaged communities.

For the full report, see: A synthesis of the relationship between parks and economic development (Metro, 2012), at [www.oregonmetro.gov/naturalareas](http://www.oregonmetro.gov/naturalareas).



## Toolbox: Regulatory framework that sets the stage

The Southwest Corridor Land Use Vision expresses the collective aspirations of the communities in the Southwest corridor. High capacity transit has the potential to have a catalytic effect on adjacent land uses and help achieve this vision. This will work best if transit supportive regulations and policies are in place well in advance of the high capacity transit investment. These policies will both support the land use vision now and to help to achieve the community's desired goals over time. There are a number of regulatory tools and strategies that can help foster transit ready communities; however, their application differs greatly depending on the context in which they are applied.

Attachment B describes in detail these key transit supportive policies and regulatory tools. Specific project examples of how these tools can be applied are also included to illustrate how the changes can raise the development potential within the corridor. Policies for consideration include:

- zoning code changes
  - examining density maximums and building height
  - non-compliant use provision
  - stepbacks
  - commercial corridor assessment
- parking requirements and parking management
  - trip generation reductions
  - responsive parking ratios
  - shared parking
  - unbundling parking
- design code changes
  - layered landscapes and active open space
  - ground floor active use provisions.

*Attachment B includes the full policy toolbox, which includes a representative list of possible regulations.*

## Toolbox: Financial incentives that set the stage

In addition to regulatory and policy changes, the public sector can help stimulate investment in strategic locations. These tools can help bridge the financial gap between what is financially feasible today and what is desired by the community. In many cases the community's vision is above and beyond what the current market can provide. Investments in the public realm (such as streetscape enhancements and transit investments) are one way to send a message to the private sector that the public is committed to making the community vision a reality. Direct financial incentives provided to key catalytic projects offer a “proof of concept” – and through strategic investment in such projects, can lead to increased value in the market. Eventually, this can allow for private investment without public support.

Current market conditions in the Southwest corridor are not supportive of many development forms that are envisioned by the local communities. In particular this is true in areas that would like to see more walkable, attractive and business-friendly neighborhoods than exist today. The financial incentives toolkit section of Attachment B highlights key financial tools that are available to public sector partners to leverage investment and new development in specific Southwest corridor locations. The project examples illustrate how these incentives can help fill the financial gap and achieve the desired development outcomes in the corridor. Tools recommended for consideration by public sector partners in areas of change throughout the Southwest corridor include:

- Transit Oriented Tax Exemption (TOTE)
- Vertical Housing Program
- brownfield cleanup
- System Development Charges strategies
- urban renewal
- Transit Oriented Development Program
- land acquisition and banking.

*Attachment B includes the full financial incentives toolbox, which includes a representative list of possible incentives.*

**Documents that support this action and provide key information for further phases**

[www.swcorridorplan.org/projectlibrary](http://www.swcorridorplan.org/projectlibrary)

Charter Dec. 12, 2011

Health assessment January 2012

Opportunity and housing report January 2012

Vision, goals and objectives May 14, 2012

Existing conditions summary report April 18, 2012

Project lists and development process

Southwest corridor economic development conditions, stakeholder perspectives and investment alternatives Jan. 24, 2013

Project bundles Feb. 5, 2013

Evaluation report

Evaluation documents for future project phases

Development case studies

Public involvement report

Alternatives Analysis (for submittal to FTA)

Southwest Corridor Plan recommendation attachment A: Roadway, active transportation and green projects map book and project lists

**Forward: What's next for the Southwest Corridor Plan?**

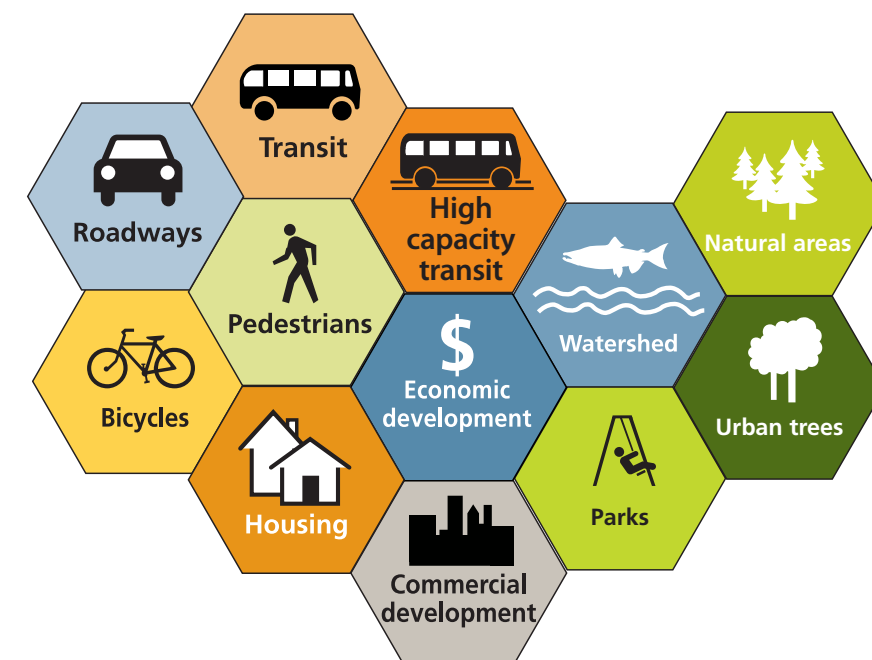
During the months following the steering committee recommendation, the boards and councils of plan partners (cities, counties and agencies) will take action on the Southwest Corridor Plan.

Project partners will continue to meet during the 2013-2014 refinement period to consider high capacity transit options and guide transit Service Enhancement Plan decisions and strategic project development for priorities identified in the Southwest Corridor Shared Investment Strategy.

Project partners will collaborate to develop an implementation structure that maximizes the potential for project success. This structure will consider:

- community partners
- public/private/non-profit partnerships
- citizen engagement
- innovative and collaborative funding mechanisms.

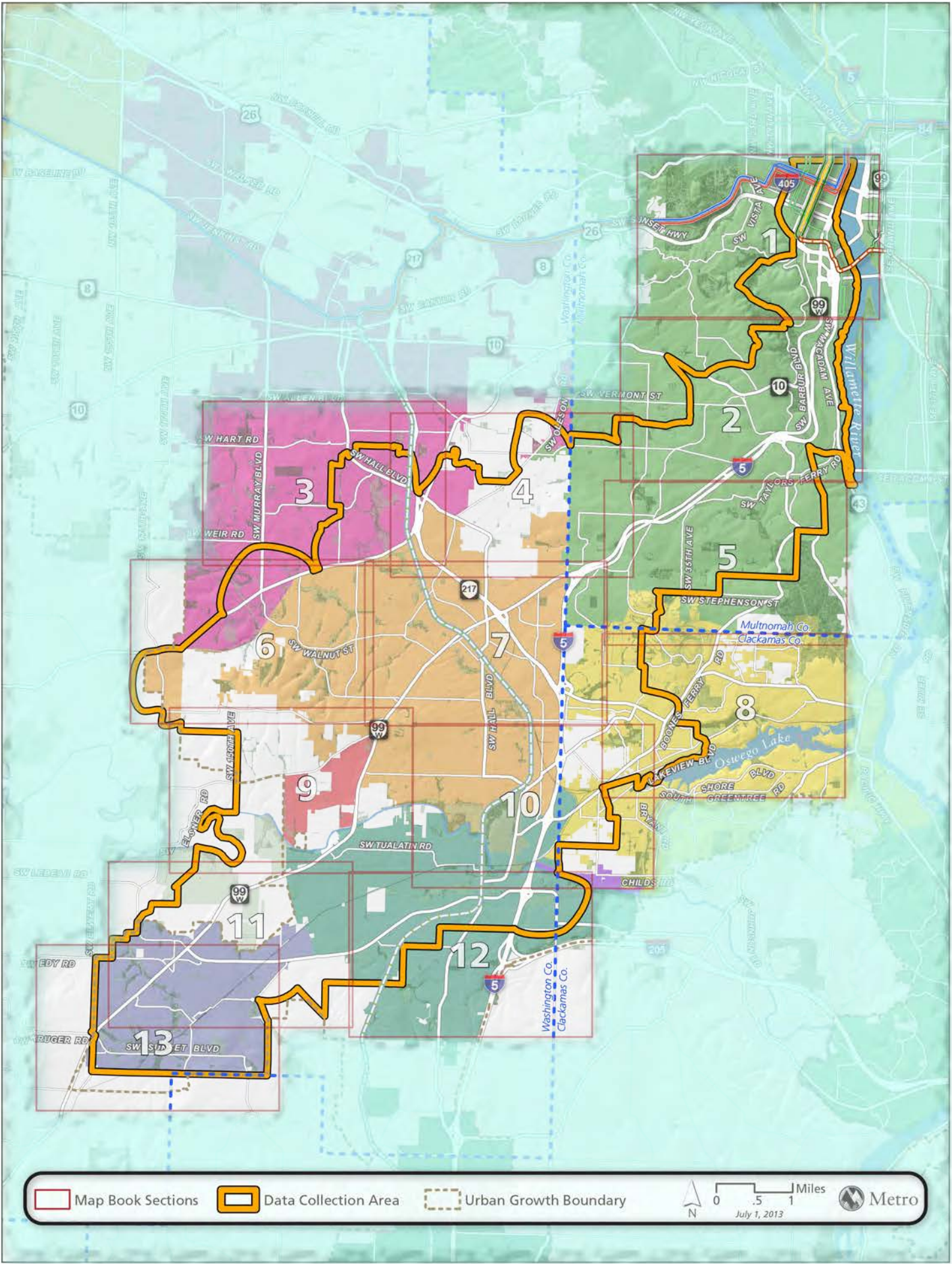
As the partners work to advance projects in the Southwest Corridor Shared Investment Strategy, they should consider other regional plans such as the Regional Trails Plan and the Active Transportation Plan. At the end of the refinement period (in mid-2014), the Southwest Corridor Plan Steering Committee will decide whether to advance a high capacity transit project for further consideration in a Draft Environmental Impact Statement (DEIS) under the National Environmental Policy Act (NEPA).





## Southwest Corridor Strategic Investment Strategy action chart

July steering committee recommendation	Responsibility for implementation					
	Who implements		When	Funding for work	Notes	Target date for next steps (if applicable)
	Lead	Partners				
Decision to refine high capacity transit alternatives for further study	Metro/TriMet	Cities, counties, ODOT	8/2013 – 6/2014	MTIP – Metro	Early 2014 SC agreement: 1. Refined high capacity transit project 2. Collaborative funding plan for DEIS 3. Preliminary funding strategy for high capacity transit project	<b>Mid 2014:</b> Begin Draft Environmental Impact Statement (DEIS) on high capacity transit alternative as refined by project partners  <b>Early 2017:</b> Target end date for DEIS and Locally Preferred Alternative decision
Southwest Service Enhancement Plan	TriMet/Metro	Cities	8/2013 – 12/2014	TriMet with some Metro staff support	Vision for future transit service throughout the area, including connections to high capacity transit. Long-term enhancements will be guided by TriMet's financial capacity and by local jurisdiction access improvements	<b>2015 and forward:</b> Implement service enhancements and revisit over time based on local improvements
Southwest corridor Alternative Performance Measures	ODOT	Cities, Washington County, Metro	8/2013 – 6/2014	ODOT	Coordinate work during refinement of high capacity transit alternative	
Policies and incentives to address regulatory framework and financial incentives	Cities	Metro	Timing depends on jurisdiction needs and desires and direct connection to high capacity transit	Cities	Milestones for specific cities will be tied to progress on high capacity transit project with an aim to address FTA guidelines and help the region compete for federal transit funds	<b>Spring 2014:</b> Define specific policy considerations for project partners to pursue in coordination with DEIS and development of a Locally Preferred Alternative
Roadway and active transportation projects highly supportive of high capacity transit	Metro/TriMet	ODOT, cities, counties	8/2013 – 6/2014	Metro	During refinement, partners will determine which projects are integral to a high capacity transit investment	<b>Mid 2014:</b> Partners will define which projects are packaged with the high capacity transit alternative for NEPA
Roadway and active transportation projects highly supportive of corridor land use vision	Cities, counties, ODOT		As funding becomes available	Project sponsor	Project sponsors will take responsibility to implement their projects with some collaborative efforts to seek funding, particularly for projects identified as early opportunities; project sponsors actions may include project design and engineering, public outreach and working with regional partners to include the project in the Regional Transportation Plan	
Parks and natural resource projects	Cities, counties, Metro	Parks, environmental agencies and non-profits	8/2013 – 6/2014 for projects related to high capacity transit	Project sponsor and Metro will look at projects that could be part of high capacity transit alternative	Project partners will take responsibility to implement their projects and work collaboratively to seek grant opportunities and other funding	<b>Mid 2014:</b> Identify projects that may be part of high capacity transit alternative for NEPA



**Draft steering committee recommendation | Attachment A**

**Roadway, active transportation, parks, trails and nature projects map book and project lists**

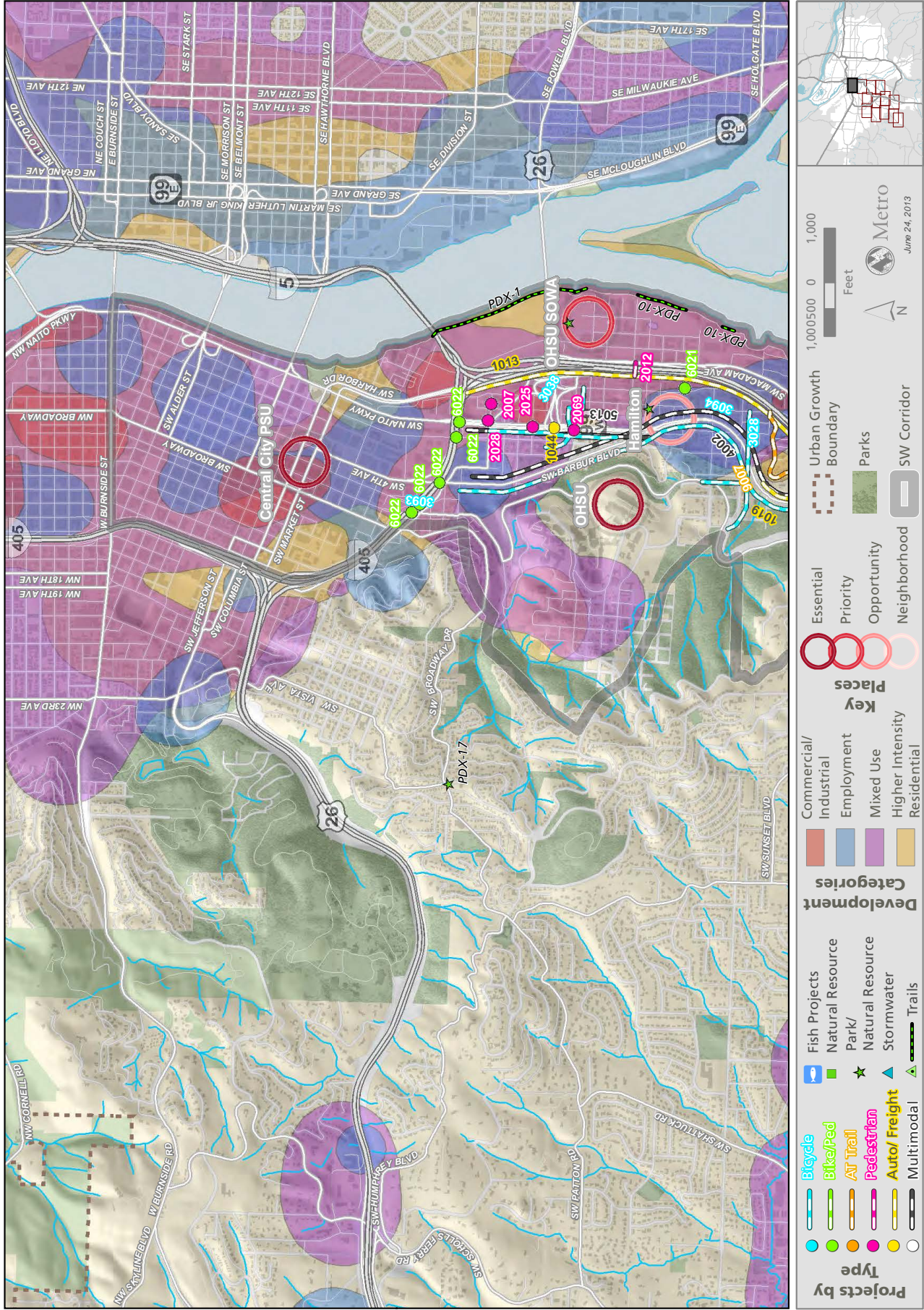
Southwest Corridor Plan Steering Committee discussion:  
July 8, 2013

Map tiles	2
Roadway and active transportation list	9
Parks, natural areas and environmental restoration list	13
<i>Maps are included for location purposes only.</i>	

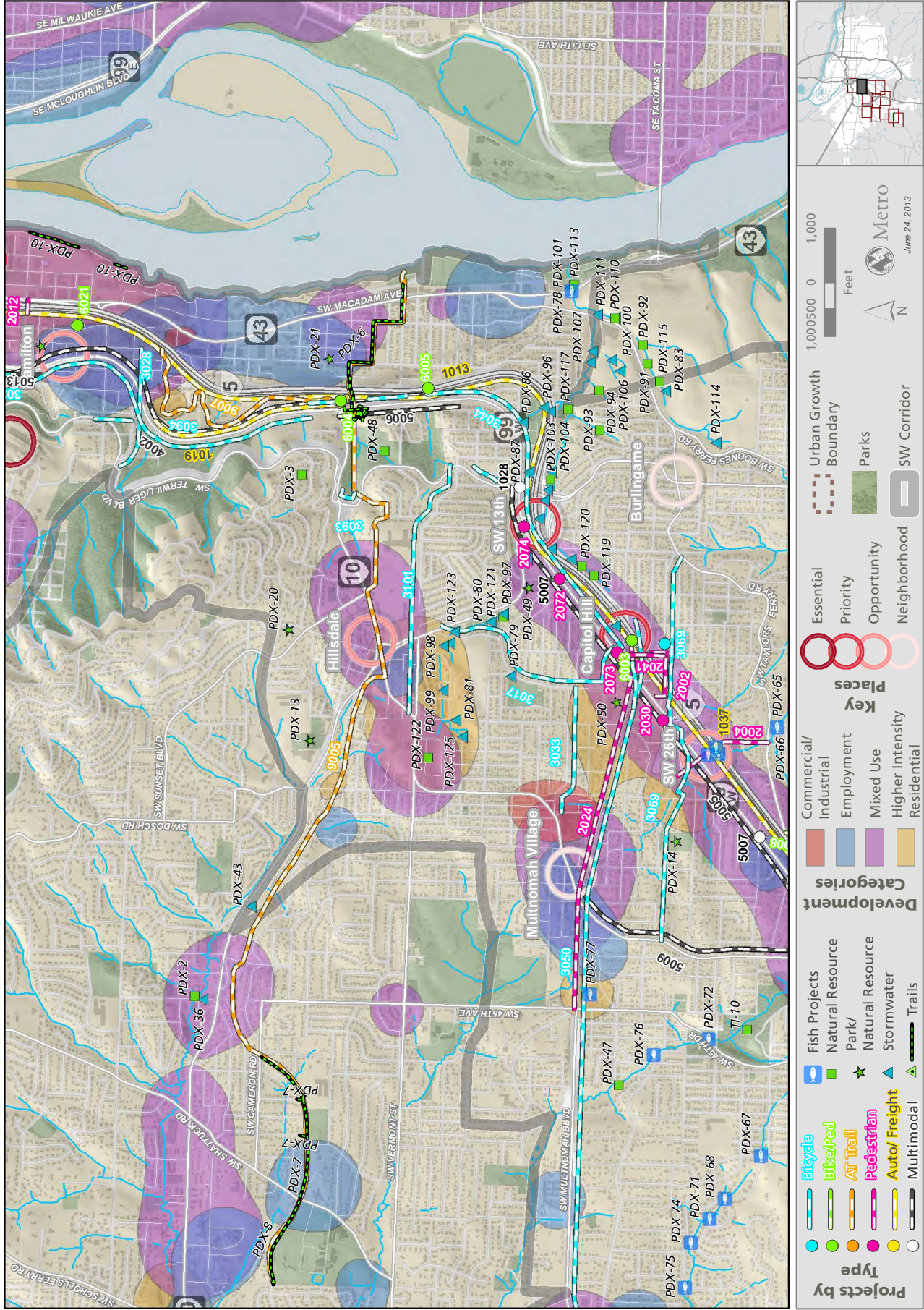




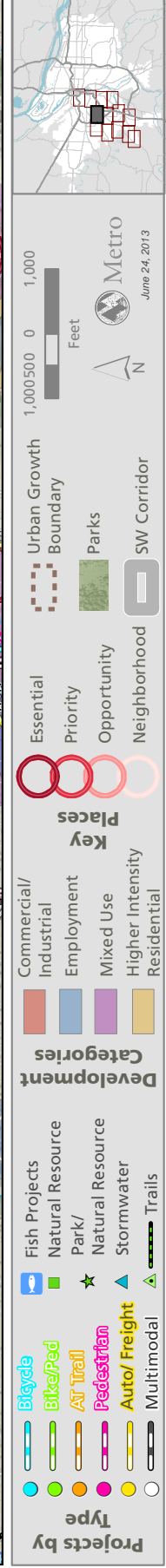
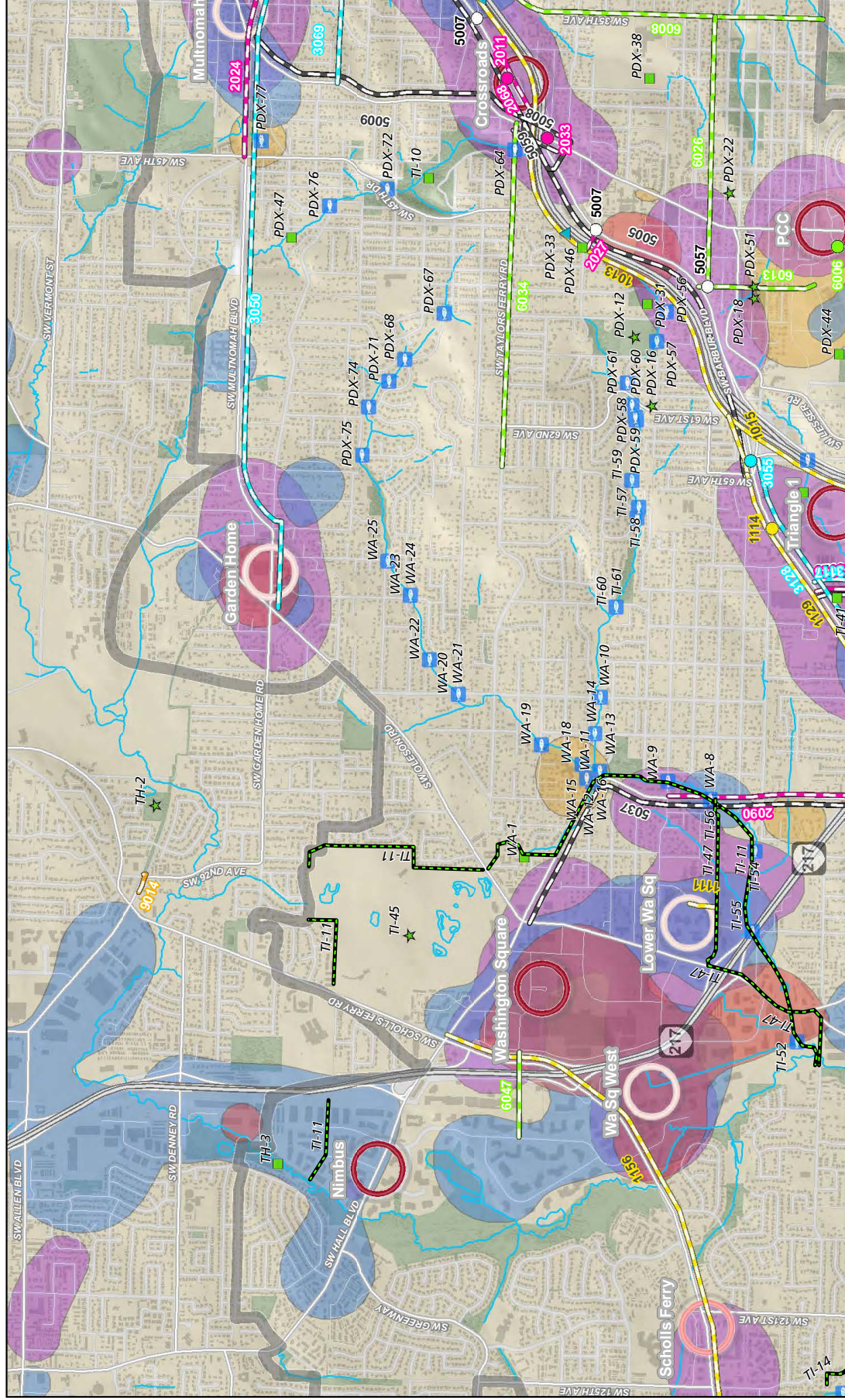
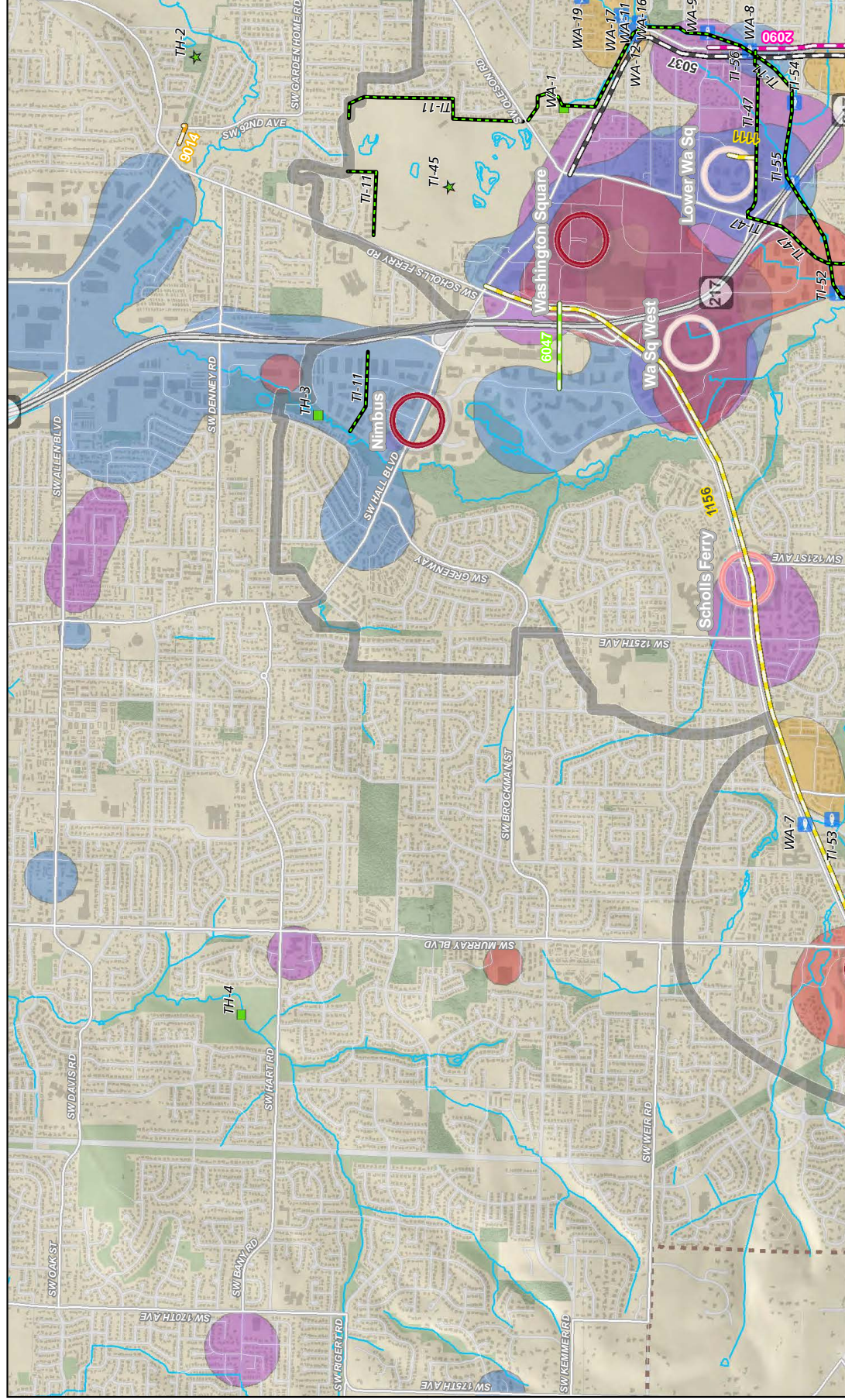
Roadway, Active Transportation, and Green Projects – Section 1



Roadway, Active Transportation, and Green Projects – Section 2

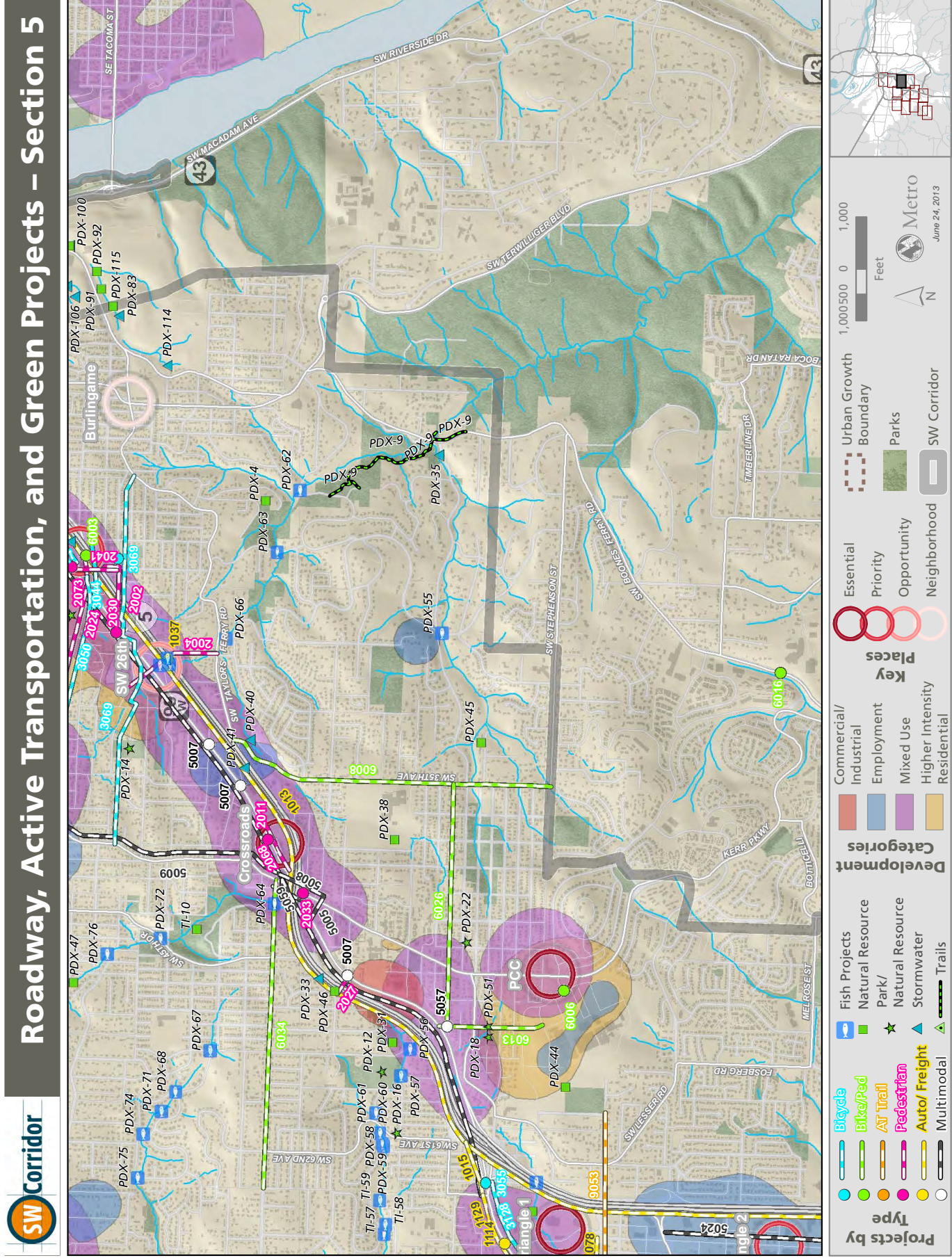




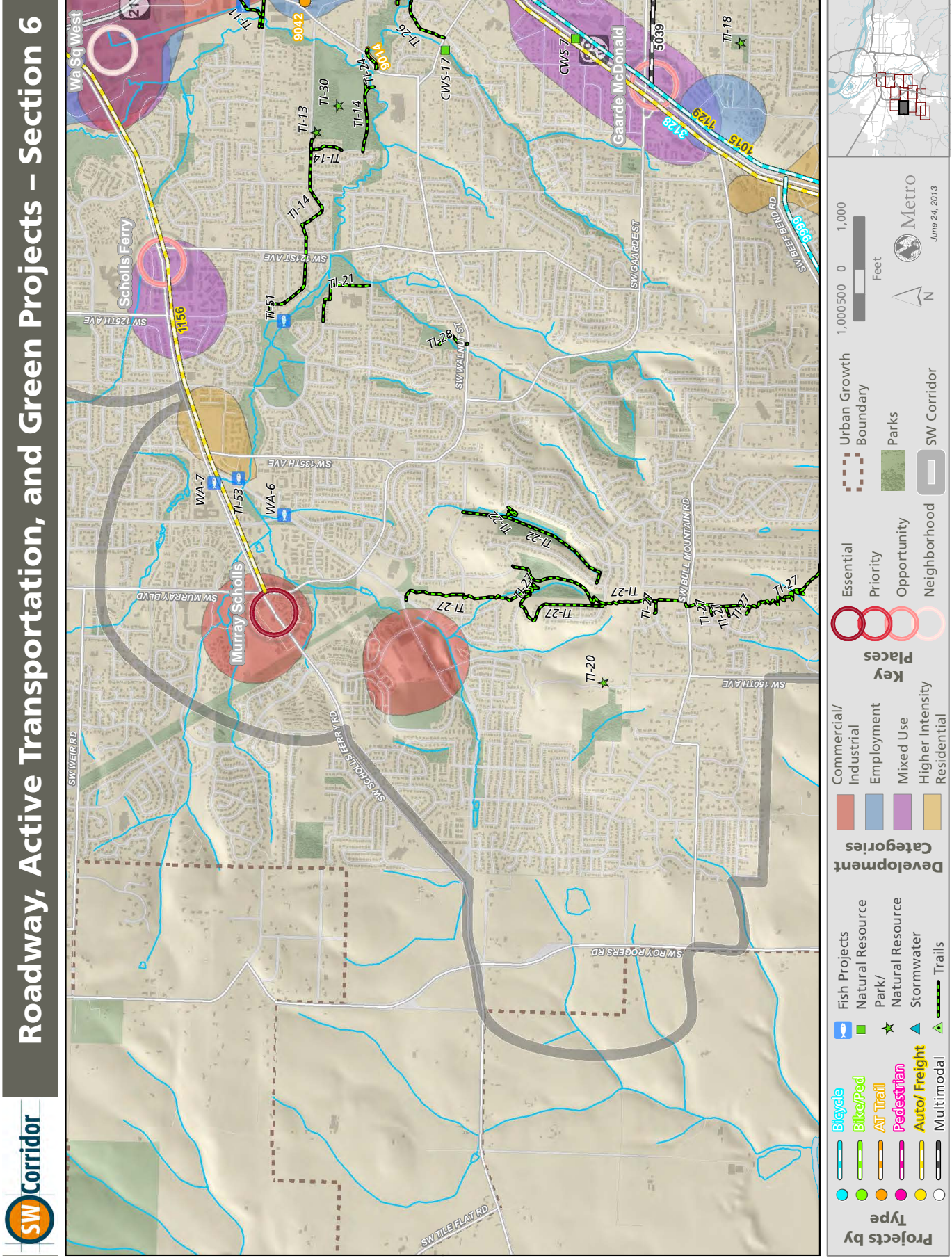




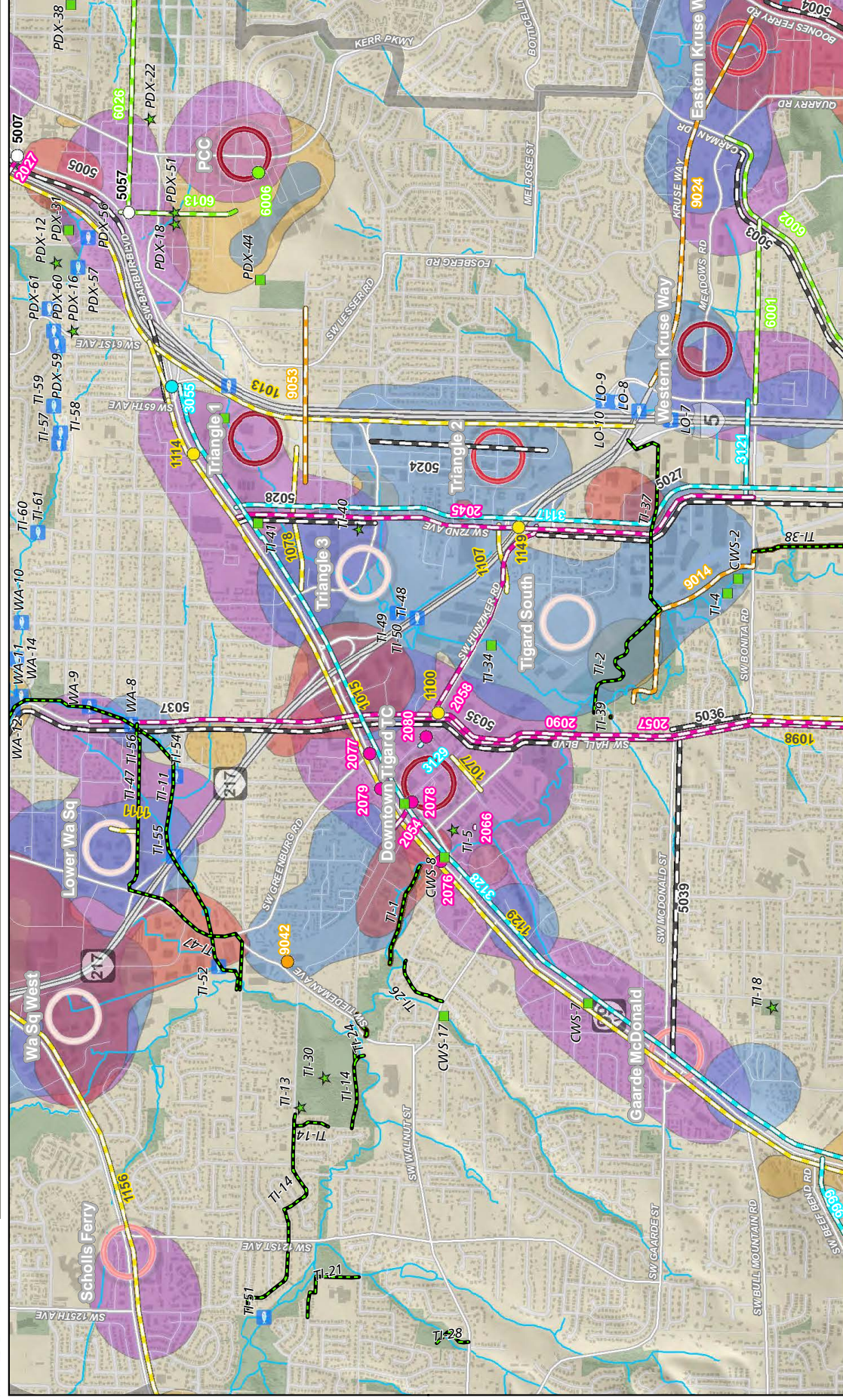
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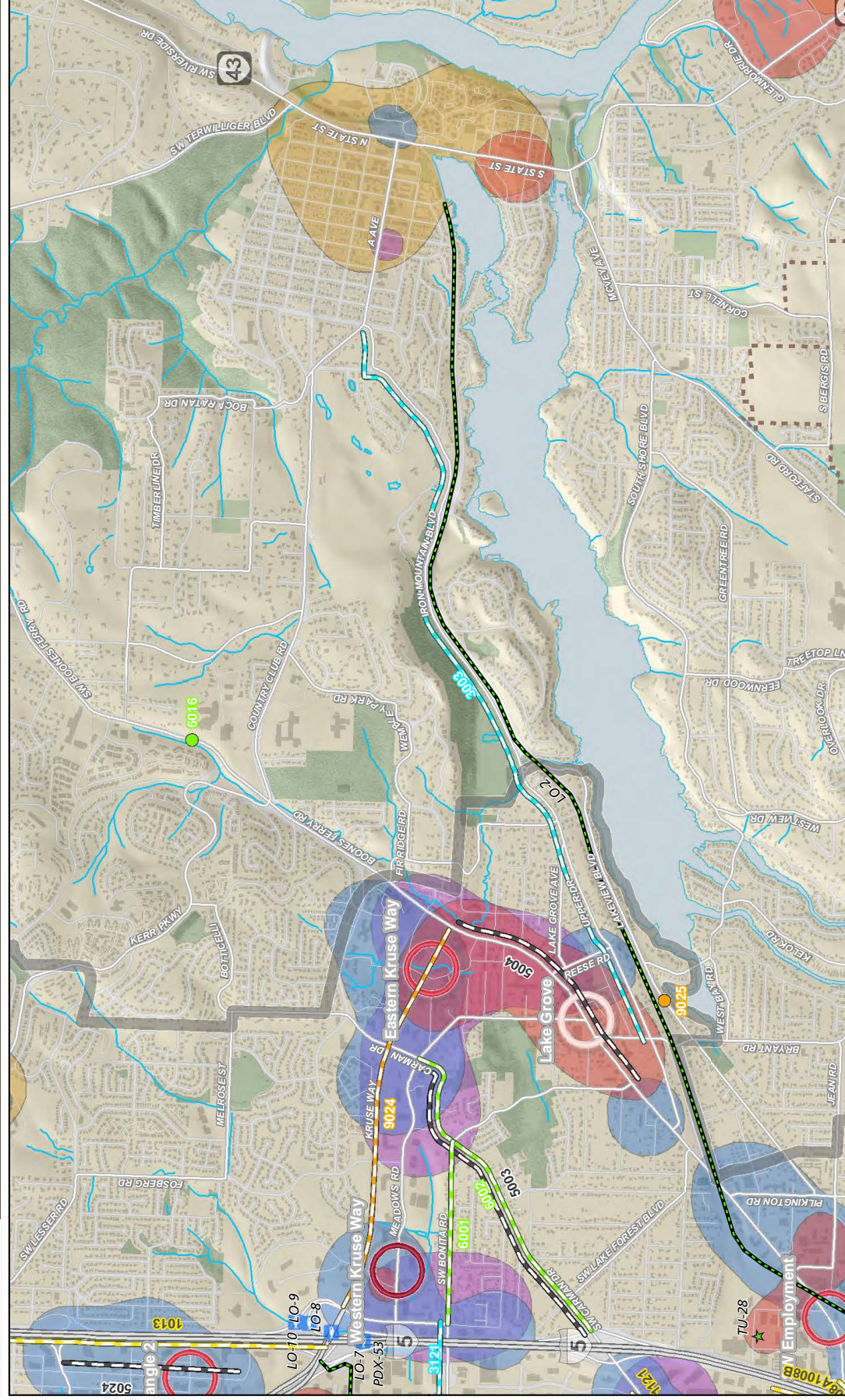
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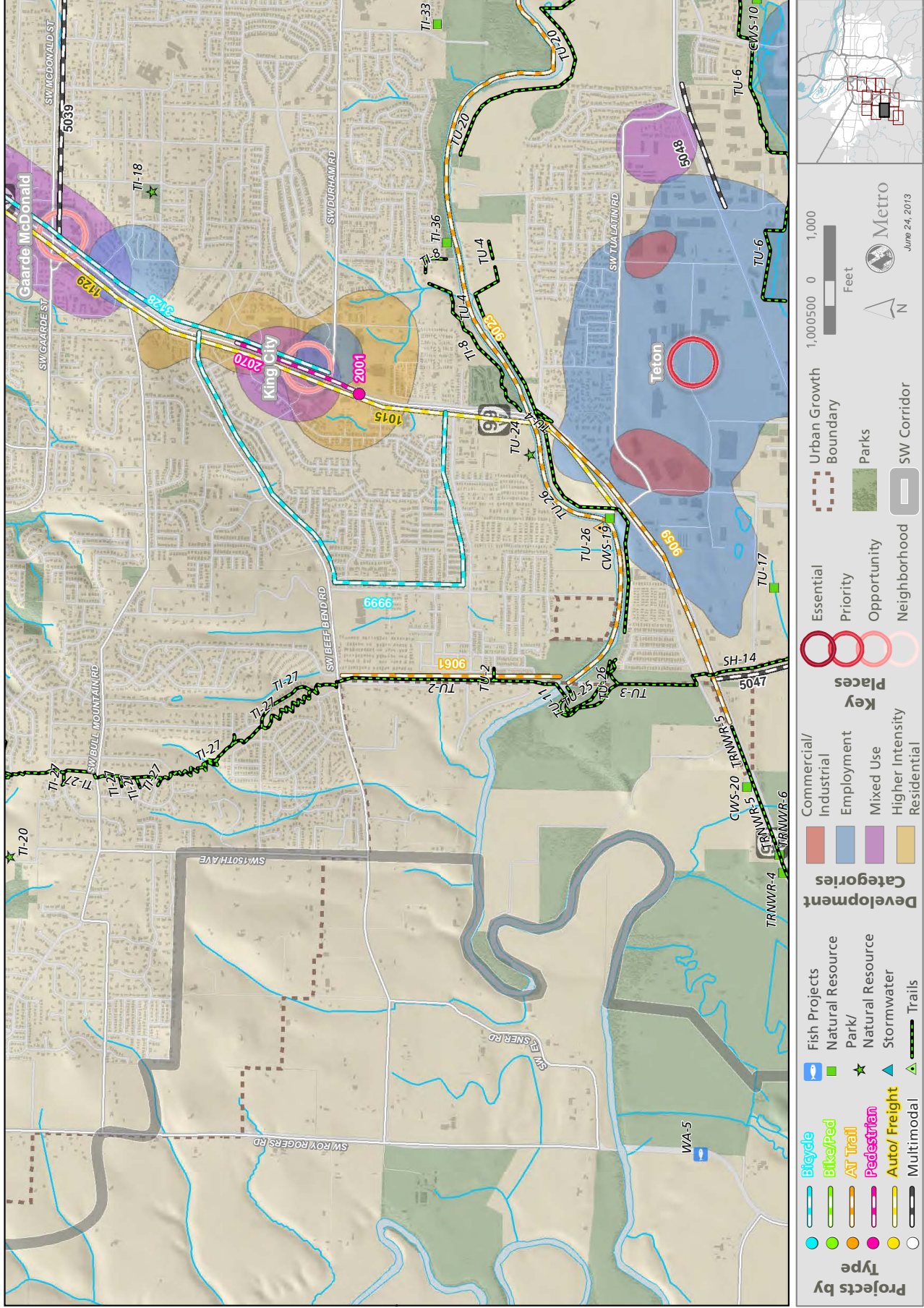
DISCUSSION DRAFT, July 1, 2013





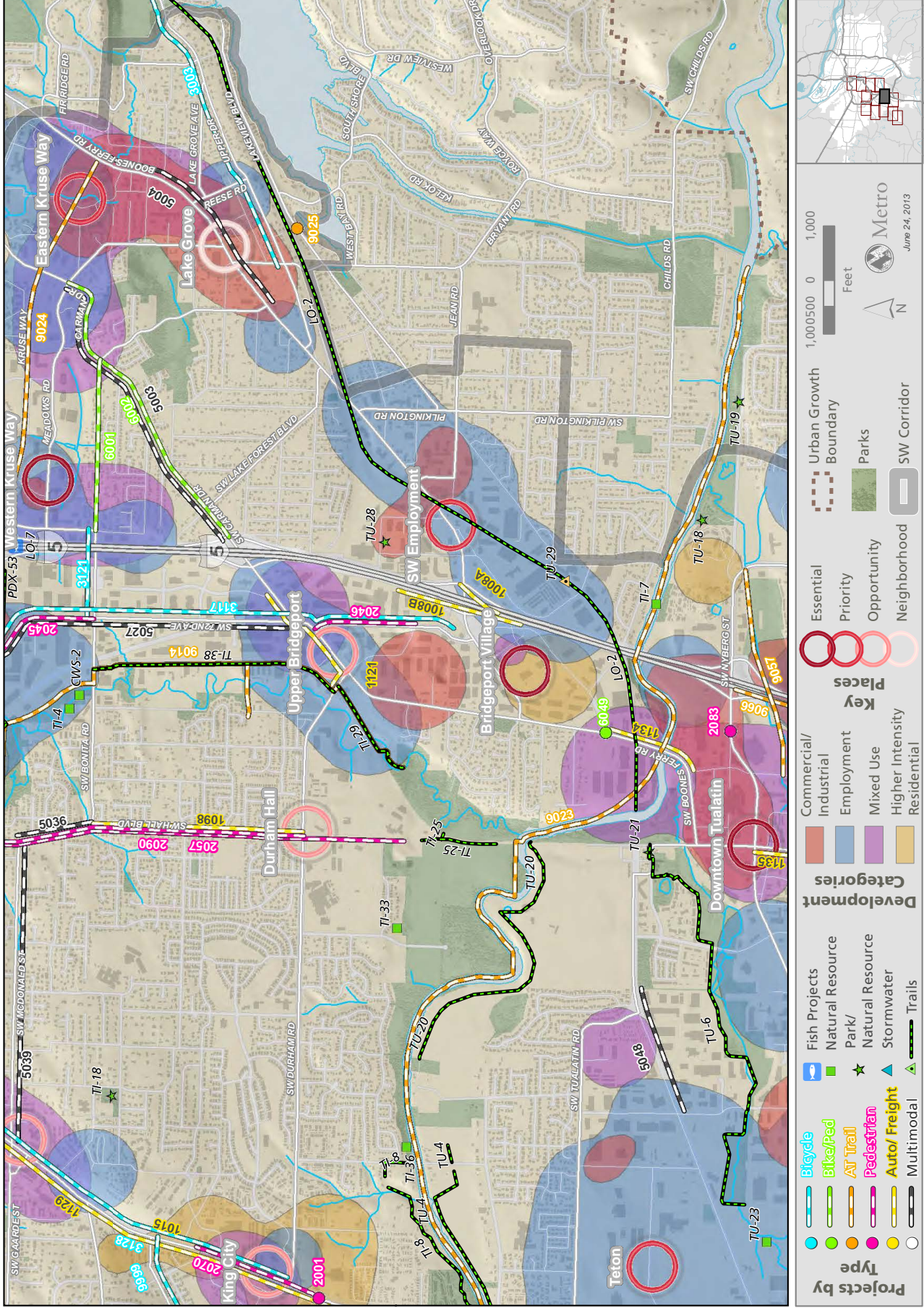


Roadway, Active Transportation, and Green Projects – Section 9



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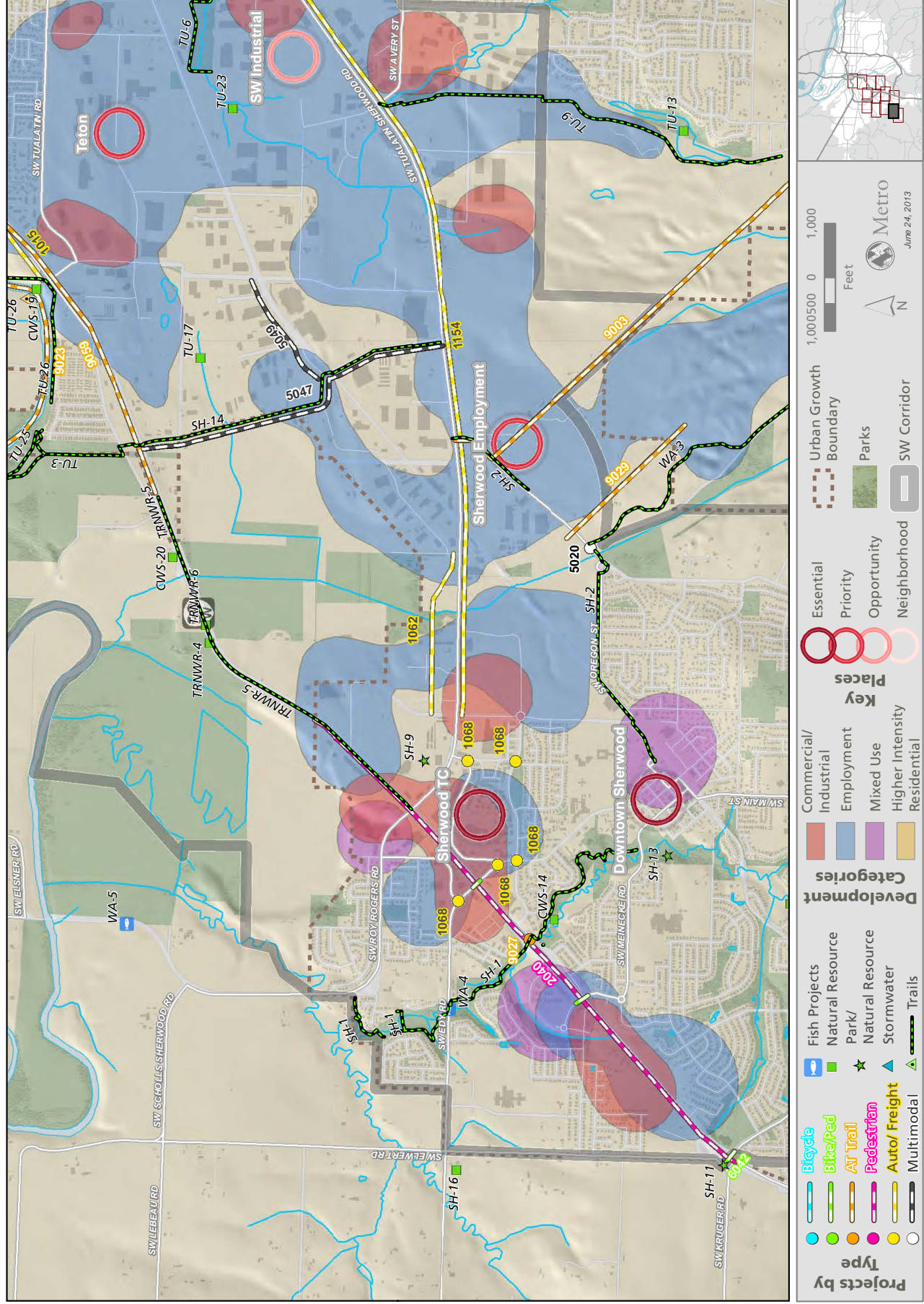
Roadway, Active Transportation, and Green Projects – Section 10







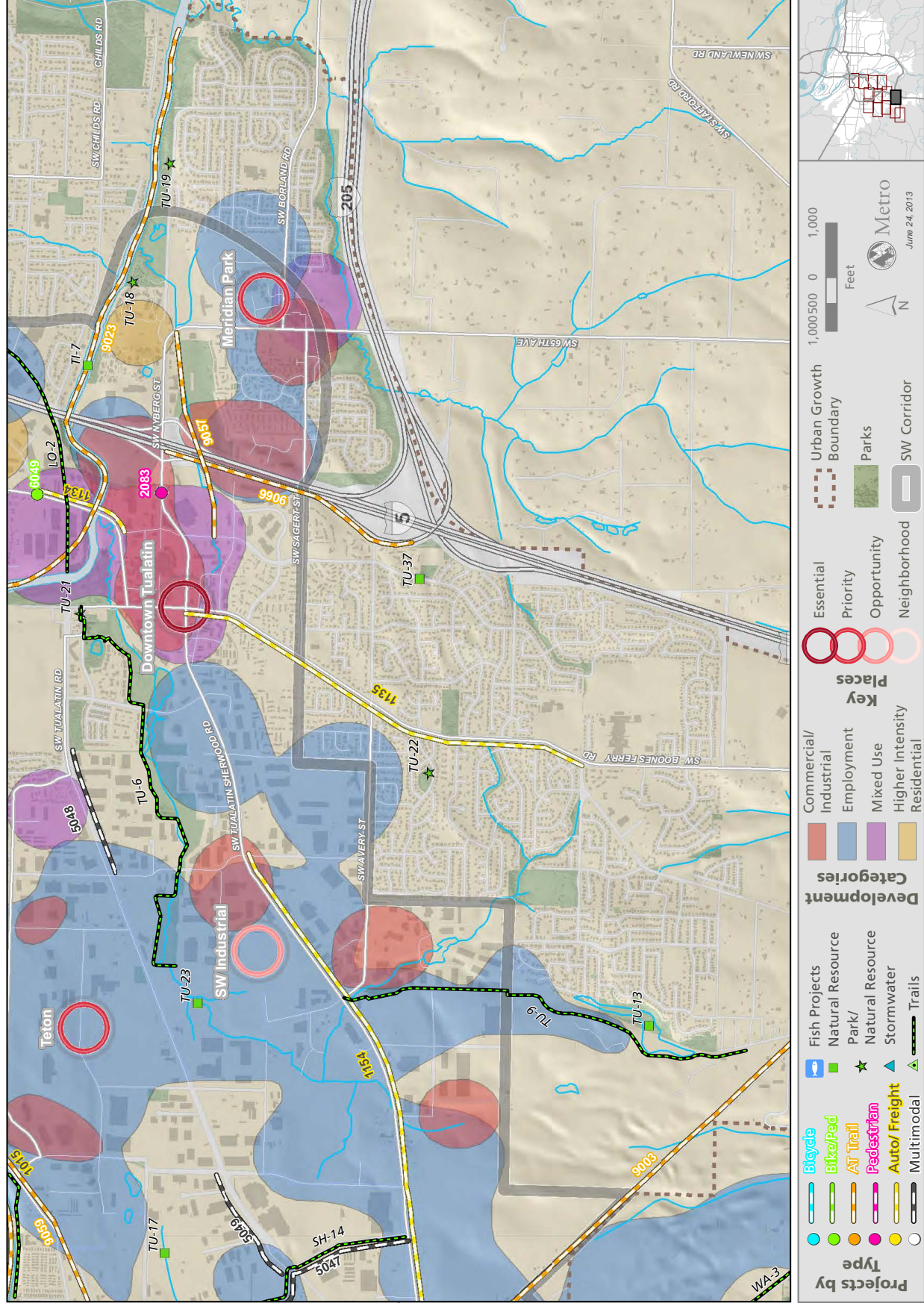
# Roadway, Active Transportation, and Green Projects – Section 11



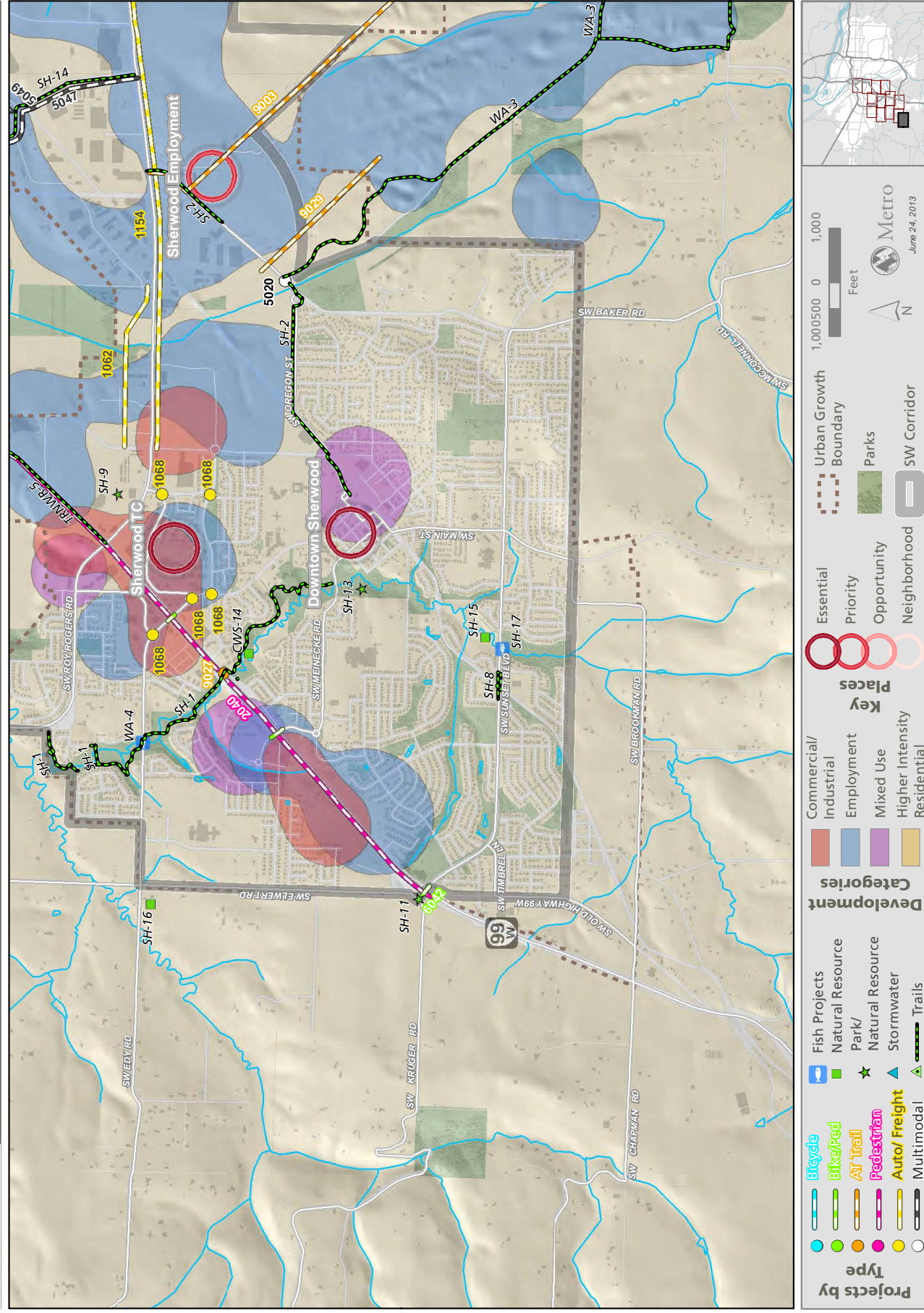
DISCUSSION DRAFT, July 1, 2013



# Roadway, Active Transportation, and Green Projects – Section 12







CRITERIA FOR PROJECT SELECTION

Highly supportive of high capacity transit

Critical

- Does it create or improve ped access on a connection HCT will use?
- Does it help people safely access a station by walking or bicycling within 1/4 mile or a trail within 1 mile?

High

- Does it help people safely access a station by walking or bicycling within 1/4 - 1/2 mile or a trail within 2 miles?

Medium

- Does it help people safely access a station by walking or bicycling within 1/2 - 1 mile or a trail within 3 miles?
- Does it improve local transit service accessing the HCT?
- Does it improve road connections to an end-of-line park and ride?

Low

- None of the above, or covered by another project

Highly supportive of the land use vision in essential or priority places

- Is the project in an essential/priority place?
- Is the project supportive of the local land use vision for the place?
- Does the project support land use by providing safe crossings or pedestrian/bicycle connections (active transportation)?

DRAFT STEERING COMMITTEE RECOMMENDATION

Southwest Corridor: Roadway and Active Transportation Projects - 6/21/13



Highly supportive of land use goals, esntl/prty places

Location/ Ownership	#	Project Title	Project Description	Cost	Highly supportive of HCT
Portland ODOT	1044	South Portland Circulation and Connectivity (Ross Island Bridge ramp connections)	Adds a new ramp connection between I-405 and the Ross Island Bridge from Kelly Avenue. Restore at-grade intersections along Naito Parkway, with new signalized intersections at Ross Island Bridge access and at Hooker Street. Removes several existing roadways and ramp connections.	\$\$\$\$	all other
Tigard	1077	Ash Avenue railroad crossing (new roadway)	Extend Ash Avenue across the railroad tracks from Burnham to Commercial Street.	\$	
Tigard	1078	Atlanta Street Extension (new roadway)	Extend Atlanta Street west to Dartmouth Street	\$	
Tigard WashCo.	1098	Hall Boulevard Widening, Bonita Road to Durham	Widen to 3 lanes; build sidewalks and bike lanes; safety improvements (construct 3 lanes with development, preserve ROW for 5 lanes)	\$	4 all other
Tigard WashCo.	1100	Hall/Hunziker/Scoffins Intersection Realignment	Realign offset intersection to cross intersection to alleviate congestion and safety issues	\$	
Tigard WashCo.	1107	Hwy. 217 Over-crossing - Hunziker Hampton Connection	Build new connection of Hunziker Road to 72nd Avenue at Hampton St., requires over-crossing over Hwy 217, removes or revises existing 72nd Avenue/Hunziker intersection/connection.	\$\$\$\$	
Tualatin WashCo.	1134	Boones Ferry Road (reconstruct/widen from Martinazzi to Lower Boones Ferry bridge)	Reconstruction/widen to 5 lanes from Martinazzi to Lower Boones Ferry Road, including bridge.	\$\$\$	1
Portland	2004	26th Ave, SW (Spring Garden - Taylors Ferry): Pedestrian Improvements	Construct a walkway for pedestrian travel and access to transit and install street lighting	¢	
Portland ODOT	2011	Connections to Transit/Transit Improvements: Barbur & Taylors Ferry	New steps/ramp connecting SW Taylors Ferry frontage road to Barbur across from transit center at existing signalized crossing.	¢	
Portland	2018	Huber Street Sidewalk Project 37th Ave. - 43rd Ave./I-5 On-Ramp	Construct new concrete sidewalks, curbs, and curb ramps on south side of SW Huber Street from 37th Ave. to 43rd Ave.	¢	
Portland ODOT	2027	Pedestrian Overpass near Markham School	Construct pedestrian path and bridge over Barbur Blvd. and I-5 to connect SW Alfred and SW 52nd to the rear of Markham School.	\$	
Portland	2041	SW 19th Ave sidewalks: Barbur - Spring Garden	Construct new sidewalks where none exist (DA)	¢	
Tigard	2045	72nd Avenue sidewalks: 99W to Bonita	Complete gaps in sidewalk on both sides of street from Highway 99W to Bonita Road	\$	3 all other
Tigard	2046	72nd Avenue sidewalks: Upper Boones Ferry to Durham	Install sidewalk on both sides of street from Upper Boones Ferry Road to Durham Road	\$	1
Tigard	2054	Commercial Street sidewalks: Main to Lincoln	Install sidewalks on both sides of the street from Main Street to Lincoln Street	¢	
Tigard	2057	Hall Boulevard sidewalks: Hunziker to city limits	Complete gaps in sidewalk on alternating sides of street from Hunziker Street to the South City Limits.	\$	4 all other
Tigard	2058	Hunziker Street Sidewalks: 72nd to Hall	Install sidewalk on both sides of the street from 72nd Avenue to Hall Boulevard	\$	
Tigard ODOT	2066	Tigard Town Center (Downtown) Pedestrian Improvements	Improve sidewalks, lighting, crossings, bus shelters and benches throughout the downtown including: Highway 99W, Hall Blvd, Main Street, Hunziker, Walnut and neighborhood streets.	\$	
Tigard ODOT	2076	Tigard Transit Center 99W sidewalk infill.	Build sidewalks that are at least 10 ft. wide along SW Pacific Hwy (99W), where there are none, and widen existing sidewalk corridors all along 99W, so there is landscaped buffer between pedestrians and the motor vehicles.	¢	
Tigard ODOT	2077	Tigard Transit Center crossing improvements.	Shorten crossing distances, make crosswalks more visible, and provide more time for pedestrians to cross at the intersections of 99W and SW Greenburg Rd., 99W & SW Hall Blvd., and 99W & SW Dartmouth St.	\$	
Tigard	2078	Tigard Transit Center Park & Ride pedestrian path.	Provide a designated pedestrian path through the transit center park and ride lot, connecting to SW Main St.	¢	

Footnotes:

1 - HCT to Tualatin only; 2 - HCT to Sherwood only; 3 - 72nd HCT alignment only; 4 - Hall HCT alignment only; 5 - Naito HCT alignment only; 6 - Barbur/53rd station only

Estimated Cost Magnitudes: ¢ - up to \$500,000; \$ - up to \$5 Million; \$\$ - up to \$10 Million; \$\$\$ - up to \$20 Million; \$\$\$\$ - More than \$20 Million



DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Roadway and Active Transportation Projects - 7/1/13



Location/ Ownership	#	Project Title	Project Description	Highly supportive of HCT		Cost	Highly supportive of land use goals, esntl/prty places	
Tigard	2079	Tigard Transit Center pedestrian path	Formalize the informal path running from Center Street Connection from SW Commercial St. to SW Hall Blvd., by paving it, making it ADA accessible, providing lighting, and wayfinding signage.	¢		¢		
Tigard	2080	Tigard Transit Center sidewalk infill.	Build sidewalks, where there are none, along SW Scoffins St. & SW Ash St. These streets are near the Tigard Transit Center and provide access to it. Ensure there is a landscaped buffer between pedestrians and motor vehicles.	¢		¢		
Tigard	2090	Hall Blvd sidewalks: Locust to Hunziker	Locust St to Durham Rd- pedestrian infill (Note: to be consistent with SW project list this should be Locust to Hunziker)	\$	4	\$	all other	
Portland	2999	Pedestrian connection from Barbur to Terwilliger at Gibbs	Construct a new pedestrian walkway under the tram within the Gibbs right-of-way through the Terwilliger Parkway. The steep grade and forested area will require lighting and stairs.	\$		\$		
Portland	3017	Capitol Hill Rd bikeway -from SW Barbur Blvd to SW Bertha Blvd.	Multiple bicycle facility types: bicycle boulevard or enhanced shared roadway (Barbur - Troy; 21 st - Custer); bicycle boulevard or advisory bike lane (Troy - 21st); enhanced shared roadway (Custer - Bertha)	¢		¢		
Portland	3028	Inner Hamilton bikeway -from SW Terwilliger Blvd to SW Corbett Ave.	Enhanced shared roadway. Includes connection to Terwilliger on SW Hamilton Terrace	¢		¢		
Portland	3033	Inner Troy bikeway -from SW Capitol Hwy to SW Capitol Hill Rd.	Bike boulevard from SW Capitol Hwy to SW Capitol Hill Rd	¢		¢		
Portland	3038	Lower SW 1st bikeway -from SW Barbur Blvd to SW Arthur St.	Multiple bicycle facility types: separated in-roadway (Corbett: Gibbs - Grover); bicycle boulevard (all other segments). Includes connection to SW Kelly Ave on SW Grover St and SW Corbett Ave	¢		¢		
Portland ODOT	3044	Middle Barbur bikeway -from SW 23rd Ave to SW Capitol Hwy-Barbur Blvd Ramp.	Separated bicycle route in-roadway. Listed as a Regional Bicycle Parkway in the Regional Active Transportation Plan (5/9/13).	\$		\$		
Portland	3069	Spring Garden, SW (Taylors Ferry - Capitol Hwy): Bikeway	Provide bike lanes on existing street	\$		\$		
Portland	3093	Terwilliger bikeway gaps	Separated bicycle route in-roadway. Eliminate key gaps in the Terwilliger Blvd bikeway	¢		¢		
Portland	3101	Vermont-Chestnut bikeway -from SW Capitol Hwy to SW Terwilliger Blvd.	Bicycle boulevard	¢		¢		
Tigard Tualatin	3117	72nd Avenue bikeway: 99W to city limits	Install bike facilities on both sides of the street from Highway 99W to South City Limits	\$	3	\$	all other	
Tigard Oswego	3121	Bonita Road bike lanes: 72nd to I-5	Install bike lanes in eastbound direction from 72nd Avenue to I-5 Bridge	¢	1	¢		
Tigard ODOT	3128	Pacific Hwy-99W Bike Lanes in Tigard	Fill in gaps in bike lanes along Pacific Hwy-99W within the Tigard city limits. Listed as a Regional Bicycle Parkway in the Regional Active Transportation Plan (5/9/13).	¢		¢		
Tigard	3129	Tigard Transit Center Bicycle Hub	Provide bicycle hub at Tigard Transit Center	¢		¢		
Portland ODOT	4002	Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements	Construct improvements for transit, bikes and pedestrians. Transit improvements include preferential signals, pullouts, shelters, left turn lanes, sidewalks, and crossing improvements.	\$\$		\$\$		
Portland ODOT	5005	Barbur Blvd, SW (Terwilliger - City Limits): Multi-modal Improvements	Complete boulevard design improvements including sidewalks and street trees, safe pedestrian crossings, enhance transit access and stop locations, and bike lanes (Terwilliger - SW 64th or Portland City Limits).	\$\$\$\$		\$\$\$\$		
Portland	5009	Capitol Hwy Improvements (replace roadway and add sidewalks)	Improve SW Capitol Highway from SW Multnomah Boulevard to SW Taylors Ferry Road per the Capitol Highway Plan. Replace Existing Roadway and add sidewalks, bike lanes and green stormwater features.	\$\$\$		\$\$\$		
Portland ODOT	5013	Naito/South Portland Improvements (left turn pockets with bike/ped and remove tunnel, ramps and viaduct)	Reconstruct Naito Pkwy as two-lane road w/bike lanes, sidewalks, left turn pockets, & on-street parking. Remove grade separation along Naito at Barbur Blvd. (tunnel), the Ross Island Bridge, Arthur/Kelly (viaduct), and the Grover pedestrian bridge.	\$\$\$\$	5	\$\$\$\$	all other	
Tigard	5024	68th Avenue (widen to 3 lanes)	Widen to 3 lanes or for transitway including sidewalks and bike lanes between Dartmouth/I-5 Ramps and south end	\$\$\$		\$\$\$		
Tigard WashCo. ODOT	5035	Hall Boulevard Widening, Highway 99W to Fanno Creek	Widen to 3 lanes plus on-street parking (or potential 5 lanes); build sidewalks and bike lanes; safety improvements	\$	4	\$	all other	
Tigard WashCo.	5036	Hall Boulevard Widening, McDonald Street to Fanno Creek including creek bridge	Widen to 3 lanes; preserve ROW for 5 lanes; build sidewalks and bike lanes; safety improvements	\$\$\$	4	\$\$\$	all other	
Portland	5057	SW 53rd and Pomona (improves safety of ped/bike users)	Reconfigure and improve intersection to manage traffic turning speeds, and improve safety of ped/bike users between Barbur and Pomona.	¢	6	¢	all other	
Portland ODOT	5059	SW Portland/ Crossroads Multimodal Project (roadway realignments and modifications to Barbur Blvd., Capitol Hwy., and the I-5 southbound on-ramp)	Implement Barbur Concept Plan walk audit recommendations in the SW Portland TC, including modifications to Barbur Blvd., Capitol Hwy., and the I-5 southbound on-ramp to support safer and more efficient operation for all modes. Project specifics include intersection types and roadway realignments to be refined.	\$\$\$\$		\$\$\$\$		
Lake Oswego	6001	Bonita Rd. sidewalks and bike lanes - Carman Dr. to Bangy Rd.	Sidewalks and bike lanes: supplement to Tigard project #3121 which continues to 72nd.	¢	1	¢		
Portland	6003	Multnomah viaduct bicycle and pedestrian facilities	Construct new bicycle and pedestrian facilities at/parallel to Multnomah St. viaduct	\$		\$		
Portland	6013	Barbur/PCC ped/bike Connection	Neighborhood greenway connection between Barbur and PCC via SW 53rd.	¢	6	¢	all other	
Portland	6021	Hood Avenue Pedestrian Improvements (Lane to Macadam)	Install sidewalk with barrier along east side and pedestrian crossing at Lane Street.	\$		\$		
Portland ODOT	6022	I-405 Bike/Ped Crossing Improvements	Improve opportunities for bicycles and pedestrians to cross over/under I-405 on Harbor Drive, Naito Parkway, 1st, 4th, 5th, 6th and Broadway.	\$		\$		
Portland	6026	Pomona St: Bicycle and Ped improvements (35th to Barbur)	provide bike lanes and sidewalks	\$		\$		

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DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Roadway and Active Transportation Projects - 7/1/13

critical

high

medium

low/none

Highly supportive  
of land use goals,  
esnt/prty places

Location/ Ownership	#	Project Title	Project Description	Cost	Highly supportive of HCT
Portland	6034	Taylor's Ferry, SW (Capitol Hwy - City Limits): Bicycle & Pedestrian Improvements	SW Taylor's Ferry Rd: Provide bicycle lanes, including shoulder widening and drainage, and construct sidewalks for access to transit.	\$	
Durham	6049	Boones Ferry Sidewalks	Improve sidewalks and bicycle lane at Boones Ferry to Lower Boones Ferry	¢	1
Portland	9005	Red Electric Trail: Fanno Creek Trail to Willamette Park	Provide east-west route for pedestrians and cyclists in SW Portland that connects and extends the existing Fanno Creek Greenway Trail to Willamette Park. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	\$\$\$	
Portland	9007	Slavin Road to Red Electric Trail: Barbur to Corbett	Build Multi use trail on Slavin Road from Barbur to Corbett. The Red Electric Trail is listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	\$	
Tigard	9014	Fanno Creek Trail - Tualatin River to Tigard St.	Complete gaps along the Fanno Creek multiuse path from the Tualatin River to Tigard Library and from Pacific Hwy-99W to Tigard Street. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	\$	
Tigard Tualatin	9023	Tualatin River Pathway	Develop a continuous multi-use pathway along the Tualatin River from Boones Ferry Road under I-5 to the Tualatin River Greenway and Browns Ferry Park. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	\$\$	1
Portland Tigard	9053	Ped/Bike Connection between Tigard Triangle and PCC-Sylvania	Provide pedestrian/bicycle connection between the Tigard Triangle area and PCC-Sylvania	\$	
Tualatin	9057	Nyberg Creek Greenway	Connecting east and west of I5 then north and south to Hwy 99 to I5 bikeway (south) and Tualatin River Greenway (north)	\$	1
Tualatin ODOT	9066	North/South I-5 Parallel Path in Tualatin	Ped/bike pathway	\$\$	1

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Portland ODOT	1019	Barbur Lane Diet - Capitol to Hamilton (reduce northbound lanes from three to two with multi-modal improvements)	Reduce number of northbound lanes from three to two from Capitol Hwy (north) to 1/4 mile south of Hamilton to reduce speeds and improve safety, improve ped/bike crossing safety and add protected bike lanes	¢	
Sherwood	1062	Arrow Street (Herman Road) - Build 3 lanes with sidewalks and bike lanes	Construct new road to collector standards. Build new 3 lane roadway with stream crossing and with bike lanes and sidewalks from Langer Farms Parkway Phase 2 to Gerda Lane/Galbreath Drive.	\$\$	
Sherwood	1068	Town Center Signal & Intersection Improvements (Downtown Sherwood)	Improve 3-leg intersection at Edy & Borchers; remove traffic signal at Baler; on Sherwood Blvd. remove traffic signal at Langer and disallow left turns from Langer to Sherwood, and add traffic signal at Century Dr.	\$	all other
Tigard ODOT	1129	Highway 99W access management in Tigard	Implement access management strategies and median projects, including additional pedestrian crossing locations, in Hwy 99W Plan.	\$\$	
Tualatin Sherwood WashCo.	1154	Tualatin-Sherwood Rd. (Langer Parkway to Teton Ave.) - Widening to 5 lanes with ped./bike	Widen from 3 to 5 lanes with bike lanes and sidewalks from Langer Parkway to Teton Ave.	\$\$\$\$	all other 2
King City ODOT	2001	King City Town Center Pedestrian Improvements	Improve sidewalks, lighting, bus shelters and benches, and pedestrian crossings for Highway 99W.	\$	
Tigard King City ODOT	2070	99W pedestrian improvements to serve King City transit stops	Provide pedestrian access and crossing opportunities at transit stops on 99W in the vicinity of Royalty Parkway and Durham Rd in King City.	¢	
Lake Oswego	5004	Boones Ferry Road Boulevard improvements (turn lanes with bike/ped. - Madrona to Kruse Way)	Widen to include bike lanes, sidewalks, and turn lanes. This project is Phase 2, Oakridge/Reese to Kruse Way. Phase 1 (\$23 Million) is in Low Build.	\$\$	
Portland ODOT	5006	Barbur Lane Diet: Terwilliger to Capitol	Reduce number of northbound travel lanes on Barbur from Terwilliger to Capitol Highway (north) from two to one to reduce speed and improve safety. Adds bike lanes over Newberry and Vermont bridges.	¢	
Sherwood Tigard WashCo. ODOT	5020 5037	Oregon-Tonquin Intersection & Street Improvements Hall Boulevard Widening, Oleson to 99W	Intersection improvements (consider roundabout) on Oregon at Tonquin Road; sidewalks and bike access through the intersection. Widen to 3 lanes; build sidewalks and bike lanes; safety improvements	\$ \$	
Tualatin WashCo.	5047	Cipole Rd. (widen to 3 lanes with ped./bike)	Reconstruct/widen to 3 lanes from 99W to Tualatin-Sherwood Road with sidewalks and bike lanes.	\$\$\$	all other 2
Tualatin	5048	Herman (multi-modal improvements, Teton to Tualatin Rd.)	Improve to urban standard from Teton to Tualatin.	\$	
Tualatin	5049	Herman (multi-modal improvements, Cipole to 124th)	Reconstruction from Cipole to 124th with sidewalks and bike lanes	\$	
Lake Oswego	6002	Carman Dr. sidewalks and bike lanes	Add bike lanes and pedestrian pathway	\$	
Portland ODOT	6004	Newbury viaduct bicycle and pedestrian facilities	Construct new bicycle and pedestrian facilities at/parallel to Newbury St. viaduct	\$	
Portland ODOT	6005	Vermont viaduct bicycle and pedestrian facilities	Construct new bicycle and pedestrian facilities at/parallel to Vermont St. viaduct	\$\$	
Sherwood ODOT	6042	99W - Sherwood TC Bicycle/Ped. Bridges	Ped/bike under/overcrossings of 99W at Sunset, Meinecke, Edy. Listed as a Regional Bicycle Parkway in the Regional Active Transportation Plan (5/9/13).	\$\$\$	all other 2
Sherwood	9029	Westside Trail segments	Trail opportunities within easements of BPA and PGE for connectivity. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	\$	all other 2
Tualatin	9061	Westside Trail - Tualatin River Bridge	New bike/ped bridge over the Tualatin River. Could be a joint effort with the Willamette River Water consortium. Listed as a Regional Bicycle Parkway in the Regional Active Transportation Plan (5/9/13).	\$\$	

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DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Parks, Natural Areas and Environmental Restoration Projects -7/1/13

This is a list of parks, trails and natural resources projects described by staff in each jurisdiction as well as projects located within jurisdictions collected from regional or other plans. The purpose of the list is to serve as a reference document for project coordination and development. Projects highlighted in green meet the criteria for proximity to potential transit or key places identified in the Land Use Vision. Projects highlighted in blue are the highest priority for the City of Tualatin and the Tualatin River National Wildlife Refuge.

Funding Amount (scale of funding for associated projects): HIGH: 5 million and up, MEDIUM: 1/2 million to 5 million, LOW - Under 1/2 million

Funding Timing: SHORT TERM: 0-5 years, MID TERM: 5-15 years or LONG TERM: Beyond 15 years

Criteria/Identified Needs:

SERVICE NEED: 10-minute walk of a park, trail, or natural area

DEVELOPMENT COMPLEMENT: Parks, trails, and natural resource investments can support higher density housing and provide links to transit and neighborhood services.

LAND ACQUISITION: Assemble and Acquire large parcels - Parks greater than 5 acres are desirable.

CONNECTIVITY: access to nature both along the trails and by connecting parks and natural areas

WATER QUALITY AND QUANTITY

STREAMS AND RIPARIAN HEALTH

WILDLIFE HABITAT

WILDLIFE CROSSING

LOW IMPACT DEVELOPMENT: LID(A)s

URBAN FOREST Canopy – Trees

Project Size: S: SMALL is under an acre, M: MEDIUM is 1 acre to 5 acres, L: LARGE is more than 5 acres

Note 1: Projects highlighted in turquoise are representative of a policy for use in the Southwest corridor.

Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
CITY OF PORTLAND							
PDX-1	Willamette Greenway trail gaps	The goal is to protect fish and wildlife habitat, water quality, scenic resources and improve public access to the river along the greenway from Wilsonville to the Multnomah Channel.	Yes; Limited Metro Bond Funds	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
PDX - 2	Acquire 56 Acres: Fanno Creek Watershed	Fanno Creek is one of the acquisition targets for Natural Areas in the Park System Development Charge Acquisition & Development Plan for the SW Corridor.	Yes; Limited Metro Bond Funds	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX - 3	Acquire 56 Acres: Westside Wildlife Corridor	A westside wildlife corridor is one of the acquisition targets for Natural Areas in the Park System Development Charge Acquisition & Development Plan for the SW Corridor.	Yes; Limited Metro Bond Funds	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX - 4	Acquire 84 Acres: Tryon Creek Watershed	Land in the Tryon Creek watershed is one of the acquisition targets for Natural Areas in the Park System Development Charge Acquisition & Development Plan for the SW Corridor.	Limit Metro Bond Funds	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX - 5	Red Electric Trail	Implement the 2007 Red Electric Trail Planning Study (Fanno Greek Trail through PDX) by developing a bike/ped crossing at Barbur Blvd to the old SW Slavin Rd. R.O.W.	No	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
PDX - 6	Red Electric Trail	Implement the 2007 Red Electric Trail Planning Study (Fanno Greek Trail through PDX) by developing a bike friendly connection from Park Hill Dr. to the Willamette Greenway.	No	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
PDX - 7	Red Electric Trail	Implement the 2007 Red Electric Trail Planning Study (Fanno Greek Trail through PDX) by developing SW Shattuck to SW Cameron section of RE Trail ( project is funded for SW 30th to SW Vermont).	Yes	SHORT TERM: 0-5 years; 2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
PDX - 8	Red Electric Trail	Implementation of the 2007 Red Electric Trail Planning Study (Fanno Greek Trail through PDX) • Acquire & Develop: Washington County Line to SW Shattuck section of RE Trail	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-9	Hillsdale to Lake Oswego Trail	Develop a sustainable trail (soft surface) between Tryon Creek State Natural Area and Marshall Park, and contribute to funded BES culvert replacement project at Boones Ferry Road, Arnold and Tryon Creeks. Make -up short fall to provide for pedestrian passage.	Yes; Partially funded	SHORT TERM: 0-5 years; 2014	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	

DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Parks, Natural Areas and Environmental Restoration Projects -7/1/13

Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
PDX-10	South Waterfront Greenway Phase I	Create a new high-density urban community while supporting the habitats along the Willamette River. Phase 1 is partially funded for Riverward improvements - additional funding needed to finish project.	Yes; Partially funded	SHORT TERM: 0-5 years; 2012-2013	HIGH - 5 million and up	SHORT TERM: 0-5 years	
PDX-11	City Greenways	Develop city connections, greenways and corridors. A system of habitat connections, neighborhood greenways and civic corridors will weave nature into the city and sustain healthy, resilient neighborhoods, watersheds and Portlanders.	No	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
PDX-12	Dickinson Park	Implement master plan vision for this underdeveloped PP&R property.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-13	Hillisdale Park	Implement master plan vision for this underdeveloped PP&R property.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-14	Spring Garden Park	Implement master plan vision for this underdeveloped PP&R property.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-15	Heritage Tree Park	Focus on undeveloped PP&R properties in need of Master Plans and development.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-16	SW Dickinson & 62nd	Focus on undeveloped PP&R properties in need of Master Plans and development.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-17	SW Talbot Property	Focus on undeveloped PP&R properties in need of Master Plans and development.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-18	Sylvania Park	Focus on undeveloped PP&R properties in need of Master Plans and development.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-19	Acquire & Develop 4 acres: So. Waterfront	Implement parks targets for acquisition and development in the Park System Development Charge Acquisition & Development Plan (park deficient areas) for the SW Corridor.	No	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
PDX-20	Acquire & Develop 4 acres: Hillisdale	Implement parks targets for acquisition and development in the Park System Development Charge Acquisition & Development Plan (park deficient areas) for the SW Corridor.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-21	Acquire & Develop 2 acres: John's Landing:	Implement parks targets for acquisition and development in the Park System Development Charge Acquisition & Development Plan (park deficient areas) for the SW Corridor.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-22	Acquire & Develop 10 acres: Southwest-- largest gap in service	Implement parks targets for acquisition and development in the Park System Development Charge Acquisition & Development Plan (park deficient areas) for the SW Corridor.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-23	Watershed Health	Implement Watershed Health Strategy to Reduce impervious surfaces and retrofit impervious surfaces to reduce impacts.	Partial	Ongoing	MEDIUM - 1/2 million to 5 million	Policy	

DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Parks, Natural Areas and Environmental Restoration Projects -7/1/13

Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
PDX-24	Watershed Health	Implement Watershed Health Strategy to manage all stormwater runoff from new development and redevelopment in accordance with the requirements of the Stormwater Management	Partial	Ongoing	MEDIUM - 1/2 million to 5 million	Ongoing	
PDX-25	Watershed Health	Watershed Health Strategy - Assess, repair and/or replace existing stormwater outfalls along Barbur Boulevard as needed. In particular, outfall repairs and/or replacements should be designed so as not to cause erosion and degradation of receiving streams.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	Ongoing	
PDX-26	Watershed Health	Watershed Health Strategy - Restore stream functions and stability in planning areas when possible.	Partial	Ongoing	MEDIUM - 1/2 million to 5 million	Ongoing	
PDX-27	Watershed Health	Watershed Health Strategy - Restore habitat connectivity through revegetation, land acquisition, stream daylighting, culvert replacement, and other methods when possible.	Partial	Ongoing	MEDIUM - 1/2 million to 5 million	Ongoing	
PDX-28	Watershed Health	Watershed Health Strategy - Increase canopy and other vegetative cover and improve the quality and composition of vegetation including street trees.	Partial	Ongoing	MEDIUM - 1/2 million to 5 million	Ongoing	
PDX-29	Watershed Health	Watershed Health Strategy - Protect sites and features with high watershed value. This could include acquisition, easements, or other methods	Partial	Ongoing	MEDIUM - 1/2 million to 5 million	Ongoing	
PDX-31	S. Ash Creek Stream Enhancement	Design is underway for this stream and sewer protection project in the Fanno Creek natural area in the Tryon Creek watershed. The project will stabilize the channel, protect the sewer pipe where it crosses the stream, and improve water quality. Construction is planned in summer 2014	Yes	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	1
PDX-33	Tryon Creek Trunk Sewer Repair Projects	The Tryon Creek Trunk Sewer is a 30-inch, above-ground pipe that carries sewer from parts of southwest Portland and Lake Oswego to the City of Portland's Tryon Creek Wastewater Treatment Plant in Lake Oswego. BES is planning repairs, including seismic upgrade, to a portion of the 50-year old pipe between Tryon Creek State Natural Area to the Lake Oswego treatment plant. Project design began in early 2013 and	Yes	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	1
PDX-35	Boones Ferry Culvert Replacement	The culvert in Tryon Creek under Boones Ferry Road is a fish passage barrier. BES is planning to replace the culvert to enable fish passage, increase hydraulic capacity, and improve in-stream habitat. Project design will begin in spring 2013 and will take about two years. Construction is planned in 2015 or 2016.	Yes	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
PDX-36	Fanno SW 45th Avenue Culvert Replacement CIP #86	The culvert in Fanno Creek under SW 45th Avenue is undersized and is a passage barrier for native resident fish. BES is planning to replace the culvert to improve conveyance capacity, enable fish passage, and improve localized aquatic habitat. Project design will begin in summer 2013 and is expected to take about two years. Construction is planned in 2015 or 2016.	Yes	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
PDX-37	Tryon I-5 at SW 26th WQ Facility CIP #8679	In partnership with the Oregon Department of Transportation (ODOT), BES is now designing three stormwater management facilities that will be located on ODOT right-of-way between I-5 and SW Barbur Boulevard at SW 26th. The facilities will detain and treat stormwater runoff from I-5, Barbur Blvd., and nearby residential and commercial areas. Design will be completed in 2013. Construction is planned in 2014.	Yes	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
PDX-38	Jackson MS Stream Daylighting & Stormwater Retro CIP #8680	Falling Creek is currently piped under Jackson Middle School. This project will replace the pipe with an open stream channel. It will also construct stormwater facilities to detain and treat stormwater runoff from school parking lots. Design is scheduled to start in 2014 and construction in 2015 and/or 2016.	Yes	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
PDX-40	Stormwater Outfall Maintenance CIP #8677	BES is now designing improvements to one stormwater outfall to Falling Creek (a tributary to Tryon Creek) and two outfalls to Fanno Creek main stem near Beaverton Hillsdale Highway. These projects will upgrade stormwater infrastructure. Design is scheduled to be completed in 2013 and construction is planned in 2014.	Yes	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
PDX-41	Fanno/Tryon Water Quality Facilities CIP #8687	These are four sites for stormwater management facilities. One facility in Fanno Creek was constructed in 2010 and the other Fanno Creek site has been incorporated into another project. Two potential sites in upper Tryon Creek remain.	NO	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	



DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Parks, Natural Areas and Environmental Restoration Projects -7/1/13

Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
PDX-43	Beaverton Hillsdale Highway Drainage Improvement	BES is now designing stormwater retrofits for Beaverton Hillsdale Highway. These projects will detain and treat stormwater runoff from the roadway. Design is scheduled to be completed in summer 2014 and construction is planned in 2014/2015.	Yes	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
PDX-45	Western end of the Arnold/Tryon Creek corridor	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	Yes	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
PDX-46	The narrow treed area between Ash Creek Natural Area and Woods Memorial Natural Area	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	Yes	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
PDX-47	Corridors between Woods Memorial Natural Area to Gabriel and April Hill Parks	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	Yes	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-48	Corridor from Riverview Cemetery through any of three potential routes to (a) George Himes Park, (b) Terwilliger natural areas, (c) Marquam Nature Park, Council Crest and eventually Forest Park	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	Yes	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
PDX-49	Park Site behind Fred Meyer	Preliminary concept idea for implementing neighborhood park for proposed increased density at focus areas on Barbur Boulevard	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-50	Park Site behind Safeway	Preliminary concept idea for implementing neighborhood park for proposed increased density at focus areas on Barbur Boulevard	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-51	SW 53rd Neighborhood Greenway	Provide safe pedestrian/bike facilities for connectivity	No	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
PDX-52	Sidewalks, Street Trees, and Green Streets in SW Corridor	Improving active transportation links, new sidewalks, greenways for better access and connectivity	No	Ongoing	LOW - Under 1/2 million	Ongoing	
PDX-53	Remove Fish Barrier	Remove unnamed culvert ODFW ID #7 on Ball Creek. Unknown passage status. Barrier subtype is 'full box.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-54	Remove Fish Barrier	Remove unnamed culvert ODFW ID #15. Unknown passage status. Barrier subtype is 'round.' Culvert assessment by ODFW staff (1996-1999) using guidelines and criteria to determine fish passage. Culvert is not on straight-line chart. Lower 25' backflows, possible velocity barrier.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-55	Remove Fish Barrier	Remove unnamed culvert ODFW ID #24 on Arnold Creek. Passage status is blocked. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert, located at SW Lancaster Rd. It is 1.3M concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	

DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Parks, Natural Areas and Environmental Restoration Projects -7/1/13

Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
PDX-56	Remove Fish Barrier	Remove unnamed culvert ODFW ID #26 on South Fork Ash Creek. Barrier subtype is unknown. Passable passage status. Professional judgment was used to evaluate this culvert, located as SW 55th.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-57	Remove Fish Barrier	Remove unnamed culvert ODFW ID #27 on South Fork Ash Creek. Barrier subtype is unknown. Professional judgment was used to evaluate this culvert.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-58	Remove Fish Barrier	Remove unnamed structure ODFW ID #29 on South Fork Ash Creek. Barrier type is an exposed sewer pipe. Partially blocked passage status. Professional judgment was used to evaluate this structure.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-59	Remove Fish Barrier	Remove unnamed structure ODFW ID #31 on South Fork Ash Creek. Passable passage status. Professional judgment was used to evaluate the structure. Comment says, 'house on top of creek SW Lauradel.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-60	Remove Fish Barrier	Remove unnamed culvert ODFW ID #33 on South Fork Ash Creek. Partially blocked passage status. Professional judgment was used to evaluate this culvert at SW 62nd, at a housing development.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-61	Remove Fish Barrier	Remove unnamed culvert ODFW ID #34 on South Fork Ash Creek. Passable passage status. Professional judgment was used to evaluate the culvert, near a walking path.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-62	Remove Fish Barrier	Remove unnamed culvert ODFW ID #46 on Tryon Creek. Partially blocked passage status. Barrier subtype is 'round.' Professional judgment was used to evaluate the culvert at SW Maple Crest Dr. It is 1.7m metal.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-63	Remove Fish Barrier	Remove unnamed culvert ODFW ID #48 on Tryon Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert at SW 18th Pl. It is 1.7m metal.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-64	Remove Fish Barrier	Remove unnamed culvert ODFW ID #49 on Woods Creek. Blocked passage status. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert at SW Taylors Ferry Rd. It is 0.8m metal.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-65	Remove Fish Barrier	Remove unnamed culvert ODFW ID #50 on Tryon Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-66	Remove Fish Barrier	Remove unnamed culvert ODFW ID #51 on Tryon Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-67	Remove Fish Barrier	Remove unnamed culvert ODFW ID #54 on Ash Creek. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert at SW 55th. It is 0.8m concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-68	Remove Fish Barrier	Remove unnamed culvert ODFW ID #58 on Ash Creek. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert at SW Lancaster. It is 0.7m concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-69	Remove Fish Barrier	Remove unnamed culvert ODFW ID #59 on Falling Creek. Barrier subtype is 'round.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	

DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Parks, Natural Areas and Environmental Restoration Projects -7/1/13

Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
PDX-70	Remove Fish Barrier	Remove unnamed culvert ODFW ID #60 on Faling Creek. Barrier subtype is 'round.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-71	Remove Fish Barrier	Remove unnamed structure ODFW ID #62 on Ash Creek. Partially blocked passage status. Barrier type is an exposed sewer pipe. Professional judgment was used to evaluate this structure. Comment says, "step ht=0.45m exposed sewer pipe crossing."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-72	Remove Fish Barrier	Remove unnamed culvert ODFW ID #63 on Woods Creek. Blocked passage status. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert at SW 45th. It is 0.9m metal.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-73	Remove Fish Barrier	Remove unnamed culvert ODFW ID #64. Unknown passage status. Barrier subtype is 'round.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-74	Remove Fish Barrier	Remove unnamed culvert ODFW ID #65 on Ash Creek. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert at SW Orchid Dr. It is 1.2m concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-75	Remove Fish Barrier	Remove unnamed culvert ODFW ID #66 on Ash Creek. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert at SW Dolph. It is 1.0m concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-76	Remove Fish Barrier	Remove unnamed culvert ODFW ID #67 on Wood Creek. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert SW Garden Home Rd. It is 1.0m metal.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-77	Remove Fish Barrier	Remove unnamed culvert ODFW ID #68 on Vermont Creek. Barrier subtype is 'round.' Professional judgment was used to evaluate this culvert. Comments include, "end of survey; cr. Never surface 0.65m concrete no drop."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-78	Remove Fish Barrier	Remove unnamed culvert ODFW ID #69. Barrier subtype is 'round.' Owner is ODOT. Culvert assessment by ODFW staff (1996-1999) using guidelines and criteria to determine fish passage. Comments include, "not on straight-line chart. 0.4 miles north of Sellwood Br. 4' falls above culvert. City culvert below appears to be velocity barrier."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
PDX-79	Custer Park Pollution Reduction Facility	Custer Park pollution reduction facility upgrade; expansion of capacity and function of existing swale and pond located along Custer Creek in Custer Park to improve stormwater services and recreation use. BES: Project 5.2/2014 CIP - \$230,000	No	SHORT TERM: 0-5 years	LOW - Under 1/2 million		1
PDX-80	Stephens Creek Nature Park Detentions and Wetland facilities	Stephens Nature Park in-line detention and wetland enhancement; construct detention facility in Stephens Creek upstream of the Burlingame culvert and enhance existing wetland, consistent with 2005 A Functional Plan for Stephens Creek Nature Park and planned 2013 trail improvements. BES: Project 31.1a/b /2014 CIP - \$750,000	No	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million		1
PDX-81	Raz Wetlands	Raz property wetland detention facility; detention and stream channel construction in undeveloped property at the headwaters of Stephens Creek. BES has a signed contract in place to purchase this property. BES: Project 24.6/2014 CIP - \$1,030,000	No	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million		1
PDX-82	Greater Portland Bible Church neighborhood facility	Greater Portland Bible Church neighborhood facility; an opportunity exists to construct a vegetated stormwater treatment facility on a tax lot adjacent to the Greater Portland Bible Church. BES: Project 6.1/6.3/ CIP 2014	No	SHORT TERM: 0-5 years	LOW - Under 1/2 million		
PDX-83	Stephens Creek Tributaries Outfall Repair	Repair and enhancement of 17 public and private stormwater outfalls on the River View, River View South, and Ruby Creek tributaries of Stephens Creek. BES: Project /CIP 2014 - \$960,000	No	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million		1



DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Parks, Natural Areas and Environmental Restoration Projects -7/1/13

Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
PDX-84	Right-of-way Retrofit Shell	Provides a flexible means to construct stormwater retrofits to the existing system on streets identified as high-priority for detention and/or and pollution reduction. I-5. BES: Project / CIP 2014 - \$1,000,000	No	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million		1
PDX-85	SW Terwilliger Shared Detention Facility	ODOT Shared Detention and Pollution Reduction Facilities - SW Terwilliger shared detention facility. BES: Project 23.1a/ CIP 2015 - \$220,000	No	SHORT TERM: 0-5 years	LOW - Under 1/2 million		1
PDX-86	Fulton Park Neighborhood Wetland Facility	ODOT Shared Detention and Pollution Reduction Facilities - Fulton Park neighborhood wetland facility adjacent to the community garden. BES: Project 21.2b/ CIP 2015 - \$470,000	No	SHORT TERM: 0-5 years	LOW - Under 1/2 million		1
PDX-87	A-Boy Plumbing neighborhood detention facility	ODOT Shared Detention and Pollution Reduction Facilities - A-Boy Plumbing neighborhood detention facility adjacent to I-5 in existing low point. BES: Project 21.1a/ CIP 2015 - \$1,280,000	No	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million		
PDX-88	Stormwater filter vault at ODOT right-of-way	ODOT Shared Detention and Pollution Reduction Facilities - Stormwater filter vault at ODOT right-of-way, which can treat both I-5 runoff, city streets, and private property. BES: Project 23.2/ CIP 2015 - \$500,000	No	SHORT TERM: 0-5 years	LOW - Under 1/2 million		1
PDX-89	Local stormwater treatment facilities on I-5 overpasses	ODOT Shared Detention and Pollution Reduction Facilities - Local stormwater treatment facilities on I-5 overpasses. BES: Project 23.3/ CIP 2015 - \$110,000	No	SHORT TERM: 0-5 years	LOW - Under 1/2 million		1
PDX-90	Rain gardens for bioremediation of I-5 outfalls	ODOT Shared Detention and Pollution Reduction Facilities - Rain gardens for bioremediation of I-5 outfalls adjacent to Stephens Creek. BES: Project 25.5/ CIP 2015 - \$140,000		SHORT TERM: 0-5 years	LOW - Under 1/2 million		1
PDX-91	River View Tributary Improvements	Stephens Creek Tributaries Habitat Restoration - River View Tributary—improve near-stream habitat; this project will improve habitat conditions in the stream by restoring in-stream habitats and wetlands, and improving habitat connectivity through bank layback, and installation of large wood. It will improve the diversity of native plants in the riparian area. BES: Project 9.3a/ CIP 2015 - \$260,000.	No	SHORT TERM: 0-5 years	LOW - Under 1/2 million		
PDX-92	River View neighborhood scale wetland facility	Stephens Creek Tributaries Habitat Restoration - River View neighborhood scale wetland facility; this project will enhance wetlands associated with River View and Taylors Ferry tributaries to improve habitat, peak flows, and water quality. BES: Project 9.5/ CIP 2015 - \$67,000	No	SHORT TERM: 0-5 years	LOW - Under 1/2 million		1
PDX-93	Crestline Creek Stream Improvements	Stephens Creek Tributaries Habitat Restoration - Crestline Creek—improve near-stream habitat; this project will include removal of invasive plants and revegetation with native plants, improvement of near-stream habitat, and educate and encourage property owners to remove invasive plants and re-populate with riparian vegetation along the Crestline Creek riparian corridor, including the area along the surface channel near the headwaters. BES: Project 12.4/CIP 2015 - \$40,000	No	SHORT TERM: 0-5 years	LOW - Under 1/2 million		1
PDX-94	Ruby Creek Stream Improvements	Stephens Creek Tributaries Habitat Restoration - Ruby Creek—improve near-stream habitat; this project will focus on education and outreach to encourage property owners to remove invasive plants and re-populate revegetation with native plants and riparian vegetation along the Ruby Creek riparian corridor to where it flows into the mainstem Stephens Creek. BES: Project 19.3/ CIP 2015 - \$22,000	No	SHORT TERM: 0-5 years	LOW - Under 1/2 million		
PDX-95	Private Property Partnership Shell	Stephens Creek Tributaries Habitat Restoration - This shell will fund projects that mitigate stormwater runoff from existing impervious surface on private property or create stormwater assets not owned and operated by BES. The Private Property Partnership Shell is intended as a flexible means to incentivize stormwater projects on private properties that help cost-effectively meet BES's stormwater system improvements needs. This could include funding larger facilities than would otherwise be required by the SWMM or construction of habitat and restoration projects in natural systems that are impaired by runoff from the BES stormwater system. BES: Project BWRF 2/ Select projects for CIP 2015 - \$2,007,000 + \$50,000 for commercial property retrofits with ecoroof and pervious pavement.	No	SHORT-TERM: 0-5 years	MEDIUM - 1/2 million to 5 million		

DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Parks, Natural Areas and Environmental Restoration Projects -7/1/13

Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
PDX-96	Fulton Park stream daylighting	Headwaters Stream Enhancement and Daylighting - Fulton Park stream daylighting; there is an opportunity to daylight the piped stormwater runoff in Fulton Park to the adjacent historic channel (Miles Creek), which would ultimately lead to improved habitat and biological communities. The runoff would be attenuated and treated before returning to the pipe and being conveyed under I-5. BES: Project 32.1/CIP 2017 - \$860,000	No	SHORT TERM; 0-5 years	MEDIUM - 1/2 million to 5 million		
PDX-97	In-stream habitat improvements at Cloverleaf Apartment	Headwaters Stream Enhancement and Daylighting - Improve in-stream habitat at Cloverleaf Apartments; this project consists of restoration work at the Clover Leaf reach of the Stephens Creek mainstem. This project should consider the presence of hydric soils and work to improve connectivity of the stream to springs and remnant floodplain elevations. Riparian and in-stream restoration will include bank layback where downcutting has occurred, installation of large wood complexes to create small in-stream pools, addition of coarse sediment materials to improve in-stream habitat. Riparian enhancement will include replanting with riparian and emergent vegetation. Reconstruct discharge outfalls from building and parking stormwater runoff to enhance floodplain function. BES: Project 31.4/CIP 2017 - \$471,000	No	SHORT TERM; 0-5 years	LOW - Under 1/2 million		
PDX-98	Capitol Hills Condos stream daylighting	Headwaters Stream Enhancement and Daylighting - Capitol Hills Condos stream daylighting; work with private property owners to remove piped section of Stephens Creek through the Condo complex. Replace with restored stream channel and adjacent riparian area. BES: Project 24.8/ CIP 2017 - \$1,470,000	No	SHORT TERM; 0-5 years	MEDIUM - 1/2 million to 5 million		
PDX-99	Shadow Hills Apartments stream enhancement	Headwaters Stream Enhancement and Daylighting - Shadow Hills Apartments stream enhancement; restoration work at the Shadow Hills reach of Stephens Creek should consider the presence of hydric soils and work to improve connectivity of the stream to springs and remnant floodplain elevations (present or created). Riparian and in-stream restoration of the Shadow Hills reach of Stephens Creek will include bank layback where downcutting has occurred, installation of large wood complexes to create small in-stream pools, addition of coarse sediment materials to improve in-stream habitat. Riparian enhancement will include replanting with riparian and emergent vegetation. Reconstruct discharge outfalls from building and parking stormwater runoff to enhance floodplain function. BES: Project 24.9/ CIP 2017 - \$470,000	No	SHORT TERM; 0-5 years	LOW - Under 1/2 million		
PDX-100	Taylor's Ferry improve in-stream habitat	Headwaters Stream Enhancement and Daylighting - Taylor's Ferry improve in-stream habitat; add in-stream cover for aquatic organisms and to stabilize banks. This project is intended to meet the alternative themes to emphasize biological communities and habitat restoration. BES: Project 28.3d/ CIP 2017 - \$1,080,000	No	SHORT TERM; 0-5 years	MEDIUM - 1/2 million to 5 million		
PDX-101	Replace Macadam Culvert	Remove existing culverts under Highway 43 and replace with a larger culvert/span and restore natural substrate to Stephens Creek. Remove invasive species (English ivy and Himalayan blackberry) and plant native riparian vegetation in the currently degraded buffer zones between Macadam and Stephens Creek. Increase in-stream habitat to support benthic invertebrates and native fish. BES: Project 29.1/ CIP 2017 - \$440,000	No	SHORT TERM; 0-5 years	LOW - Under 1/2 million		
PDX-102	Lay back banks Burlingame reach	Lay back banks Burlingame reach. BES:25.1a/ No CIP identified \$334,000	No	Medium term: 5-15 years	LOW - Under 1/2 million		
PDX-103	Improve in-stream habitat Burlingame reach	Improve in-stream habitat Burlingame reach.BES:25.1c/ No CIP identified - \$1,862,000	No	Medium term: 5-15 years	MEDIUM - 1/2 million to 5 million		
PDX-104	Wetland enhancement Burlingame reach	Wetland enhancement Burlingame reach. BES: Project 25.2/No CIP identified- \$67,000	No	Medium term: 5-15 years	LOW - Under 1/2 million		1
PDX-105	Stephens Canyon I-5 Runoff to Willamette or Combined System	Stephens Canyon I-5 Runoff to Willamette or Combined System. BES: Project 26.1 , 26.1f/ No CIP identified at this time - \$4,069,000	No	Medium term: 5-15 years	MEDIUM - 1/2 million to 5 million		1

DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Parks, Natural Areas and Environmental Restoration Projects -7/1/13

Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
PDX-106	Mausoleum Tributary property acquisition	Mausoleum Tributary property acquisition. BES: Project 27.4b/No CIP identified at this time - \$2,268,000	No	Medium term: 5-15 years	MEDIUM - 1/2 million to 5 million		
PDX-107	Mausoleum North property acquisition	Mausoleum North property acquisition. BES: Project 27.6/ No CIP identified at this time - \$851,000	No	Medium term: 5-15 years	MEDIUM - 1/2 million to 5 million		
PDX-108	Wetland enhancement Burlingame reach	Wetland enhancement Burlingame reach, separate location- this is not a repeat of PDX-104. BES: Project 27.3/ No CIP identified at this time - \$67,000	No	Medium term: 5-15 years	LOW - Under 1/2 million		
PDX-109	Mausoleum property revegetation	Mausoleum property revegetation. BES: Project 27.4a/No CIP identified at this time - \$161,000	No	Medium term: 5-15 years	LOW - Under 1/2 million		
PDX-110	Taylor's Ferry stream daylighting	Taylor's Ferry stream daylighting. BES: Project 28.3b/No CIP identified at this time - \$1,386,000	No	Medium term: 5-15 years	MEDIUM - 1/2 million to 5 million		
PDX-111	Taylor's Ferry culvert replacement	Taylor's Ferry culvert replacement. BES: Project 28.3a /No CIP identified at this time - \$326,000	No	Medium term: 5-15 years	LOW - Under 1/2 million		1
PDX-112	Natural fish ladder above Hwy 43 culvert	Natural fish ladder above Hwy 43 culvert. BES: Project 28.3c /No CIP identified at this time - \$1,318,000	No	Medium term: 5-15 years	High - 5 million+		
PDX-113	Macadam improve near-stream habitat	Macadam improve near-stream habitat. BES: Project 29.5/No CIP identified at this time - \$188,000	No	Medium term: 5-15 years	LOW - Under 1/2 million		
PDX-114	Boone's Ferry neighborhood detention pond	2.1b Boone's Ferry neighborhood detention pond. BES: Project 2.1b/No CIP identified at this time - \$405,000	No	Medium term: 5-15 years	LOW - Under 1/2 million		
PDX-115	River View Cemetery improve in-stream habitat	River View Cemetery improve in-stream habitat. BES: Project 9.3b/No CIP identified at this time - \$8,972,000	No	Medium term: 5-15 years	High - 5 million+		
PDX-116	Restore in-stream connectivity for fish passage	Restore in-stream connectivity for fish passage - Taylor's Ferry tributary. BES: Project 9.4/No CIP identified at this time - No cost estimate at this time.	No	Medium term: 5-15 years	High - 5 million+		
PDX-117	Large wood installations, invasives control and revegetation in Stephens Canyon	Large wood installations, invasives control and revegetation in Stephens Canyon. BES: Project 26.2/No CIP identified at this time - \$890,000	No	Medium term: 5-15 years	MEDIUM - 1/2 million to 5 million		
PDX-118	SW Evans neighborhood facilities	SW Evans neighborhood facilities. BES: Project 17.3/No CIP identified at this time - \$626,000	No	Medium term: 5-15 years	MEDIUM - 1/2 million to 5 million		
PDX-119	SW Terwilliger improve near-stream habitat in ODOT right-of-way	23.4a SW Terwilliger improve near-stream habitat in ODOT right-of-way. BES: Project 23.4a/No CIP identified at this time - \$55,000	No	Medium term: 5-15 years	LOW - Under 1/2 million		



DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Parks, Natural Areas and Environmental Restoration Projects -7/1/13

Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
PDX-120	SW Terwilliger improve in-stream habitat	SW Terwilliger improve in-stream habitat. BES: Project 23.4b/No CIP identified at this time - \$419,000	No	Medium term: 5-15 years	LOW - Under 1/2 million		
PDX-121	Improve near-stream habitat Clover Leaf Apt.	Improve near-stream habitat Clover Leaf Apt. BES: Project 31.3/No CIP identified at this time - \$2,000	No	Medium term: 5-15 years	LOW - Under 1/2 million		1
PDX-122	Spring Creek riparian restoration	Spring Creek riparian restoration. BES: Project 24.10/No CIP identified at this time - \$3,000	No	Medium term: 5-15 years	LOW - Under 1/2 million		1
PDX-123	Raz Transportation acquisition, stream daylighting, LUST Cleanup	Raz Transportation acquisition, stream daylighting, LUST Cleanup. BES: Project 31.2a, b, c/No CIP identified at this time - \$1,341,000	No	Medium term: 5-15 years	MEDIUM - 1/2 million to 5 million		
PDX-124	Culvert removal and daylighting in Burlingame reach	Culvert removal and daylighting in Burlingame reach. BES: Project 25.1b /No CIP identified at this time - \$145,000	No	Medium term: 5-15 years	LOW - Under 1/2 million		
PDX-125	Expand and enhance Texas Wetland	Expand and enhance Texas Wetland. BES: Project 3.1 /Op CIP 2014 - \$21,000	Partial	SHORT TERM: 0-5 years	LOW - Under 1/2 million		1
PDX-126	Restore historic channel at Miles Creek	Restore historic channel at Miles Creek. BES: Project 26.7 /on hold in WIF - \$437,000	No	SHORT TERM: 0-5 years	LOW - Under 1/2 million		1
PDX-127	Real time controls stormwater retrofit at Burlingame Fred Meyer and nearby apartments	Real time controls stormwater retrofit at Burlingame Fred Meyer and nearby apartments. BES: Project 32.3 /No CIP identified at this time - \$76,000	No	Medium term: 5-15 years	LOW - Under 1/2 million		
PDX-128	Curb extension retrofits on PBOT high-priority streets	BWRF 1 Curb extension retrofits on PBOT high-priority streets BES: Project BWRF.1 /No CIP identified at this time -\$4,565,000 Select projects identified for CIP 2014	No	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million		1
PDX-129	Curb extension retrofits on all right-of-way	BWRF 2 Curb extension retrofits on all right-of-way. BES: Project BWRF.2 /No CIP identified at this time \$23,386,000	No	Medium term: 5-15 years	High- 5 million +		
PDX-130	Basin wide tree planting	Basin wide tree planting. BES: Project BWRF 4/ No CIP identified at this time - \$1,660,000	No	Medium term: 5-15 years	MEDIUM - 1/2 million to 5 million		
PDX-131	Apt Retrofit (Spring Creek, Shadow Hills and Capitol Hill)	Apt Retrofit (Spring Creek, Shadow Hills and Capitol Hill). BES project 24.5. \$1,602,000 NO CIP identified at this time.	No	Medium term: 5-15 years	MEDIUM - 1/2 million to 5 million		
PDX-132	Capitol Hill School and St Claire Church Retrofits	Capitol Hill School and St Claire Church Retrofits. BES project 22.1. \$2,653,000 NO CIP identified at this time.	No	Medium term: 5-15 years	MEDIUM - 1/2 million to 5 million		
PDX-133	Stormwater retrofit at Hillsdale Community Church	Stormwater retrofit at Hillsdale Community Church. BES project 3.4. \$668,000 NO CIP identified at this time.	No	Medium term: 5-15 years	MEDIUM - 1/2 million to 5 million		

DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Parks, Natural Areas and Environmental Restoration Projects -7/1/13

Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
PDX - 200	Roadside Drainage and Shoulder Improvements, SW Hamilton	BES is planning to construct drainage (improving existing roadside ditches) and road shoulder improvements on selected uncurbed streets in the Fanno and Tryon watersheds in the next five years. Currently design of improvements to SW Hamilton (between SW Shattuck and SW Dosch) will be completed this summer and construction is planned in spring 2014. Funding for additional identified streets is planned to start in 2015/16.	Yes	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million		1
PDX - 201	Roadside Drainage and Shoulder Improvements, SW Stephenson	BES is planning to construct drainage (improving existing roadside ditches) and road shoulder improvements on selected uncurbed streets in the Fanno and Tryon watersheds in the next five years. Currently design of improvements to SW Stephenson (between SW 35 <sup>th</sup> and SW Boones Ferry) will be completed this summer and construction is planned in spring 2014. Funding for additional identified streets is planned to start in 2015/16.	Yes	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million		1
PDX - 202	Portland Community College Sylvania Campus Stormwater Retrofits	Forty-seven potential stormwater retrofit projects have been identified on the PCC campus. One project was constructed in 2009.	No	Medium term: 5-15 years	MEDIUM - 1/2 million to 5 million		1
PDX - 203	Marquam Woods Subwatershed Improvement Strategies Opportunities	BES's Willamette Watershed Team has produced an Improvement Strategies report that identifies opportunities to improve watershed health in the Marquam-Woods subwatershed. Recommended actions include stormwater retrofits, planting trees, removing invasive plants and restoring native vegetation. <a href="http://www.portlandoregon.gov/bes/article/251889">http://www.portlandoregon.gov/bes/article/251889</a>	Partial	varied	MEDIUM - 1/2 million to 5 million		1
PDX - 204	Carolina-Terwilliger Subwatershed Improvement Strategies Opportunities	BES's Willamette Watershed Team has produced an Improvement Strategies report that identifies opportunities to improve watershed health in the Carolina-Terwilliger subwatershed. Recommended actions include stormwater retrofits, planting trees, removing invasive plants and restoring native vegetation. <a href="http://www.portlandoregon.gov/bes/article/251888">http://www.portlandoregon.gov/bes/article/251888</a>	Partial	varied	MEDIUM - 1/2 million to 5 million		1
PDX - 205	California Subwatershed Improvement Strategies Opportunities	BES's Willamette Watershed Team has produced an Improvement Strategies report that identifies opportunities to improve watershed health in the California subwatershed. Recommended actions include stormwater retrofits, planting trees, removing invasive plants and restoring native vegetation. <a href="http://www.portlandoregon.gov/bes/article/251885">http://www.portlandoregon.gov/bes/article/251885</a>	Partial	varied	MEDIUM - 1/2 million to 5 million		1
PDX-206	Fulton Park revegetation FORMERLY PDX - 125 DUPLICATE NUMBER	Fulton Park revegetation. BES: Project 32.3 /Op CIP 2014 - \$36,000	No	SHORT TERM: 0-5 years	LOW-Under 1/2 million		1
PDX-207	Mausoleum Retrofits Formerly PDX-127 DUPLICATE NUMBER	Mausoleum Retrofits. BES: Project 27.1, 27.2/No CIP identified at this time - \$55,000	No	Medium term: 5-15 years	LOW-Under 1/2 million		
CITY OF TIGARD							
T1-1	Fanno Creek Corridor Trail (T7)	Woodward Park to Grant ( partially funded), Grant to Main (partially funded), Planning and Acquisition, MORE important	Yes; Partially funded	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
T1-2	Fanno Creek Corridor Trail (T11)	Trail link from Tigard Public Library to Milton Court/Bonita Road	No	SHORT TO MID TERM: 0-15 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
T1-3	Fanno Creek Corridor Trail (T6)	Trail link from Fanno Creek/Tigard Street to Tigard Transit Center	Yes; Partially funded	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	

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Southwest Corridor: Parks, Natural Areas and Environmental Restoration Projects -7/1/13

Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
TI-4	Fanno Creek stormwater	Stormwater and protection of trail	Yes; Partially funded	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
TI-5	Fanno Creek Park: Urban Plaza	Acquisition and development of urban plaza for downtown Tigard. The Downtown Plaza was designed to meet the need for a community gathering space for events and everyday use, and the goal of initiating redevelopment under a new Urban Renewal District approved in May of 2006.	Yes; Partially funded	SHORT TO MID TERM: 0-15 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
TI-7	Tualatin River Corridor	Limit pollution and restore native vegetation in riparian zone	No	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
TI-8	Tualatin River Trail	108th Avenue Grading and Existing Trail Improvements, 108th Avenue to Pacific Highway Extension	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-9	Tualatin River Water Trail	CWS, Bruce Roll	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-10	Ash Creek Corridor	Limit pollution and restore native vegetation in riparian zone	Yes	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
TI-11	Washington Square Connection/Washington Square Loop	Trail Loop complete in THPRD. Fanno Creek to Highway 217 Sidewalk and Bikeway improvements, less important	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	
TI-13	Dirksen Nature Park Education Center	Dirksen Nature Park Education Center. Update and improve the education facility and parking area.	Yes; Partially funded	SHORT TERM: 0-5 years	LOW - Under 1/2 million	SHORT TERM: 0-5 years	1
TI-14	Summer Creek Trail and Corridor	Summer Crest Drive and Tigard Street sidewalk and bikeway improvements, Fowler Nature Education Trail	Yes; Partially funded	SHORT TERM: 0-5 years	LOW - Under 1/2 million	SHORT TERM: 0-5 years	
TI-15	Red Rock Creek, Tigard Triangle	Limit pollution and restore native vegetation in riparian zone	No	MID TO LONG TERM: 5-15 years or beyond	LOW - Under 1/2 million	MID TERM: 5-15 years	
TI-18	East Butte Heritage Park	Upland restoration, enhancement, and invasive species removal	Yes; Partially funded	SHORT TERM: 0-5 years	LOW - Under 1/2 million	SHORT TERM: 0-5 years	1
TI-20	Sunrise and Cach Community Park	Design for additional facilities and programming of park	Yes	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
TI-21	Krueger Creek and Summer Creek Trail Connections	Summer Creek Trail to Mary Woodward School	No	MID TERM: 5-15 years	LOW - Under 1/2 million	MID TERM: 5-15 years	
TI-22	Ascension Trail	Ascension Trail Improvements	No	MID TERM: 5-15 years	LOW - Under 1/2 million	MID TERM: 5-15 years	



DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Parks, Natural Areas and Environmental Restoration Projects -7/1/13

Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
TI-23	Tigard Street trail connection	Fanno Creek/north Dakota Street to Tiedeman Street	No	MID TERM: 5-15 years	LOW - Under 1/2 million	MID TERM: 5-15 years	
TI-24	Fanno Creek (crossing realignment)	Tiedeman Avenue Crossing Re-alignment	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-25	Fanno Creek - 85th Avenue to Durham	85th Avenue Trail to Durham City/Ki-A-Kuts. Complete an important gap in the trail from Bonita Road to Durham Road. Trail will be built in the street right-of-way of SW 74th Avenue. Tonquin Trail at Ki-A-Kuts bridge over the Tualatin River.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-26	Pathfinder-Genesis Trail (T8)	Fanno Creek to Pathfinder Court Trail	Yes: Partially funded	SHORT TERM: 0-5 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
TI-27	Westside Trail (T10)	Planned Portland to Tualatin expansion	No	MID TO LONG TERM: 5-15 years or beyond	HIGH - 5 million and up	MID TERM: 5-15 years	
TI-28	Krueger Creek Trail	Walnut Street to Jack Park	Yes: Partially funded	SHORT TERM: 0-5 years	LOW - Under 1/2 million	SHORT TERM: 0-5 years	
TI-29	Fanno Creek Trail - Durham Rd to Tualatin River Trail Connection	Durham Road to Tualatin River Trail	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-30	Dirksen Nature Park Property	Dirksen Nature Park restoration, enhancement, and invasive species removal. Site improvements including loop trail, parking, natural play area, and sidewalk/street improvements. Acquisition is complete.	Yes: Partially funded	SHORT TERM to MID TERM: 0-15 years	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
TI-31	Tree Grove protection	Focus on preserving large groves of native trees.	No	Ongoing	MEDIUM - 1/2 million to 5 million	Ongoing	1
TI-32	River Terrace Annexation	Property acquisition for new parks in River terrace UGB expansion area	No	Ongoing	HIGH - 5 million and up	Ongoing	1
TI-33	Looping north of the Tualatin River	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
TI-34	Fanno Creek forks to the northeast at Fanno Creek Park	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
TI-35	Fanno Creek	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	

DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Parks, Natural Areas and Environmental Restoration Projects -7/1/13

Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
TI-36	South of SW Riverwood Lane, between SW Greenland Brire & SW Wood Crest Avenue	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
TI-37	Kruse Way Trail	There is an existing bike/ped bridge crossing I-5 at the Hwy 217 interchange. The bridge is part of Lake Oswego's Kruse Way Trail. The trail needs to be extended to the west only a short distance to connect to the Fanno Creek Trail.	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	
TI-38	Fanno Creek Trail - Bonita Road to Durham Road Connection	Complete an important gap in the trail from Bonita Road to Durham Road. Trail will be built in the street right-of-way of SW 74th Avenue.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-39	Red Rock Creek Bike/Ped Creek Crossing	Provide bike/ped connectivity with bridge crossing of Red Rock Creek	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-40	Tigard Triangle Park	Create neighborhood park in underserviced area of Tigard triangle	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	1
TI-41	Acquire TDRs on Red Rock Creek	Purchase TDRS on Red Rock Creek for preservation of riparian corridor	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	1
TI-42	Tigard Main Street Green Street	Provide new green street facilities on Main Street	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	1
TI-43	Connection between Tigard Triangle and PCC-Sylvania	Provide pedestrian/bicycle connection between the Tigard Triangle area and PCC-Sylvania	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-44	Complete Green Spines in Downtown	Provide "green" boulevards for downtown Tigard as planned in Fannon Creek Master Plan	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-45	Open Space/Park development in Washington Square	Provide additional open space or neighborhood park in Washington Square	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	1
TI-46	Pedestrian Crossing /Sky Bridge over I-5 at Ash Creek	Provide sky bridge pedestrian/bicylce crossing over Interstate 5 at Ash Creek	No	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
TI-47	Washington Square Greenbelt	The Washington Square Regional Center Plan - September 1999 established a plan for an interconnected open space system and a green belt around the center that would potentially add property value and attract quality developments that ultimately will create a great place to live and work for the region.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-48	Remove Fish Barrier	Remove unnamed culvert ODFW ID #11. Unknown passage status. Barrier subtype is 'full box.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	

DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Parks, Natural Areas and Environmental Restoration Projects -7/1/13

Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
TI-49	Remove Fish Barrier	Remove unnamed culvert ODFW ID #12. Unknown passage status. Barrier subtype is 'round.' Owner is ODOT. Culvert assessment by ODFW staff (1996-1999) using guidelines and criteria to determine fish passage. Comments include, "1 mile from I-5. Double culvert (24" x 2) Steps fall 2' over 5' long cascade. Initial steps are 16" and 12". Subterranean above. Below runs alongside of large pond. Listed as irrigation ditch in straight-line chart."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-50	Remove Fish Barrier	Remove unnamed culvert ODFW ID #13. Unknown passage status. Barrier subtype is 'round.' Owner is ODOT. Culvert assessment by ODFW staff (1996-1999) using guidelines and criteria to determine fish passage. Comments include, "1 mile from I-5. Double culvert (24" x 2) Steps fall 2' over 5' long cascade. Initial steps are 16" and 12". Subterranean above. Below runs alongside of large pond. Listed as irrigation ditch in straight-line chart."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-51	Remove Fish Barrier	Remove Stark Reservoir ODFW ID #14 over unnamed stream. Barrier subtype is 'permanent dam.' Owner is Herbert & Roth Stark.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-52	Remove Fish Barrier	Remove unnamed culvert ODFW ID #17 on Ash Creek. Barrier subtype is 'round.' Unknown passage status. Comments include, "historic St. presence above culvert on Ash Creek."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-53	Remove Fish Barrier	Remove unnamed culvert ODFW ID #18. Passable passage status. Owner is ODOT. Culvert assessment by ODFW staff (1996-1999) using guidelines and criteria to determine fish passage. Not in straight-line chart.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-54	Remove Fish Barrier	Remove unnamed culvert ODFW ID #20 on Ash Creek. Partially blocked passage status. Professional judgment used to evaluate culvert. Comments include, "step ht=0.4m; old irr dam."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-55	Remove Fish Barrier	Remove unnamed culvert ODFW ID #21 on Ash Creek. Barrier subtype is 'round.' Owner is ODOT. Passable passage status. Culvert assessment by ODFW staff (1996-1999) using guidelines and criteria to determine fish passage. Labeled as "Hedges Cr" on road.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-56	Remove Fish Barrier	Remove unnamed culvert on ODFW ID #22 on Ash Creek. Barrier subtype is 'full box.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-57	Remove Fish Barrier	Remove unnamed dam on ODFW ID #28 on South Fork Ash Creek. Partially blocked passage status. Professional judgment used to evaluate dam. Comments include, "step ht=0.8m; backyard dam."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-58	Remove Fish Barrier	Remove unnamed culvert on ODFW ID #30 on South Fork Ash Creek. Blocked passage status. Professional judgment used to evaluate culvert on SW Ventura Dr.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-59	Remove Fish Barrier	Remove unnamed culvert on ODFW ID #32 on South Fork Ash Creek. Passable passage status. Professional judgment used to evaluate culvert. Comments include, "T=12.0C path; county boundary."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-60	Remove Fish Barrier	Remove unnamed culvert on ODFW ID #35 on South Fork Ash Creek. Barrier subtype is 'round.' Professional judgment used to evaluate culvert. Comments include, "1.0m concrete no drop."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TI-61	Remove Fish Barrier	Remove unnamed culvert on ODFW ID #36 on South Fork Ash Creek. Barrier subtype is 'round.' Professional judgment used to evaluate culvert. Comments include, "1.0m concrete no drop."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	



DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Parks, Natural Areas and Environmental Restoration Projects - 7/1/13

Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
TI-200	Fanno Creek Corridor Fields Property	Master plan, design and construction of a natural areas park at the Fields Property.	No			SHORT TERM: 0-5 years	
CITY OF TUALATIN							
TU-1	Ice Age Tonquin Trail	Land use, acquisition, and trail development, also Tigard, King City, Durham and Washington County	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	
TU-2	Westside Trail	New bike/ped bridge over the Tualatin River. Could be a joint effort with the Willamette River Water consortium.	No	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
TU-3	Tualatin National Wildlife Refuge Trail Connection	Complete linkage to create connection to Tualatin National Wildlife Refuge	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
TU-4	Tualatin River Greenway	Land acquisition and path development, West and east of I5, extending past 99W to the Westside Trail, desire for more acquisition and larger setbacks	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	1
TU-5	Tualatin River Water Trail	DevelopmentTualatin River Water Trail within Tualatin	No	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
TU-6	Hedges Creek Wetland Area	Trail easement needed along private properties east of Myslony St. to Pazcuzzi Pond. East of Pazcuzzi pond there are approx. 30 acres in Tualatin ownership and rest in Wetlands Conservancy ownership. Trail route to follow CWS Cipole Trunk Sewer easement. Easements needed east of 90th Avenue to where built section of trail exists.	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	
TU-7	Fanno Creek Trail	Improve riparian corridor and complete spur connections	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
TU-8	Tonquin Trail Connection to WES	Connect Tonquin Trail, Tualatin River Greenway and Hedges Creek Wetlands to WES Station	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
TU-9	Koller Wetlands and Ponds	Purchase trail easement from landowners to west of railroad tracks so that future trail users will have views of Koller Wetlands and ponds. Purchase perched wetland (Kolk pond) on top of bedrock. Tonquin Trail likely built after this area annexed by Tualatin.	Yes	SHORT TERM: 0-5 years; 2012	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
TU-10	Nyberg Creek Greenway	Land acquisition and path development. Connecting east and west of I5 then north and south to Hwy 99 to I5 bikeway (south) and Tualatin River Greenway (north)	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	1
TU-11	Moran Property	Tonquin Trail trailhead, river access and bike/pedestrian bridge over Tualatin River on Metro owned land. Ongoing DEQ monitored clean-up of oil-contaminated soil. Tonquin Trail will connect to built section of Tualatin River Greenway to east of Moran. Metro and TRNWR have IGA for natural resource restoration work that the Refuge conducts on Metro land.	Yes	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
TU-12	99W Parallel Path	Off Street route parallel to 99W	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	1

DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Parks, Natural Areas and Environmental Restoration Projects -7/1/13

Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
TU-13	Kolk Property - Kohler Wetland	Perched wetland on top of bedrock desirable for acquisition and protection	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
TU-14	Ice Age Discovery Trail	Overlap NPS Ice Age Discovery Trail with Tualatin portion of the Tonquin Trail. Incorporate NPS Ice Age Marketing Plan, Ice Age Visitor Plan, Historical Society and Chamber support.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	1
TU-15	Nyberg Undercrossing at I-5	Provide pedestrian/bicycle connection under the intersection of Nyberg and Interstate 5	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	1
TU-16	Parallel Facility to I-5	Land use, acquisition and path development. Provide a safe parallel pedestrian/bicycle facility parallel to Interstate 5	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	1
TU-17	Wildlife Corridor south of the Tualatin River	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
TU-18	Brown's Ferry Park Barn: Master Plan	A Master Plan for the renovation of the barn at Brown's Ferry Park will identify improvements to be made to the historic structure so that it is safe for public use, to gain new utility from it as a three season picnic shelter and to preserve a historic feature of Tualatin's agrarian past.	Yes	SHORT TERM: 0-5 years; 2014-2015	LOW - Under 1/2 million	SHORT TERM: 0-5 years	
TU-19	Brown's Ferry Park Com Ctr: Feasibility Study	The BFCC Feasibility Study will determine what improvements should be made to modernize the facility, maximize functionality, and prolong its useful life. The Feasibility Study will study ways to update technological systems, improve access, enhance health and safety conditions, reduce energy use, enlarge recreation program spaces, and improve inter-facility connectivity.	Yes	SHORT TERM: 0-5 years; 2014-2015	LOW - Under 1/2 million	SHORT TERM: 0-5 years	
TU-20	Tualatin River Greenway: Land Acquisition	Land is a basic ingredient of a park and recreation system, and as such the Parks and Recreation Master Plan emphasizes land acquisition as a major goal and, in particular land for riverfront parks. Additional riverfront park land will strengthen the Greenway as a recreational corridor by providing land for facilities (bikeways, docks, viewing areas) and improving public access to the river and serving as a focus for river related activities. Financial readiness for acquisition is of critical importance because once the land has been developed, it may never again be available for public ownership.	Yes	SHORT TERM: 0-5 years; 2012-2013, 2013-2014, 2014-2015, 2015-2016, 2016-2017	HIGH - 5 million and up	SHORT TERM: 0-5 years	
TU-21	Van Raden Com Ctr: Feasibility Study	Feasibility Study for Van Raden Community Center to define	Yes	SHORT TERM: 0-5 years; 2014-2015	LOW - Under 1/2 million	SHORT TERM: 0-5 years	
TU-22	Lafky Park: Playground/Swing set Replacement	Lafky Park is located at 9655 SW Siletz Drive, serving the residential neighborhoods in the south central areas of town. The existing playground structure is a wooden timber framed structure built in 1984. At the age of 27 years this structure is at the end of its life cycle, the swing set was removed from service (August 2011) as a result of a failure of the timber supports, the remaining structure is in similar decline. A complete removal and replacement with updated playground system is due.	Yes	SHORT TERM: 0-5 years; 2014-2015	LOW - Under 1/2 million	SHORT TERM: 0-5 years	
TU-23	Placeholder for additional project - Intentionally blank						
TU-24	Park targeted for acquisition /Tualatin River and 99W	Neighborhood park acquisition and development	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TU-25	Connection of Tualatin River Greenway to Moran Property	Bike/ped facilities for connectivity	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	

DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Parks, Natural Areas and Environmental Restoration Projects -7/1/13

Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
CWS-1	Stormwater treatment and Floodplain reconnection of the Tualatin River watershed	LONG TERM PROGRAMMATIC Acquire developed flood plain properties and restore to riparian corridor for flood storage	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	
CWS-2	Fanno Creek Restoration	Hall Street to Durham Road, including Bonita Natural Areas	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
CWS-3	Ash Creek Wetland	Large existing wetland (approximately 30 ac) north of Hwy 217; used for grazing; opportunity for enhancement and floodplain storage; no current development plans; no funding identified for acquisition.	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
CWS-4	Restore riparian health	LONG TERM PROGRAMMATIC Property acquisition and restoring the flood plain. Change geomorphology conditions of streams as a long term strategy to address hydrology and hydraulics	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	
CWS-5	Restore riparian health	All open streams provide for riparian canopy to improve health and function	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	
CWS-6	Preserve existing forest	For ecosystem services including stormwater management	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
CWS-7	Hwy 99W Median Retrofit	Provide stormwater treatment using open space available in the Hwy 99W in Tigard/King City. Project partnered with ODOT and city of Tigard. Pre-design funded for FY2011-12. Design planned for FY2012-13 – future funding dependent on report	Yes	SHORT TERM: 0-5 years; 2011-2012, 2012, 2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
CWS-8	Fanno Creek Stormwater Basin Master Plan	Sub-basin watershed master plan to identify conveyance improvement, culvert replacement, facility/outfall retrofits, and water quality treatment challenges and opportunities for enhancement projects, Project funded for FY2013-14 no funding identified for potential solutions	Yes	SHORT TERM: 0-5 years; 2011-2012, 2012-2013	LOW - Under 1/2 million	SHORT TERM: 0-5 years	1
CWS-9	Stormwater Outfall and Facility Retrofits	Located throughout the SW Corridor; retrofit opportunities exist to address stormwater treatment and will be identified when alignment is selected.	Yes; Limited District Funding Available	SHORT TERM; 0-5 years	HIGH - 5 million and up	MID TERM: 5-15 years	1
CWS-10	Hedges Creek and Wetland Enhancement	Should be coordinated with the City of Tualatin. When Tonquin Trail is constructed over CWS' Cipole Sanitary Trunk Sewer easement between Pazcuzzi Pond east to built sections of trail near Tualatin Police Station, opportunities will exist for habitat improvement, invasive species removal and native plantings. Also, opportunity to improve wildlife passage at culvert where trail will cross Teton Ave. Most of the wetlands are owned by Wetland Conservancy and City of Tualatin.	District will partner with Metro and City funding from partners	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
CWS-11	Fanno Creek Improvement - Downtown	Near City Hall – streambank stabilization and enhancement project. Most of the wetlands is owned by City of Tigard; no funding identified	Yes	SHORT TERM; 0-5 years	LOW - Under 1 million	LONG TERM: Beyond 15 years	
CWS-13	Culvert Replacement	Located throughout the SW Corridor; opportunities exist to address fish passage and capacity and will be identified when the alignment is selected.	Yes; Limited District Funding Available	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	



DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Parks, Natural Areas and Environmental Restoration Projects -7/1/13

Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
CWS-14	Cedar Creek Corridor	Local and regional trails being constructed (Tonquin Trail); potential impact on existing natural resources; opportunity for enhancing degraded corridor, including improving wildlife passage when new trail crossing built beneath highway 99. Wildlife passage improvements also recommended where Cedar Creek crosses beneath Eddy Road and Roy Rodgers Road when trail is built over road in these locations. Metro funded trail master plan; enhancement is not funded.	District will partner with Metro and City for trail; District does not have funding for this project	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
CWS -15	Deek Creek and Edgewater Subdivisions	Located in King City; presently being developed; opportunity for constructing a regional stormwater treatment facility exists	No	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
CWS-17	Derry Dell at Walnut	This Project, in partnership with the City of Tigard, removes five exposed sewer crossings, adds 1,200 feet of sanitary sewer, and removes several manholes in the Woodard city park. Benefits include fish passage and streambank stabilization on 400-feet of Derry Dell Creek. Proposed schedule: Construction in summer of 2014.	Yes	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
CWS-18	Fanno Interceptor Upgrade	Sanitary trunk upgrade that is located in the Fanno Creek Corridor, phased construction in FY2014-2018.	Yes	SHORT TERM: 0-5 years; 2012-2013	High: 5 million+	SHORT TERM: 0-5 years	1
CWS-19	Upper Tualatin Interceptor Upgrade	Sanitary trunk upgrade pending sanitary sewer model verification; located near Hwy 99W corridor	Yes	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
CWS-20	Onion Flat Trunk Sewer Upgrade	Sanitary trunk upgrade to support future industrial growth in Sherwood and Tualatin UGB; located south of Hwy 99W corridor. Opportunity to coordinate with acquisition and protection targeted by City of Sherwood in Project SH-12.	Yes	SHORT TERM: 0-5 years; 2012-2013	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	1
WASHINGTON COUNTY							
WA-1	Wildlife corridor between Ash Creek and Red Tail Golf Course	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
WA-3	Interim Tonquin Trail	Interim Tonquin Trail to serve connectivity needs while overall trail is acquired and developed.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-4	Remove Fish Barrier	Remove unnamed culvert ODFW ID #5 on Cedar Creek. Owner is Washington County. Passable passage status. Culvert assessment by ODFW staff (1996-1999) using guidelines and criteria to determine fish passage. Comments include, "0.5 miles east of Elwert Rd."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-5	Remove Fish Barrier	Remove Tualatin Refuge Dam ODFW ID #6. Owner is USFWS. Barrier subtype is a permanent dam.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-6	Remove Fish Barrier	Remove unnamed culvert ODFW ID #16 on Summer Creek. Passable passage status. Owner is ODOT. Culvert assessment by ODFW staff (1996-1999) using guidelines and criteria to determine fish passage.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	Tualatin River Wildlife Refuge priority
WA-7	Remove Fish Barrier	Remove unnamed barrier ODFW ID #19. Passage status unknown. Barrier type not indicated on map.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	

DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Parks, Natural Areas and Environmental Restoration Projects -7/1/13

Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
WA-8	Remove Fish Barrier	Remove unnamed culvert ODFW ID #23 on Ash Creek. Barrier subtype 'full box.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-9	Remove Fish Barrier	Remove unnamed culvert ODFW ID #25 on Ash Creek. Passable passage status. Barrier subtype 'full box.' Professional judgment used to evaluate culvert on SW Locust. It is 1.5m box culvert.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-10	Remove Fish Barrier	Remove unnamed culvert ODFW ID #37 on Ash Creek. Barrier subtype 'round.' Passable passage status. Professional judgment used to evaluate culvert on SW 80th. It is 1.9m concrete, with no drop.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-11	Remove Fish Barrier	Remove unnamed culvert ODFW ID #38 on South Fork Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert at SW 80th. It is 1.5m metal, with no drop.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-12	Remove Fish Barrier	Remove unnamed culvert ODFW ID #39 on South Fork Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert. It is at a private driveway and is 0.9m concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-13	Remove Fish Barrier	Remove unnamed culvert ODFW ID #40 on South Fork Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert at SW 82nd. It is 1.5m metal with no drop.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-14	Remove Fish Barrier	Remove unnamed culvert ODFW ID #41 on South Fork Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert at SW 82nd. It is 1.5m metal with no drop.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-15	Remove Fish Barrier	Remove unnamed culvert ODFW ID #42 on Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert. It is 1.7m metal, at a private driveway.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-16	Remove Fish Barrier	Remove unnamed culvert ODFW ID #43 on Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert. It is 1.7m metal, at a private driveway.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-17	Remove Fish Barrier	Remove unnamed culvert ODFW ID #44 on Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert. It is 1.7m metal, at a private driveway.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-18	Remove Fish Barrier	Remove unnamed dam ODFW ID #45 on Ash Creek. Comments include, "concrete structure 'slide' to damn pond."	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-19	Remove Fish Barrier	Remove unnamed culvert ODFW ID #47 on Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert at SW Cedarcrest. It is 1.5m metal.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-20	Remove Fish Barrier	Remove unnamed culvert ODFW ID #52 on Ash Creek. Partially blocked passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert at SW 80th. It is 0.9m concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-21	Remove Fish Barrier	Remove unnamed culvert ODFW ID #53 on Ash Creek. Partially blocked passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert at SW 80th. It is 0.9m concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	



DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Parks, Natural Areas and Environmental Restoration Projects -7/1/13

Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
WA-22	Remove Fish Barrier	Remove unnamed culvert ODFW ID #55 on Ash Creek. Passable passage status. Barrier subtype is 'unknown.' Professional judgment used to evaluate culvert. It is at a private driveway.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-23	Remove Fish Barrier	Remove unnamed culvert ODFW ID #56 on Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert at SW 74th. It is 1.0m concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-24	Remove Fish Barrier	Remove unnamed culvert ODFW ID #57 on Ash Creek. Passable passage status. Barrier subtype is 'round.' Professional judgment used to evaluate culvert at SW 74th. It is 1.0m concrete.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
WA-25	Remove Fish Barrier	Remove unnamed culvert ODFW ID #61 on Ash Creek. Passable passage status. Barrier subtype is 'unknown.' Professional judgment used to evaluate culvert at an old driveway - not used anymore.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
CITY OF SHERWOOD							
SH-1	Cedar Creek Trail	Provide pedestrian/bike connection	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	
SH-2	Tonquin Trail	Oregon Street/Tonquin Road intersection to Roy Rodgers Road.	Yes	SHORT TERM: 0-5 years; 2013-2014	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
SH-3	99W culvert underpass	Provide pedestrian/bike connection	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
SH-4	Adams Park north	Acquire and develop neighborhood park	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
SH-5	Complete the Trail System	Complete the Trail System and Connect the Community	No	Ongoing	HIGH - 5 million and up	Ongoing	
SH-7	Design and Construct a Skatepark	Acquire and develop skate park	No	LONG TERM: Beyond 15 years	LOW - Under 1/2 million	LONG TERM: Beyond 15 years	
SH-8	Bike Ped Bridge Crossing of Railroad tracks	Provide safe pedestrian/bike crossing of train tracks	No	LONG TERM: Beyond 15 years	HIGH - 5 million and up	LONG TERM: Beyond 15 years	
SH-9	Town Center Plan - Open Space	Acquire and develop open space	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
SH-10	Tannery Site	Acquire and develop	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
SH-11	Roundabout Development	Set aside remnant land from transportation project for construction of a roundabout and a park or open space.	No	MID TERM: 5-15 years	LOW - Under 1/2 million	MID TERM: 5-15 years	
Sh: 12	Chicken Creek Watershed	Acquisition opportunities for watershed protection	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
SH-13	Stella Olsen Park	Improve Amphitheater in Stella Olsen Park, wetland improvements - Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	No	MID TERM: 5-15 years	LOW - Under 1/2 million	MID TERM: 5-15 years	1
SH-14	BPA and PGE Line Easements	Trail opportunities within easements of BPA and PGE for connectivity	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
SH-15	Floodplain Improvements north of Sunset Boulevard	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices. Excavate to connect isolated floodplains and to create additional floodplain areas terraces adjacent to streams. Plant the terraces with a diverse mix of site appropriate herbs, trees and shrubs. Grade the terraces to prevent fish entrapment when flood water levels decrease.	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	1

DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Parks, Natural Areas and Environmental Restoration Projects -7/1/13

Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
SH-16	Chicken Creek (Elwort and Edy Intersection)	Address fragmented wildlife corridors by installing a diverse mix of site-appropriate herbs, trees and shrubs to the extent that there are not significant gaps in tree cover. Maximize the width of the vegetated corridor. Create occasional meadows but not at the expense of leaving a gap in tree cover connection along the corridor. Stabilize soil erosion using bioengineering practices.	No	LONG TERM: Beyond 15 years	MEDIUM - 1/2 million to 5 million	LONG TERM: Beyond 15 years	1
		Excavate to connect isolated floodplains and to create additional floodplain areas terraces adjacent to streams. Plant the terraces with a diverse mix of site appropriate herbs, trees and shrubs. Grade the terraces to prevent fish entrapment when flood water levels decrease.					
SH-17	Remove Fish Barrier	Remove unnamed culvert ODFW ID #1 on Cedar Creek. Passable passage status. Owner is Washington County. Culvert assessment by ODFW staff (1996-1999) using guidelines and criteria to determine fish passage. Culvert is 0.4 miles west of Parrot Mt. Rd.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TUALATIN HILLS PARKS AND RECREATION DISTRICT							
TH-1	SW Community Park	This project will be the development of a brand new Community Park in THPRD's southwest quadrant. Project amenities have yet to be determined, but may include athletic fields, picnic areas, play equipment, pathways, or community gardens. More details will become available as project start-up approaches.	Yes	SHORT TERM: 0-5 years; 2012-2016	HIGH - 5 million and up; 7.5 million	SHORT TERM: 0-5 years	
TH-2	Vista Brook Park	Master planning for Vista Brook Park began in fall 2010. Renovations will include pathways, play equipment, picnic areas, basketball court upgrades, parking improvements, landscape plantings and natural area restoration.	Yes	SHORT TERM: 0-5 years; 2013	LOW - Under 1/2 million; 500000.00	SHORT TERM: 0-5 years	
TH-3	Fanno Creek Park	The Natural Resources Department will conduct extensive weed treatment and intensive tree/shrub plantings to provide shade and habitat diversity at the 20-acre Fanno Creek Park. A study site for creek and water flow improvements will also be incorporated	Yes	SHORT TERM: 0-5 years; 2013-2014	LOW: Under 1/2 million; 158000.00	SHORT TERM: 0-5 years	
TH-4	Lowami Hart Woods	The Natural Resources Department will be completing a large-scale removal of non-native weeds then replanting with native plants and/or shrubs. During this process, the Natural Resources Department will be re-routing and/or closing illegal trails. The 27.75-acre park is predominantly forested with a sloping terrain. A section of South Johnson Creek flows through the park from south to north. Tributary streams and wetlands also exist on-site. The 2001 master plan calls for trails through the natural area, with a main trail segment planned to be part of the future South Johnson Creek Community Trail.	Yes	SHORT TERM: 0-5 years; 2010-2015	MEDIUM - 1/2 million to 5 million	SHORT TERM: 0-5 years	
		Other master plan amenities include a small parking lot with adjacent picnic areas and informational kiosk, an informal central gathering area for environmental education of small groups, and new pedestrian bridges.					
TH-5	Vista Brook Park	The Natural Resources Department will be enhancing the natural area by removing non-native plants. They will then replant with native trees and shrubs after the park development occurs. In order to further preserve habitats, this project will likely enhance pond edges and potentially add basking logs for wildlife.	Yes	SHORT TERM: 0-5 years; 2011-2012	LOW - Under 1/2 million; 20,600.00	SHORT TERM: 0-5 years	
TH-6	Westside Trail - Segment no. 1 (Barrows Rd to Scholls Ferry Road)	(Barrows Rd to Scholls Ferry Road) of the Westside Trail is a 0.39-mile-long trail that will begin at the Tigard city limits at Barrows Road, connecting the east/west Summercreek Community Trail then continuing north toward Scholls Ferry Road. Along with the initial benefit of connecting multiple regional and community trails, this trail will also allow easy access for local patrons to the Murray-Scholls Town Center area.	Yes	SHORT TERM: 0-5 years; 2009-2013	MEDIUM - 1/2 million to 5 million; 4,150,000	SHORT TERM: 0-5 years	
TH-7	Westside Trail - Segment no. 4 (Galena Way to Rigert Road)	(Galena Way to Rigert Road) of the Westside Trail will connect Galena Way to Rigert Road. After completion, this segment will connect 3.32 miles of the Westside Trail.	Yes	SHORT TERM: 0-5 years; 2009-2013	HIGH - 5 million and up	SHORT TERM: 0-5 years	
TH-8	Westside Trail - Segment no. 7 (Mt. Williams-Burntwood Way to Davis Road)	(Mt. Williams-Burntwood Way to Davis Road) of the Westside Trail will connect Burntwood Way to Davis Road over the Mount Williams parcel. This is a partnership project with the city of Beaverton and is a very challenging segment due to steep topography and existing natural resources (trees). Westside Trail -	Yes	SHORT TERM: 0-5 years; 2009-2013	HIGH - 5 million and up	SHORT TERM: 0-5 years	
CITY OF LAKE OSWEGO							
LO-2	Surf to Turf Trail	Develop Surf to Turf Trail that is planned to connect Fanno Creek Trail and the Tonquin Trail by following the Pacific and Western Railroad alignment.	No	MID TERM: 5-15 years	HIGH - 5 million and up	MID TERM: 5-15 years	
LO-3	Create children's nature play areas	Develop areas for children's play/nature play	No	SHORT TERM: 0-5 years; 2012-2017	LOW - Under 1/2 million	SHORT TERM: 0-5 years	
LO-4	Opportunities to be close to nature	Create opportunities to be close to nature	No	SHORT TERM: 0-5 years; 2012-2017	LOW - Under 1/2 million	SHORT TERM: 0-5 years	
LO-5	Opportunities for connectivity	Promote opportunities for connectivity	No	Ongoing	MEDIUM - 1/2 million to 5 million	Ongoing	
LO-6	Acquire park/natural resource lands	Acquire park/natural resource lands ( over 30 acres)	No	Ongoing	HIGH - 5 million and up	Ongoing	



DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Parks, Natural Areas and Environmental Restoration Projects -7/1/13

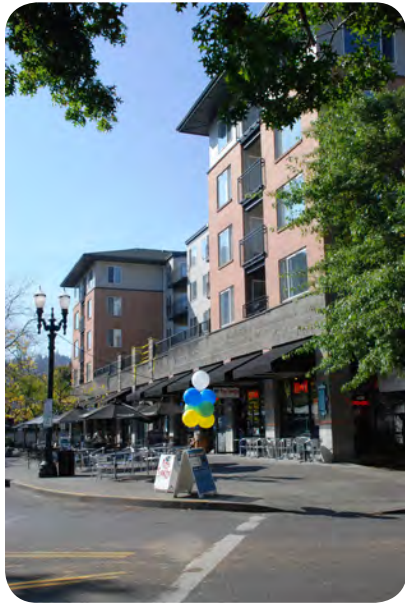
Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
LO-7	Remove Fish Barrier	Remove unnamed culvert ODFW ID #7 on Ball Creek. Unknown passage status. Barrier subtype is 'full box.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
LO-8	Remove Fish Barrier	Remove unnamed culvert ODFW ID #8 on Ball Creek. Unknown passage status. Barrier subtype is 'round.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
LO-9	Remove Fish Barrier	Remove unnamed culvert ODFW ID #9 on Ball Creek. Unknown passage status. Barrier subtype is 'round.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
LO-10	Remove Fish Barrier	Remove unnamed culvert ODFW ID #10. Unknown passage status. Barrier subtype is 'round.'	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
OREGON DEPARTMENT OF FISH AND WILDLIFE							
ODFW -1	Protect native turtle populations	Implement OCS strategies to protect the Western Painted and Western Pond turtle that remain in planning area. Focus on breeding populations by creating Turtle Conservation Areas to provide strongholds for source populations to sustain populations into the future as development continues. Take actions that support TCA's (connectivity, acquisition, adjacent upland acquisition, safe road crossings, protections, etc.).	No	Ongoing	HIGH - 5 million and up	Ongoing	
ODFW -2	Guidelines for trails outside of habitat areas	Delineate areas where trails may not be appropriate in order to protect wildlife populations into the future while still providing trails/transportation connectivity and green space experiences.	No	Ongoing	LOW - Under 1/2 million	Ongoing	
ODFW -3	Identify valuable uplands	Identify uplands prior to development in expanding UGB that would be appropriate for a trail in order to avoid unnecessary impact to sensitive resources/wildlife. Preserving greenspace in uplands that trails can run through will get away from relying too heavily on riparian areas for trail connectivity and nature trails.	No	Ongoing	LOW - Under 1/2 million	Ongoing	
ODFW -4	Create cap for linear feet of trail	Create cap for linear feet of trail (any trail- city, parks, or Metro) per acre, per square mile, or percent of total Creek length.	No	Ongoing	LOW - Under 1/2 million	Ongoing	
ODFW -5	Support Heritage Tree Program	Create greater participation/incentive for heritage tree program at Metro level and/or City level.	No	Ongoing	MEDIUM - 1/2 million to 5 million	Ongoing	
ODFW -6	Guidelines for commuter trails	Create guidelines that help identify where federally funded commuter trails (16-20 foot wide asphalt trails) are and are not appropriate for ecosystem health and function.	No	Ongoing	LOW - Under 1/2 million	Ongoing	
ODFW -7	Incentivize maintaining riparian buffer	Encroachment of buffers across city entities is a large and unenforced issue. Incentivize maintaining riparian buffer on private property.	No	Ongoing	LOW - Under 1/2 million	Ongoing	
ODFW -8	Protect properties along the Tualatin River	Prioritize acquisition/protection of properties along the Tualatin to Willamette via Rock Creek/Coffee Lake Creek Wildlife Corridor.	No	Ongoing	HIGH - 5 million and up	Ongoing	
ODFW -9	Create Oak Conservation Areas	Identify and create Oak Conservation Areas (OCS strategy habitat). Prioritize parcels 10 acres+ for protection acquisition. Incentivize oak (single tree or group) preservation on private property.	No	Ongoing	HIGH - 5 million and up	Ongoing	
TUALATIN RIVER NATIONAL WILDLIFE REFUGE							
TRNWR -1	Additional turn-out lanes on 99W	Acceleration/deceleration lanes on HWY 99 at Refuge entry are needed, very dangerous coming to visitor's center, especially from the south.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TRNWR -2	Restoration of Rock Creek	Restore Rock Creek to its meandering channel and improve hydrology.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TRNWR -4	Improve Bus Access to TNWR	#12 Bus Service to Refuge is needed to maintain and expand service. There are current bus stop issues at this location. A safe crossing or dedicated stopping lane is needed with a bus shelter.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TRNWR -5	Develop Tonquin Trail and 99W to TNWR	Develop biking and walking access to TNWR along 99W from Tualatin.	No	MID TERM: 5-15 years	LOW - Under 1/2 million	MID TERM: 5-15 years	

DRAFT STEERING COMMITTEE RECOMMENDATION (continued)

Southwest Corridor: Parks, Natural Areas and Environmental Restoration Projects -7/1/13

Jurisdiction and project number	Project Title /Location	Project Description	Funding	Funding Timing	Estimated Cost	Recommendation	Jurisdictional Priorities
TRNWR - 6	Improve wildlife passage across 99W	Improve wildlife passage from properties across 99W including Onion Flats to TNWR.	No	MID TERM: 5-15 years	MEDIUM - 1/2 million to 5 million	MID TERM: 5-15 years	
TUALATIN RIVERKEEPERS							
TRV - 1	Implement Washington Square Regional Center Plan	Ensure livability and environmental goals of Washington Square Regional Center Plan	No		HIGH - 5 million and up	Policy	
TRV - 2	Separation of bikes and cars	Separation of bikes and cars is needed and consider shallow drainages that separate vehicle types	No		HIGH - 5 million and up	Policy	
TRV - 3	Natural Resource acquisition in Corridor	Have the City of Tigard consider buying natural resources and then selling the developable portions	No		HIGH - 5 million and up	Policy	
TRV - 4	SW 80th Additional bike path and sidewalks	SW 80th extending from Oelsson Road on to the north needs to be connected to HWY 99 by bike path as well as sidewalk system	No		MEDIUM - 1/2 million to 5 million	Policy	
TRV - 5	Restoration of South Fork Ash Creek	Full drainage length of South Fork Ash Creek extending underneath I-5 and Barbur Boulevard down to Mt. Sylvia needs to be considered and protected	No		MEDIUM - 1/2 million to 5 million	Policy	
TRV - 6	Restoration of Red Rock Creek	Full drainage length of Red Rock Creek which enters Fanno Creek opposite the Tigard Library needs to be considered and protected	No		MEDIUM - 1/2 million to 5 million	Policy	
TRV - 7	99W Center swale conversion	Wide center median on 99W needs to be used for stormwater quality and quantity. 99W center swale conversion for stormwater quality and quantity.	No		MEDIUM - 1/2 million to 5 million	Policy	
TRV - 9	Improve Fanno Creek bridge crossings	Bridge crossings need to be expanded to allow for creek meander, provide safe wildlife passages and adequate room for pedestrian and bike trails.	No		HIGH - 5 million and up	Policy	
TRV - 10	Removal of watershed barriers	Removal of small dams in the SW Corridor would improve water quality and fish habitat and be supportive of the goals of the Tualatin Basin Healthy Streams plan.	No		HIGH - 5 million and up	Policy	
TRV - 11	Improve Stormwater Quality	There are a lot of huge parking lots in the SW Corridor including Washington Square, the Tigard Triangle and big box retailers in Sherwood. We should use this	No		HIGH - 5 million and up	Policy	
TRV - 12	Pedestrian Crossing /Sky Bridge over 99W	Bus access to the Tualatin River National Wildlife Refuge is good outbound but not inbound. A sky bridge or tunnel across 99W would provide Tri-Met riders a safe way to	No		HIGH - 5 million and up	Policy	
TUALATIN RIVER WATERSHED COUNCIL							
TUWC- 1	Remove stream barriers to endemic species	Remove barriers such as dams and culverts and/or mitigate their impacts to endemic species. Prioritize Tualatin River, Scoggins Creek Basin, Dairy-McKay	No		HIGH - 5 million and up	Policy	
TUWC- 2	Remove stream barriers to Cutthroat Trout	Remove barriers such as dams and culverts and/or mitigate their impacts to cut throat trout species. Prioritize Bronson, Willow, Cedar Mill, Wapato, Ayers, Hill	No		HIGH - 5 million and up	Policy	
TUWC- 3	Improve hydrologic conditions	Geographic priorities: Tualatin River main stem and all sub-basins. Improve hydrologic conditions: Ensure adequate water flow to meet endemic fish needs	No		HIGH - 5 million and up	Policy	
TUWC- 4	Improve hydrologic conditions	Geographic priorities: Tualatin River main stem and all sub-basins. Improve hydrologic conditions: Manage peak flows and storm water in urbanized areas.	No		HIGH - 5 million and up	Policy	
TUWC- 5	Improve riparian conditions	Improve geomorphic conditions: increase bank stability, increase sinuosity (remove channel straightening), decrease channel entrenchment/increase flood plain	No		HIGH - 5 million and up	Policy	
TUWC- 6	Restore riparian conditions	Manage invasive species to gain increase in native plant community diversity, expand stream cover, and increase woody debris. Prioritize project sites that affect longer	No		HIGH - 5 million and up	Policy	
TUWC- 7	Improve Water Quality	Implement strategies to improve water quality in the Tualatin River. The DEQ lists the Tualatin River as 'water quality limited' due to its higher temperature (low flows	No		HIGH - 5 million and up	Policy	
TUWC- 8	Restore wetlands and floodplains	Preserve, restore, and enhance wetlands and floodplains, including emergent wetlands in all areas of Tualatin River watershed.	No		HIGH - 5 million and up	Policy	
TUWC- 9	Preserve intact upland areas	Preserve intact upland areas such as oak woodlands, prairie and oak savannas in all areas of Tualatin River watershed.	No		HIGH - 5 million and up	Policy	
TUWC- 10	Remove invasive species	Priority removal of invasive species in all areas of Tualatin River watershed.	No		HIGH - 5 million and up	Policy	
TUWC- 11	Prioritize connectivity of uplands	Prioritize connectivity of uplands to support wildlife corridors in all areas of the Tualatin River watershed.	No		HIGH - 5 million and up	Policy	





## Draft steering committee recommendation | Attachment B

### Regulatory framework and financial incentives toolbox

Southwest Corridor Plan Steering Committee discussion:  
July 8, 2013



## REGULATORY FRAMEWORK TOOLBOX

**Toolbox: Regulatory framework that sets the stage**

The Southwest Corridor Land Use Vision expresses the collective aspirations of the communities in the Southwest corridor. High capacity transit has the potential to have a catalytic effect on adjacent land uses and help achieve this vision. This will work best if transit supportive regulations and policies are in place well in advance of the high capacity transit investment. These policies will both support the land use vision now and to help to achieve the community's desired goals over time. There are a number of regulatory tools and strategies that can help foster transit ready communities; however, their application differs greatly depending on the context in which they are applied.

This section describes in detail these key transit supportive policies and regulatory tools. Specific project examples of how these tools can be applied are also included to illustrate how the changes can raise the development potential within the corridor. The policies that are recommended for further action by local partners include the following:

- zoning code changes
  - examining density maximums and building height
  - non-compliant use provision
  - setbacks
  - commercial corridor assessment
- parking requirements and parking management
  - trip generation reductions
  - responsive parking ratios
  - shared parking
  - unbundling parking
- design code changes
  - layered landscapes and active open space
  - ground floor active use provisions.

**ZONING CODE****► Density maximums and building height****WHAT**

Local jurisdictions often focus on height limits and density maximums when trying to find the appropriate level of development for a mixed-use district. Often, more suburban development styles necessitate a limit on the height of buildings in a zone so as not to be incompatible with existing residential neighborhoods. In addition to building heights, local building codes often limit the ceiling height of multistory, mixed-use buildings, without a clear understanding of the design needs of these buildings.

**WHY**

Building height and ceiling height have to be linked to work properly. If one of the two is not properly calculated for a mixed-use development type, a developer will be unable to accommodate the desired storefront and living area designs. This problem stifles development or forces developers to underutilize properties in downtowns, main streets and mixed-use corridors.

**HOW**

A local jurisdiction would examine their zoning code and perform an audit to determine if there were instances where ceiling height and building height requirements were not designed to accommodate a mixed-use design type. Additionally, the jurisdiction should also see if density maximums are possible at the required building height maximum for the zone. If conflicts were to be found, the jurisdiction would then take steps to correct one, or both, of the requirements to come into line with the desired development type in the zone.



## REGULATORY FRAMEWORK TOOLBOX

## ZONING CODE

## ► Non-compliant use provision

**WHAT**

In downtowns, main streets and mixed-use corridors, a non-conforming use provision can attract redevelopment on a smaller, site-specific scale. These code provisions allow a property with an existing auto-oriented use that would no longer be permitted in most centers and corridors to be continued if the property is redeveloped in exchange for increased density, a greater mix of uses, and higher design standards. This increased flexibility in a code can make a difference in a developer's decision to approach a specific site. The approach highlights an often overlooked point that the redevelopment and design of the site may be more important than the allowed uses.

**WHY**

Auto-oriented land use areas, such as the Tigard Triangle and Tualatin Town Center, may find this code change to be useful in incentivizing local developers to approach redevelopment projects that would otherwise be limited in scope to redevelopment of low-density commercial projects.

**HOW**

A local jurisdiction would examine their development code and determine the best locations for the application of a non-conforming use provision. Land uses could be targeted to focus the incentive in areas that the city wishes to see redevelopment occur. This approach can be implemented in base zones, plan districts or overlay zones.

## ► Stepbacks

**WHAT**

A specific design feature of zoning codes can allow buildings to step back subsequent stories from the street, thus lowering the scale of the development on the street front while allowing for slightly higher densities on the project. In these scenarios, additional height and density may be allowed to the extent that the building's upper floors are designed to offer a slenderizing effect to the development. Stepbacks may be used in combination with height limits to ease the transition between higher- and lower-density developments that are abutting each other. Often, stepbacks are used to bridge the different development types of abutting districts.

**WHY**

Developments like the Armory site in Portland would benefit from this particular application, as the site is directly adjacent to single-family housing to the west. To negate the possible negative effect of high density development on this neighborhood, stepback provisions would allow for a smoother transition in the street frontage and a more aesthetically pleasing development to the neighbors along Multnomah Boulevard.

**HOW**

A local jurisdiction would examine their land use plans and determine the best locations for the application of stepback requirements. The focus should be on areas where the city is seeking new development that is directly adjacent to single-family neighborhoods or other sensitive land uses. The stepbacks can be implemented through existing design standards in particular plan districts or overlay zones.

## REGULATORY FRAMEWORK TOOLBOX

## ZONING CODE

## ► Commercial corridor assessment

**WHAT**

To better position the Barbur/99W corridor to take advantage of market demand, the corridor must be significantly and deliberately re-evaluated to determine a new form that property owners and developers will once again invest in. For properties within the corridor, revitalization requires a restructuring of land use and development patterns. A change from auto-oriented to multimodal transportation through and near the corridor can help guide and focus redevelopment, which in turn will enhance mobility through the corridor. The land use pattern and the street design should be planned together and reinforce each other to promote multimodal access. A change in commercial/retail corridor alignment will not prove easy, but is necessary if jurisdictions are to achieve sustained success.

**WHY**

Dissatisfaction with the Barbur/99W commercial strip has become increasingly common. Issues often revolve around its poor design and continued traffic congestion, which hurts businesses along the corridor. Pedestrians and bicyclists want this corridor to be safer and more appealing for people not in cars. The corridor's extensive parking lots and paved surfaces, long distances between stores, poor connectivity between businesses and neighborhoods, and low-efficiency land uses all discourage walking, bicycling and transit use; generate multiple single-purpose vehicle trips; increase use of and dependence on fossil fuels; and contribute to air pollution, increased stormwater runoff and depletion of water resources and wildlife habitat. Due to its current form, the Barbur/99W corridor has no focus, thereby creating more competition between jurisdictions, instead of mutually rewarding cooperation.

**HOW**

The four jurisdictions that comprise the bulk of the commercial corridor along Barbur/99W must agree to partner on a multi-jurisdictional effort to re-examine commercial/retail uses and identify the optimal location for a focus on nodal, retail development. The study should attempt to determine the best locations for different intensities of commercial uses and, consequently, identify locations best suited for land use changes that would focus on new housing and employment opportunities between identified commercial/retail nodes.

## PARKING

## ► Trip generation reductions

**WHAT**

Local governments typically use the ITE Trip Generation Handbook to evaluate the transportation impacts of development projects and to calculate Transportation System Development Charges (TSDCs). By its own admission, the rates in the ITE Trip Generation Handbook are focused on single-use, vehicle-oriented suburban sites; for sites with pedestrian access, transit service and limited or paid parking, local trip rates should be established. To develop the transit-supportive land uses envisioned for this corridor, local jurisdictions need to reduce trip generation assumptions. Trip generation reductions support people-oriented design attracting more people and amenities to the area. As a result, development projects can increase lot coverage, accessibility and active uses and become financially feasible due, in part, to lower parking and TSDC costs.

**WHY**

In this region, trip generation along corridors and in centers outside of the central city, is 50 to 70 percent below ITE trip generation rates. Suburban corridors in the region experience a non-auto mode share ranging from 15 to 45 percent. As these locations experience additional transit-oriented development, attracting more people and amenities, it is likely this range will shift to 30 to 70 percent non-auto based trips in these places consistent with existing data collection in the metro region. These levels of non-auto mode share rates also correspond with the land use envisioned in the Southwest Corridor Plan and, therefore, should be what the corridor plans for. Trip generation rates consistent with ITE can require 50 to 75 percent of a site to be dedicated to parking (a non-income generating use) and trigger additional auto capacity without acknowledging the streets capacity to serve pedestrians, bicyclists, and businesses. By reducing trip generation rates to be more accurate with the vision, parking costs can be reduced from 10 percent to less than 1 percent of total project costs, and TSDC fees can be scaled based on project form and land use, reducing them to only 1 to 2 percent of total project costs.

**HOW**

Local jurisdictions can use the model created in the Contextual Influences on Trip Generation study to adjust ITE trip generation rates to be consistent with the context of the envisioned built environment. The rate adjustment utilizes Metro's Context Tool, which correlates with a number of built environment measures, including number of transit corridors, people density, number of high-frequency transit routes, lot coverage, bike facilities and intersection density. By using built measures or the Context Tool, trip generation rates can be rightsized to the local context and the vision for growth in that location. Cities and counties would adopt this adjustment factor for calculating trip generation and amend capital improvement plans to reflect these adjustments in the project list as well as the TSDC rates.



## REGULATORY FRAMEWORK TOOLBOX

## PARKING

## ► Responsive parking ratios

## WHAT

Existing parking ratios support existing form not the transportation and land uses envisioned in the Southwest Corridor Land Use Vision. In order to support the transit investment, parking ratios along the corridor and in key places need to be rightsized. It can be difficult to ascertain what number is right, particularly given the change these areas will experience. Thus, it is best to adopt parking ratios that respond, or change, based on existing performance in the station area. Performance typically is measured by the existing inventory of parking spaces, occupancy during peak hour occupancies and elements of the built environment (current and planned for). A good benchmark is 85 percent occupancy during peak hour occupancies. As the market, form and utilization changes, so do the parking ratios.

## WHY

Given trip generation rates in this region well below those of ITE, the high cost of parking to developers and end users, and the negative impact to pedestrian-oriented design, existing parking ratios do not support the transit-oriented vision for the Southwest corridor. A number of recent parking studies in the region's centers have also shown an excess supply of parking with utilization rates well below 85 percent. By providing parking at levels appropriate for multimodal areas, municipalities can reduce the cost of development and support transit-oriented design, an attractive streetscape, and increased amenities in the corridor. In the project examples, existing parking ratios called for 50 to 60 percent of a parcel to be dedicated to parking. With ratios more reflective of transit-oriented form and travel behavior, this was reduced to 30 percent or less, providing additional space for local amenities such as storefronts and pocket parks.

## HOW

First, it is imperative to understand the current supply of parking in these areas by taking an inventory of parking spaces in the district and the utilization rate of those spaces. The local jurisdiction should then adopt a parking district with appropriate parking management strategies (shared parking, unbundling, pricing, etc.) to use the parking supply most efficiently. Simultaneously, the municipality would adopt a set of parking ratios that respond to specific supply, occupancy and built environment performance measures. As performance in the district fluctuates, a new ratio is triggered. Since parking is managed at the district level, it is best to provide one ratio set for residential uses and another for non-residential uses.

## ► Unbundled parking

## WHAT

In transit served communities, parking can be “unbundled,” or separated, from residential and retail units. Developers provide what the market needs and what the market can support. Typically, early projects do not provide much parking, because there is already an abundance of unused parking supply that can be leased nearby and the costs to provide the parking are too high to result in a feasible project. As a market develops, parking supply gets tighter and projects become more profitable, developers capture a premium from pricing parking separately from the residential units and storefronts, enabling residents and retailers to determine how much parking they need and what they are willing to pay. As a result, unbundling parking is more responsive to local demand; extra supply unused by residents can be leased to surrounding businesses, reducing the overall number of parking spaces projects must provide.

## WHY

This is a great parking strategy for areas transitioning to a more transit-oriented form as it is well linked with parking supply and demand as well as what the market can build. It is also a policy that enables more housing choices, especially at lower price points for young individuals and families and those on a fixed income. These projects have attracted significant interest from buyers who do not need parking spots and people, both with and without cars, wanting to live in a transit-oriented development. In one of the project examples, unbundling parking would result in a \$6 to 12 thousand decrease in cost, and therefore price, per unit just for the parking spaces. For units without cars, TSDC discounts for lower transportation system impacts would reduce unit costs by a total of \$13 to 19 thousand.

## HOW

In transit station areas and key places along the Southwest corridor, local jurisdictions should enable unbundled parking. The option of unbundling parking would be adopted into the city's parking standards in the zoning code for these specific areas. Unbundling should be allowed by right in areas adjacent to the corridor and station areas. In areas with a tight supply of parking, it can also be allowed as a condition of approval or for a percentage of the units or square footage (greater than half), providing flexibility and market relevance while ensuring that at least some parking is provided on site.

## REGULATORY FRAMEWORK TOOLBOX

## PARKING

## ► Shared parking

**WHAT**

Shared parking is a parking strategy whereby parking spaces are shared by more than one user, which allows parking facilities to be utilized more efficiently. Shared parking takes advantage of the fact that most parking spaces are only used part time by an automobile, with many parking facilities having a significant portion of unused spaces that follow predictable daily, weekly and annual cycles.

**WHY**

Shared parking can reduce parking facility costs (including aesthetic and environmental impacts), allow greater flexibility in facility location and site design, and encourage more efficient land use.

**HOW**

The option of shared parking needs to be provided in city code, by right in specific areas or as a condition of approval on specific development projects. Typically, this would require arrangements be made between individual facility developers and managers that would be participating in the shared parking effort.

## DESIGN CODE

## ► Ground floor active-use provisions

**WHAT**

Requiring retail ground floor uses in mixed-use buildings often discourages development in the near-term in areas where the market does not yet support such uses. One way to deal with this market gap is to allow interim storefront uses, while also requiring that ground floor spaces be designed to support retail or commercial uses once the market is ready for them. Codes that recognize the realities of a specific market and identify provisions that help support a long-term vision for an area or district are of paramount importance when a community is trying to activate land uses.

**WHY**

Utilizing these provisions allow a developer to create good “bones” in a development that can later be utilized for the uses ultimately envisioned by the local jurisdiction. This action also allows for some type of use (usually of a lower intensity) to exist in the space in the interim, helping to provide street-level activity for the area. Over time, as rents increase in an area, non-retail uses are pushed out of ground floor locations and either move up a floor, or to the periphery of the district.

**HOW**

A local jurisdiction should address this particular provision in their mixed-use districts that require ground floor commercial/retail uses. The provisions in the code should continue to require the specific ceiling heights, footprint requirements and depth needs that standard commercial/retail uses require, but allow for non-retail uses to temporarily occupy the space.

## ► Layered landscapes and active open spaces

**WHAT**

Layered landscapes attempt to replicate the natural environment and, thus, integrate multiple levels or layers of native species of plants. The resulting landscape can differ from project to project but will consist of some combination of the following: ground surfaces, such as dirt paths, bioswales and pervious pavers; habitat at the human level, including shrubs, flowers, wetlands or green walls; and a habitat canopy, using multiple layers of trees as well as green roofs. Layered landscapes help produce aesthetically pleasing open spaces that also serve to filter and absorb on-site stormwater runoff.

**WHY**

Each layer, rather than a total footprint, counts toward habitat and open space requirements, allowing businesses and communities to maximize the use of a property and mitigate development impacts within smaller spaces. Layered landscapes also require less maintenance and operating costs, relying on local climate with less watering. More traditional forms of landscaping requirements ask for a percentage of the property to be set aside, which does not necessarily result in more sustainable, low-impact development.

**HOW**

Jurisdictions would amend their code to move away from mandated percentages of open space on a development site and focus instead on performance of the natural landscape features. This can be done by implementing a flexible menu of design standards that allow different features to be assigned a point value and mixed together for ecological effectiveness rather than total square feet of coverage.



## FINANCIAL INCENTIVES TOOLBOX

**Toolbox: Financial incentives that set the stage**

In addition to regulatory and policy changes, the public sector can help stimulate investment in strategic locations. These tools can help bridge the financial gap between what is financially feasible today and what is desired by the community. In many cases the community's vision is above and beyond what the current market can provide. Investments in the public realm (such as streetscape enhancements and transit investments) are one way to send a message to the private sector that the public is committed to making the community vision a reality. Direct financial incentives provided to key catalytic projects offer a "proof of concept" – and through strategic investment in such projects, can lead to increased value in the market. Eventually, this can allow for private investment without public support.

Current market conditions in the Southwest corridor are not supportive of many development forms that are envisioned by the local communities. In particular this is true in areas that would like to see more walkable, attractive and business-friendly neighborhoods than exist today. This section highlights key financial tools that are available to public sector partners to leverage investment and new development in specific Southwest corridor locations. The project examples illustrate how these incentives can help fill the financial gap and achieve the desired development outcomes in the corridor. These tools are recommended for consideration by public sector partners in areas of change throughout the Southwest corridor:

- Transit Oriented Tax Exemption (TOTE)
- Vertical Housing Program
- brownfield cleanup
- System Development Charges strategies
- urban renewal
- Transit Oriented Development Program
- land acquisition and banking.

**► Transit-Oriented Tax Exemption****WHAT**

The Transit-Oriented Tax Exemption (TOTE) encourages the construction of transit-supportive, multiple-unit housing in corridors and centers in order to improve the balance between the residential and commercial nature of those areas. It seeks to ensure full-time use of these places where citizens have an opportunity to live and work. The TOTE reduces operating costs through a 10-year, 100 percent property tax exemption on the improvement value. With immediate relief from a significant increase in taxes, it becomes more feasible to provide the amenities, form, and high-quality design of the development envisioned in these areas.

**WHY**

Using the TOTE in the Southwest corridor would have significant impacts on the feasibility of high-quality, transit-oriented projects. Catalytic projects, by their nature, occur in areas where the market is marginal, and therefore require the public sector's assistance to overcome significant gaps in financial feasibility. The public's portion can often be as high as 20 to 25 percent of total development costs. The TOTE can cover half or more of that share without requiring any upfront cash from the public sector. In the Southwest corridor, project examples showed the TOTE can reduce costs to the developer by 10 to 15 percent of the total development cost, and as a result, bring more housing, jobs and transit-oriented design to the corridor. In one example, the TOTE was combined with impact fee reductions and a land value write-down, and together this package made the project feasible without requiring a cash investment from the city.

**HOW**

A local jurisdiction designs their own TOTE program, local application and approval criteria consist with criteria set forth by the state, which emphasizes development of multi-unit housing accessible to a broad range of residents, on underutilized sites in light rail station areas, transit-oriented and core areas. The city or county adopts, by resolution or ordinance, through a public process, the provisions of ORS 307.600-637 and a designated TOTE area. Applicants must apply by February 1 of the year prior to which the applicant is requesting the exemption, and the local jurisdiction must approve or deny the application within 180 days through a public resolution or ordinance process. The City of Portland has an established TOTE program, so development in that portion of the corridor only requires an application demonstrating how the project meets the city's program criteria.

## FINANCIAL INCENTIVES TOOLBOX

## ► Vertical Housing Program

**WHAT**

In transit-oriented areas, light rail station areas and urban centers, the Vertical Housing Program reduces costs at the front end of a developer's investment through a temporary tax relief for on-site improvements. With immediate relief from a significant increase in taxes, developers can invest additional funds in projects that often have higher initial costs. This tax abatement opportunity is available for multistory, mixed-use development projects (construction or rehabilitation) that include residential units. The rate of the 10-year tax abatement ranges from 20 to 80 percent of improvement value depending on the number of floors of housing in the project. By providing affordable housing units, the developer may also qualify to receive a partial property tax exemption on the land value.

**WHY**

As a partial tax abatement, the VHP provides a smaller reduction of costs to a project than the TOTE. That said, it is also easier to implement and requires fewer resources at the local level to manage than the TOTE, and it can still have a significant impact on the feasibility of mixed-use housing projects along the transit corridor. Project examples from the Southwest corridor showed the vertical housing tax abatement covered 6 to 8 percent of total development costs, which for one project covered 70 percent of the gap in financial feasibility. By foregoing initial years of tax revenue, local jurisdictions can solidify additional housing opportunities in transit rich areas without needing to spend any upfront cash on the project. In doing so, they will also attract additional development projects and tax revenue to the area, generating return even during the years of the abatement.

**HOW**

A local jurisdiction, or a combination of jurisdictions, applies to the state for the designation of a Vertical Housing Development Zone. Once the zone is in place, mixed-use residential development projects that are located within the approved zone are eligible for the tax abatement. Developers follow all local development standards and codes, simply filing an additional application with the state for the tax abatement. Once the development market is strong and incentives are no longer needed, the local jurisdiction files a request with the state to discontinue the zone.

## ► Brownfield cleanup

**WHAT**

Environmental contamination from historic uses impacts all of the region's centers and corridors, leaving these places underutilized and undervalued. State and federal brownfield cleanup funds, coupled with a proactive local government, can stimulate the market and return these sites to productive use. Public grants and financing options cover due diligence expenses before project financing is available to developers. Interim public ownership and cleanup, particularly when negotiated through a Prospective Purchaser Agreement with Oregon DEQ, limits liability risks for future owners and prepares shovel-ready sites. Local development incentives prioritize investment and make development easier on these sites. Cities can apply all of these tools to remove brownfield-related obstacles and enable the private sector to develop these sites and return them to productive use.

**WHY**

Cleanup costs range from \$50 to \$500 thousand per acre, which can kill a project in areas with weak or average market conditions. With land being one of the most valuable assets to a local government, the opportunities lost (housing, jobs, tax revenue) on brownfields are far greater than the investment needed by the public sector to revitalize these sites. The project examples in the Southwest corridor included a brownfield with \$300 thousand in assessment and cleanup costs; only 1.8 percent of the total development costs for a project designed consistent with the vision. This illustrates the significant potential return for a relatively small public investment. Without removing the risk associated with uncertainty, it is not unreasonable for a developer to assume up to a 12 percent brownfield line item for this site. With other project feasibility issues, a developer would not even consider pursuing the development, and the city would lose the people, jobs and amenities it would have brought to the town center. By making the project happen, the city also experiences a radiating effect on property values, improving market conditions throughout the district and attracting additional development.

**HOW**

Local jurisdictions can waive fees and expedite the permitting and review process for projects on brownfield sites. Local jurisdictions also qualify for federal and state environmental assessment and cleanup funds for contaminated, underutilized sites. The first step is to explore the different funding options with the Oregon Brownfields Program and an EPA Brownfields Program officer as well as potential ownership and liability protections with Oregon DEQ.



## FINANCIAL INCENTIVES TOOLBOX

► **System Development Charges****WHAT**

System Development Charges (SDCs) are collected to pay for infrastructure needs associated with growth. These fees can be reduced in dense, mixed-use neighborhoods to be more reflective of the reduced impacts of sustainable development patterns. Similarly, if the developer constructs public improvements, such as a new park to serve the surrounding community or street improvements, then cities need to provide credits reducing the developers overall SDCs. By reducing or eliminating SDCs, which can be particularly high for projects with multiple-unit housing, funds at the front end of development are freed up to provide affordable units and the amenities, form and high-quality design envisioned along the corridor.

**WHY**

In the Southwest corridor project examples SDCs accounted for 3 to 5 percent of total development costs. This is a decent portion of the 20 to 25 percent the public sector may need to provide for a catalytic project and, again, does not require a cash investment. More importantly, when the design of these projects was altered to be more consistent with transit and the land use vision, the SDCs did not. Even though the unit size and parking ratios changed to reflect a multimodal, mixed-use corridor environment rather than a suburban context, the per-unit SDC remained the same. Research has shown these development types have reduced impact to the transportation and water systems and, as such, should be reflected through reduced SDC fees.

**HOW**

Local jurisdictions can ensure that transit-supportive infrastructure projects, including transit connections and parking garages, are incorporated into infrastructure project lists so that growth is paying for all kinds of infrastructure needed to serve the area's new residents. Cities and counties can also reduce SDC fees, particularly for transportation, in dense, mixed-use and accessible areas and for projects providing lower parking ratios. Local data confirms national findings that vehicle trip rates decrease as neighborhood types become more urban. In this region, businesses located along corridors and in neighborhood centers find 50 to 70 percent of their customers arriving by transit, walking or biking. Local jurisdictions can use the model created in the Contextual Influences on Trip Generation study to adjust ITE trip generation rates to be consistent with the context of the envisioned built environment.

► **Urban renewal****WHAT**

Urban renewal serves as a strong financial incentive to stimulate investment in targeted areas by borrowing against the projected increase in property values in those areas. Using this Tax Increment Financing (TIF) allows areas with weak markets and disinvestment a substantial source of equity to make capital improvements and development projects financially viable while kick-starting private investments. Any area lacking adequate infrastructure or needing capacity improvements can establish an Urban Renewal Area to make public realm improvements and invest in underutilized properties.

**WHY**

Urban renewal can be critical to revitalizing main streets, downtowns and mixed-use corridors such as Old Town Sherwood and Tualatin Commons. Long-term public financing can leverage private investment for downtown redevelopment, affordable housing and economic development projects. Local jurisdiction can use low-interest loans or sell land at “fair reuse value” in order to lower redevelopment costs and stimulate activity in these areas. Public realm improvements (infrastructure, streetscape, open spaces, civic buildings, façade enhancements) made through the use of TIF also helps by increasing the desirability and value of the area, raising market rents and attracting new construction. In Old Town Sherwood, over \$35 million was generated and spent on a number of improvement projects including the cleanup of a large and difficult brownfield site, resulting in the first building permit application in over 40 years.

**HOW**

Municipalities establish an urban renewal area and adopt an urban renewal plan through a public process. An urban renewal agency, consisting of the governing body or an independent organization, then manages the projects, provisions and expenditures outlined in the urban renewal plan. It is important to work with local taxing districts from the beginning of the process to help prevent or reduce their opposition to the plan. Communities will also want to consider affordable housing policies since the purpose of urban renewal areas is to increase investment and value in these places.

## FINANCIAL INCENTIVES TOOLBOX

## ► Transit-oriented development program

**WHAT**

The Metro Transit-Oriented Development Program contributes directly to the construction of projects that are not currently feasible under current market conditions. This is achieved through some combination of direct capital investment, development easements or land value write-downs. Through active engagement in the design and construction of real projects, the program can help identify and remove obstacles to the creation of transit villages, main streets and mixed-used urban centers.

**WHY**

Focusing housing and employment near transit is one of the most effective ways to reduce regional road congestion, improve air quality and increase transit ridership. Car trips are less frequent in centers with a balance of jobs, housing and urban amenities. Focusing development in existing urban areas uses land more efficiently, reduces the need for costly new public facilities and prevents unnecessary conversion of farmland and natural areas to urban use.

**HOW**

A developer with site control may take the initiative to contact Metro directly to determine eligibility for funding for compact and mixed-use transit-oriented development projects that would not be feasible without public participation. Local jurisdictions are encouraged to engage with developers and point them in the direction of the Metro Transit-Oriented Development Program if their project visions meet the standards set forth by the program.

## ► Land acquisition and banking

**WHAT**

Communities will often acquire properties, in an effort to influence the land development process. Additionally, some cities operate a land banking program, which is the holding and management of properties for strategic investment over a period of time. Cities may leverage their ownership to influence a development project or utilize properties within their inventory as bargaining chips in possible property exchanges with interested developers. Land banking can be used to influence all development types, from employment and retail, to new housing and mixed-use projects.

**WHY**

The acquisition of properties allows cities to be active participants in the development process, giving them the leverage necessary to guide the process towards their desired outcome. Often, properties are scattered and owned by multiple parties. This can make large-scale redevelopment difficult, as working with multiple ownership parties and a large geographic area lead to a lack of redevelopment focus. By acquiring and banking property, a city can aggregate disparate parcels and bring an ownership focus that allows for a more streamlined development process with a private developer.

**HOW**

A local jurisdiction would formalize a land acquisition and/or banking program for the purpose of influencing development. Most programs establish an independent entity with clear control over the land banking process. Direct government control is possible, but an independent agency often has more flexibility and leverage in any future redevelopment opportunities. Traditionally, land banking programs focus on tax foreclosure properties, but they may also explore eminent domain, voluntary donation, or purchase on the open market.

**More information about these development strategies**

Metro's Community Investment Toolkit  
<http://www.oregonmetro.gov/communityinvestment>

**Vertical Housing Program**

Oregon Housing and Community Services  
[http://www.oregon.gov/OHCS/Pages/HFS\\_Vertical\\_Housing\\_Program.aspx](http://www.oregon.gov/OHCS/Pages/HFS_Vertical_Housing_Program.aspx)

**Brownfield cleanup**

Oregon Brownfields Program  
<http://www.oregon4biz.com/Business-financing-resources/Oregon-Finance-Programs/Brownfields-Redevelopment-Fund/>

Oregon DEQ Prospective Purchaser Agreement  
<http://www.deq.state.or.us/lq/cu/ppa.htm>

EPA Oregon Office  
<http://www2.epa.gov/aboutepa/epa-oregon>

Metro's Brownfield Recycling Program  
<http://www.oregonmetro.gov/brownfields>

**Transit Oriented Tax Exemption**

ORS Chapter 307.600-637  
<http://www.leg.state.or.us/ors/307.html>

**Trip generation reductions and System Development Charges**

Contextual Influences on Trip Generation  
<http://otrec.us/project/407>

**Urban renewal**

[links](#)

**Grant programs**

[links](#)

**Other Zoning Code / Design links?**





## **Draft recommendation public comment report**

**July 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)



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## Executive summary

The public engagement conducted between January and June 2013 had the primary goal of obtaining input from a broad segment of the public about the Southwest Corridor Plan's transit options and draft recommendations. This input will be delivered to the steering committee to inform their decision-making.

The majority of the public input came from the two online surveys, which together received 2,669 responses, and project events. Targeted input was sought from environmental justice organizations. The collected input was analyzed by Metro staff and is presented herein. The analysis shows the following results:

- There is strong support for high capacity transit (HCT) in the Southwest Corridor.
- Citing the need for better local transit service and more transit connections, coupled with the anticipated growth in the corridor, many people prioritize extending HCT to the furthest extent possible, with Sherwood as the destination;
- While the individual responses are mixed, taken as a whole there is support for carrying forward both bus rapid transit (BRT) and light rail transit for further study in the next phase of the Plan.
- People overwhelmingly support studying a BRT that runs mostly or exclusively in a dedicated transitway.
- There is overall support for the other elements of the recommendation that call for:
  - enhanced local transit service
  - transit related roadway, biking and walking projects
  - roadway, biking and walking projects related to local aspirations
  - parks and natural resources projects
  - development strategy that stimulates private investment
- The three highest priorities for Plan outcomes were:
  1. Better transit (quicker trips, more local service and easier walk to a MAX or bus rapid transit station)
  2. Access and mobility (more and better sidewalks and bikeways, reduced time in traffic or at lights)
  3. Feasibility (cost, funding potential and support)
- Environmental justice organizations' representatives prioritized the Plan outcomes differently than the majority of the public who provided input; their three highest priorities were:
  1. Equity (fair distribution of benefits and burdens)
  2. Healthy communities (access to parks, trails, and natural areas, more walking and biking opportunities)
  3. a tie between Prosperity (more jobs, development, housing) and Access and mobility (more and better sidewalks and bikeways, reduced time in traffic or at lights)



Diverse methods were used to conduct public engagement, including project events (two community planning forums and an economic summit), online surveys, briefings and presentations, community meetings, presentations at partner jurisdictions' meetings, one-on-one meetings with environmental justice organizations, social media and email updates to the interested persons. See Appendix C, Outreach events calendar for the complete list.

Public engagement goals for the next phase of the Southwest Corridor Plan include building on the momentum created by this participation by keeping participants informed about the Plan's activities and future decision points. Another goal is to enhance and strengthen existing relationships with local groups and organizations, especially from the environmental justice communities, to ensure participation of as broad and diverse of a segment of the public as possible in the Plan's future decision points.

## 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 second 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 next 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.



## **Previous public engagement, August to December 2012**

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

From Nov. 14, 2012 to Jan. 1, 2013, project partners hosted the online interactive Shape Southwest game and associated questionnaire. A paper version of the questionnaire was distributed in English, Spanish and Vietnamese to libraries and agencies serving environmental justice communities to engage residents without computer access. Community planning forums were convened on Oct. 9 and Dec. 3, 2012. During this time, project staff hosted booths at community events and briefed community groups, specifically to engage environmental justice communities. Additionally, community group briefings were held by project partner staff focusing on the local land use plans but also highlighting the Southwest Corridor Plan.

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 Southwest Corridor.

During the public comment period, 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.

## **Current public engagement, January to June 2013**

During this stage of public involvement, project staff provided briefings to community groups and municipal committees and sponsored public events to gather feedback that will inform decision-making. Multiple in-person and online opportunities were used to gather feedback on potential projects, the high capacity transit options being considered and the draft staff recommendation.

Public input received during this phase is documented here and will be delivered to decision-makers in advance of the July 8 meeting. To engage the public and help determine priorities for communities in the corridor as well as the corridor as a whole, project partners:

- convened two community planning forums (May 23 and June 26) to receive feedback on the high capacity transit options being considered and the draft staff recommendation that was presented to the steering committee on June 10
- hosted an online survey for five weeks (May 23 to June 26) inviting people to give feedback on the high capacity transit options; the survey received 1,715 responses
- hosted an online survey for two weeks (June 13 to 26) inviting people to give feedback on the draft staff recommendation; the survey received 954 responses
- convened an economic summit on May 21 to engage local business owners and

employees and receive feedback on the high capacity transit options being considered (*see* Appendix D, Economic summit event summary)

- briefed neighborhood and community groups (*see* Appendix C, Outreach events calendar)
- held one-on-one meetings with environmental justice organizations (*see* Appendix C, Outreach events calendar)
- updated and maintained the project website ([www.swcorridorplan.org](http://www.swcorridorplan.org)), which received 6,768 unique visitors to the site between January 1 and June 30, 2013
- 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 live-tweeting the May 23 community planning forum, 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 C, Outreach events calendar)
- provided updates to the Southwest Corridor Plan interested persons email distribution list (*see* Appendix F, Interested persons email updates).

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.



## Input received on the high capacity transit alternatives

Public engagement opportunities were designed to inform the decisions that will close this phase of the Southwest Corridor Plan, which includes identifying the potential high capacity transit options that will be studied in more detail. This section summarizes input received through a variety of channels in May and June 2013.

### Opportunities for input

Project partners hosted a number of in-person and online opportunities for people to provide input on the high capacity transit options being considered by the steering committee. Opportunities included an economic summit, two community planning forums and a widely publicized online survey open for five weeks that received 1,715 responses. All responses to this survey can be found in Appendix A, Comments on the high capacity transit alternatives.

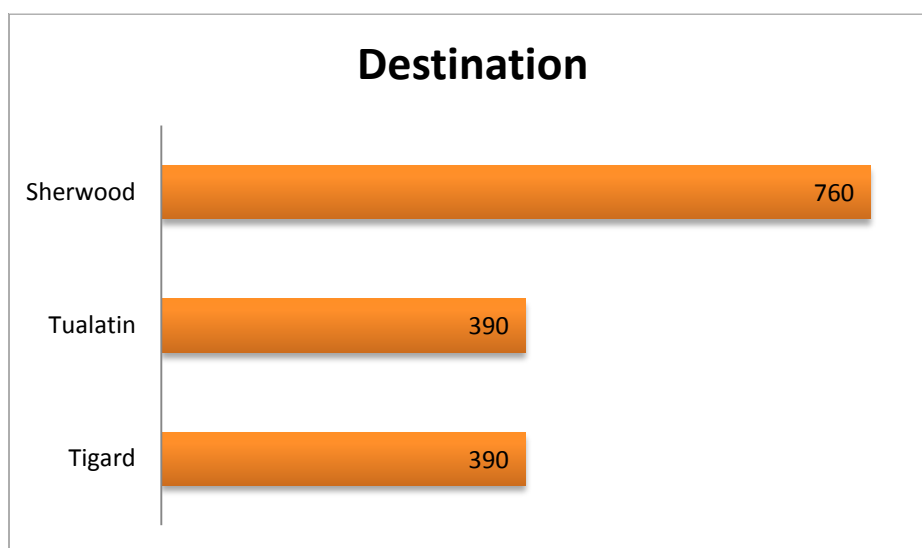
### Destination

Decision-makers hope to narrow the potential destinations at the close of this phase to develop and analyze more fully fleshed out potential alignments in the future phase. After previous narrowing efforts, the three options being considered by the steering committee were presented to the public for input. The public was asked to consider the following question.

#### ***Where should high capacity transit go?***

- *Portland to Tigard*
- *Portland through Tigard to Tualatin*
- *Portland through Tigard and Tualatin to Sherwood*

Nearly half of the responses (49 percent) express a preference to extend high capacity transit to the furthest extent possible, with Sherwood the preferred destination above Tigard or Tualatin.



We received 448 additional comments through this the survey. Their comments span many themes and can be found in full in Appendix A.

**Connections to places people want to go** - A number of people expressed their support for high capacity transit that would provide better connections to work, commercial centers and other places in the corridor. In areas that do have local bus service, some people cited long travel time as a disincentive to using transit. Others pointed to areas, such as Sherwood, that could use better connections by transit, either by local service or high capacity transit.

The comments below illustrate this general theme; all comments can be found in Appendix A.

- *I live in NE Portland, and work in Tigard, I would LOVE to ride trimet, but it would take close to two hours to get to work, plus walking about a mile. I can drive between 25-45 minutes depending on traffic, I don't like to drive, and I'd rather take public transit, but with that big of a discrepancy between the two, I choose to drive.*
- *Tualatin, Bridgeport areas seem somewhat cut off from downtown, at least for commuting trips. As it is now, my commute is not possible with transit.*
- *I think with increased transit, better sidewalks, better bus routes, etc, prosperity will come. It is a factor which encourages businesses to move to so their employees have better commute options (Wilsonville for example), and people will move there as well because of the businesses for which they will work for, as well as the increased transportation options that link with others to downtown PDX, etc. This area needs to do more to link the SW area past Beaverton TC to the mass transit system as a whole.*
- *I commute every day from downtown Portland to OHSU so would be a beneficiary of this transportation.*

**Character of communities in the corridor** - Some people expressed ideas related to how communities could change for the better or worse with the addition of high capacity transit.

The comments below illustrate this general theme; all comments can be found in Appendix A.

- *The Metro Area needs diversity in the types of living options for residents. Sherwood is unique with a rural feel on the edge of town. Please leave it that way. Any rapid transit to Sherwood will just incorporate it into the big-City feel and dissolve its unique qualities.*
- *Adding mass transit is great for communities.*
- *Stop this...don't raise my taxes...we paid for everyone else to get max...now they better pay for us to get it...this will just ruin our community with crime....stay out of the Hall/72nd/durham/bonita box...you are going to ruin my neighborhood with crime from this crap...*

**Route** - Some people shared ideas for where high capacity transit should and should not go. Route suggestions most often pointed to places that need better connections because of roadway congestion or current lack of transit service. Concerns about route generally related to potential property impacts.

The comments below illustrate these general themes; all comments can be found in Appendix A.

- *Whatever HCT is built, please make it fast and have very few stations between Portland and Tualatin. Perhaps also consider express bus options along I-5, but throughout the day and on the weekends.*
- *Use the roadways already available. Leave Haines street alone.*
- *It is important that the corridor not be solely defined by a suburb-downtown Portland axis. The system needs to reflect the intra-county needs in Washington County.*
- *Please do not take out a lane on Barber. Traffic is already bad on Barber, and the loss of a lane would be awful. The mass transit option should not be at the expense of those who drive cars. There needs to be cost-effectiveness in whatever option is selected and a respect for drivers.*
- *It is important to me that it have as little impact as possible on neighborhoods. Keeping the route primarily in commercial areas would help businesses along the route. I believe shuttle buses should be used to transport PCC commuters from a Barbur Blvd route. I don't want the park and trees to be destroyed along Haines Street.*

**Generally supportive** - Many people shared comments that were categorically supportive of high capacity transit. Most often people cite the desire for alternative to driving to avoid roadway congestion and livability factors. General support for high capacity transit is echoed in responses to other survey questions. The comments below illustrate these general sentiments; all comments can be found in Appendix A.

- *As population is projected to grow in the SW Corridor and area, it is important to provide rapid transit that can be somewhat free from interacting with existing traffic in order to be more effective in promoting greater use of this option. At the same time it is important that we continue to create healthy and livable communities, protect our natural environment and address equity to the greatest degree that we can.*
- *It's difficult to get anywhere in the southwest region without a car at this time. I would find it exciting and life-enhancing to have a new transit option.*
- *MAX Light Rail has been added to all sorts of communities, but always SW Portland Metro has been ignored. This is a high traffic area, and MAX would go a long way to alleviate traffic, congestion, and pollution. It's a wonderful idea that should be implemented in a cost-effective, well-planned manner.*

**Generally opposed** - Many people shared comments that were categorically opposed to high capacity transit. Most often people cite their preference for driving personal vehicles, need for expanded roadways, and concerns about who will pay for transit improvements. General opposition is echoed in responses other survey questions. The comments below illustrate these general sentiments; all comments can be found in Appendix A.

- *You need to consider more freeways, not just buses and light rail.*
- *Please do not build a max line to the SouthWest Corridor. Removing a lane of roadway from vehicular use is not possible given current and projected and grossly overwhelming usage of said roadway already. We cannot handle more traffic, it is a terribly dangerous area already.*
- *There should NOT be an increase in light rail or mass transit in this corridor. Fix the roads, develop new roads, stop building bike lanes where they are never used, and stop waisting money.*



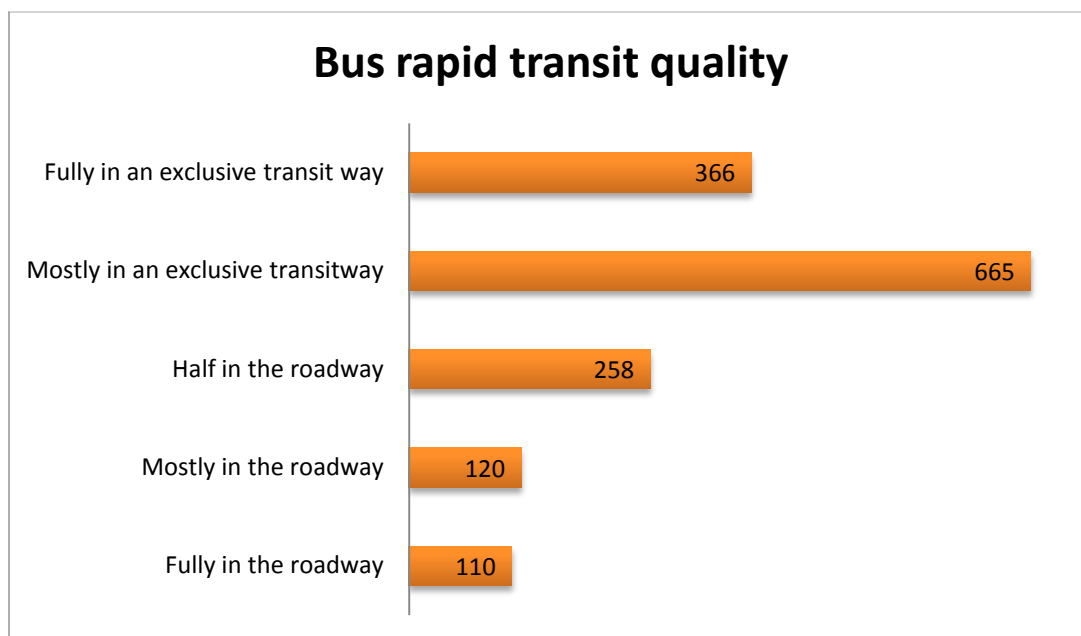
## Bus rapid transit quality

Cost, travel time, reliability and ridership are all variable depending on the quality of bus rapid transit as defined by its interaction, or lack thereof, with roadway traffic. Again, decision-makers hope to narrow what is studied in the next phase. The public was asked to consider the following question.

***What kind of bus rapid transit would be the best fit for the Southwest Corridor?***

- *Fully in the roadway, constant interaction with traffic*
- *Mostly in the roadway, frequent interaction with traffic*
- *Half in the roadway, half in an exclusive transitway*
- *Mostly in an exclusive transitway and infrequent interaction traffic*
- *Fully in an exclusive transitway, no interaction with traffic*

The responses received show a predominant preference (85 percent) for bus rapid transit that has less interaction with roadway traffic, with respondents preferring bus rapid transit with between 50 and 100 percent of the route within an exclusive right of way.



Of the 448 additional comments received, some elaborated on bus rapid transit quality. Their comments span many themes and can be found in full in Appendix A.

**Support of bus rapid transit** - People who shared comments supportive of bus rapid transit most often cited its flexibility and lower costs compared to light rail. The comments below illustrate these general sentiments; all comments can be found in Appendix A.

- *I prefer a rapid bus system to light rail. The safety concerns, easier traffic interaction and quicker reaction times of the bus system are preferable to light rail.*

- *Bus options are much more flexible and scalable. Dedicated lands can always be converted or utilized by carpools or by charging tolls to cars in an effort to help recoup costs (see Colorado).*
- *I think BRT would be a much better option, and would be able to be implemented much sooner than light-rail. In addition, it would save our region lots of money to steer away from building new light-rail lines and instead prioritize our spending on increased bus service (regular & BRT).*

**Opposition to bus rapid transit** - A number of people expressed a preference for light rail over bus rapid transit; in particular, bus rapid transit that operates in mixed traffic. The comments below illustrate these general sentiments; all comments can be found in Appendix A.

- *SW deserves light rail as much as all the other parts of the metro area, most which already have light rail. BRT just does not move enough people in a single trip which means that they would have to use buses at 5 minute intervals during peak periods. This means there would be too many buses floating around SW. Also, light rail is cleaner, and uses dedicated routes. Buses that mix in with traffic would be no solution for the region.*
- *Spending large sums of money on mixed-traffic brt would be a disaster, better to build the network right the first time with light rail.*

People were invited to share other comments for decision-makers to consider. The comments can be generally characterized the following way; all comments can be found in Appendix A.

Occurrence	<b>Hight capacity transit alternatives open ended comments</b> Comment tag in Appendix A and general theme
146	<b>Destination</b> - Comments regarding potential destinations for high capacity transit
48	<b>Supports BRT</b> - Comments expressing support for bus rapid transit
26	<b>Opposes BRT</b> - Comments expressing opposition for bus rapid transit
72	<b>Supports HCT</b> - Comments expressing support for high capacity transit
26	<b>Opposes HCT</b> - Comments expressing opposition for high capacity transit
58	<b>Supports LRT</b> - Comments expressing support for light rail
39	<b>Opposes LRT</b> - Comments expressing opposition for light rail
120	<b>Outcome</b> - Comments regarding potential outcomes for the Southwest Corridor Plan
95	<b>Suggestions</b> - Comments suggesting specific actions
241	<b>Miscellaneous</b> - Comments not included in any of the above categories

## Staff draft recommendation

The public was asked to consider and comment on the eight elements of the draft recommendation. This section summarizes input received in June 2013.

### Opportunities for input

Two input opportunities followed the presentation of the draft recommendation to the steering committee in early June. A widely publicized online survey was open for two weeks and received 954 responses. The June 26 community planning forum offered an opportunity to review the draft recommendation, talk to project staff and provide comments. The comments and survey responses can be found in Appendix B, Comments on the staff draft recommendation.

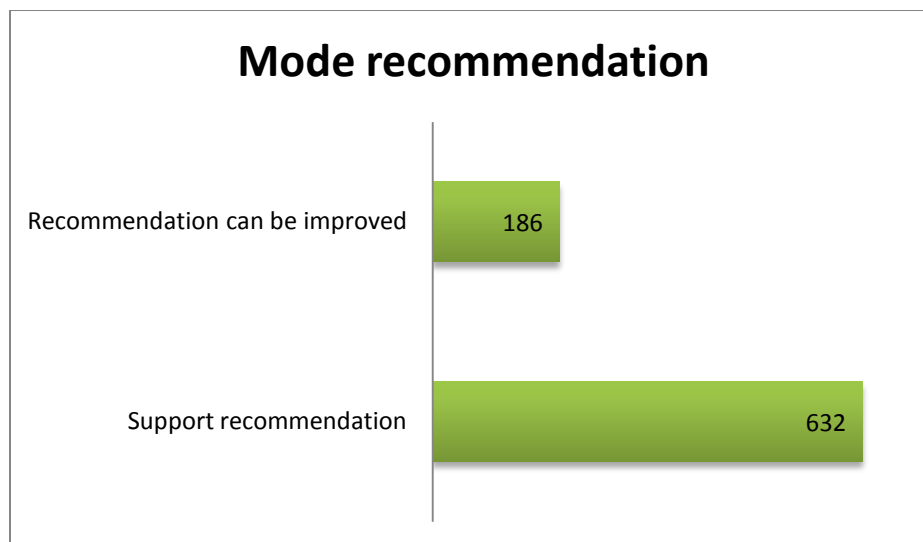
### High capacity transit mode

Decision-makers will determine if light rail and/or bus rapid transit will be studied in more detail in the next phase of the Southwest Corridor Plan. The draft recommendation was as follows.

***Both light rail and bus rapid transit are recommended to be studied in greater detail in the next phase of the Southwest Corridor Plan.***

***This recommendation is based on (1) the high ridership potential of both modes and (2) additional design needed to produce more accurate capital cost estimates that will clarify tradeoffs among cost, operating efficiency and the potential to support local aspirations.***

The responses received are as follows. They show strong support (77 percent) for carrying both modes forward for further study.



Through the survey and community planning forum, we received 228 additional comments on mode. The comments can be generally characterized the following way; all comments can be found in Appendix B.



Occurrence	<b>Mode recommendation open ended comments</b> Comment tag in Appendix B and general theme
38	<b>\$</b> - Funding and cost comments
27	<b>BRT &amp; LRT</b> - Comments related to both light rail and bus rapid transit
62	<b>BRT only</b> - Comments in favor of only bus rapid transit or explicitly opposed to light rail
26	<b>LRT only</b> - Comments in favor of only light rail or explicitly opposed to bus rapid transit
14	<b>Opposes HCT</b> - Comments opposing light rail and/or bus rapid transit
23	<b>Route</b> - Comments expressing ideas for the route of high capacity transit
15	<b>Local transit service</b> - Comments about the current or future need for local transit service
27	<b>Roadway</b> - Comments about current traffic challenges or suggestions for future roadway improvements
5	<b>Safety</b> - Comments raising safety concerns

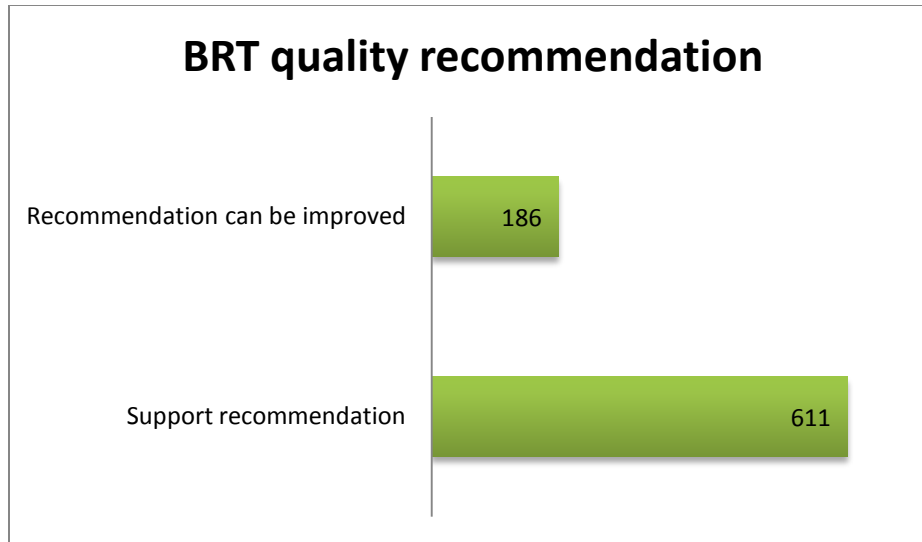
### Bus rapid transit quality

Cost, travel time, reliability and ridership are all variable depending on the quality of bus rapid transit as defined by its interaction, or lack thereof, with roadway traffic. Again, decision-makers will narrow what is studied in the next phase. The staff draft recommendation stated:

***It is recommended that we further study bus rapid transit that has between 50 and 100 percent of the route within an exclusive right of way.***

***This recommendation is based on (1) the federal funding that becomes available for bus rapid transit projects that operate mostly out of regular roadway traffic and (2) the operational efficiency of transit outside of congested roadways. Examples in the U.S. and internationally suggest that bus rapid transit with a higher level of exclusive right of way would best support local aspirations in the corridor.***

The responses received are as follows. They show strong support (77 percent) for studying a bus rapid transit that has between 50 and 100 percent of the route within an exclusive right of way.



Through the survey and community planning forum, we received 212 additional comments on bus rapid transit quality. The comments can be generally characterized the following way; all comments can be found in Appendix B.

Occurrence	<b>BRT quality recommendation open ended comments</b> Comment tag in Appendix B and general theme
43	<b>\$ - Funding and cost comments</b>
25	<b>LRT only</b> - Comments in favor of only light rail or explicitly opposed to bus rapid transit
73	<b>Support</b> - Comments generally supporting all or part of this recommendation
79	<b>Oppose</b> - Comments generally opposing all or part of this recommendation
24	<b>Route</b> - Comments expressing ideas for the route of high capacity transit
18	<b>Local transit service</b> - Comments about the current or future need for local transit service
31	<b>Roadway</b> - Comments about current traffic challenges or suggestions for future roadway improvements
6	<b>Miscellaneous</b> - Comments not included in any of the above categories

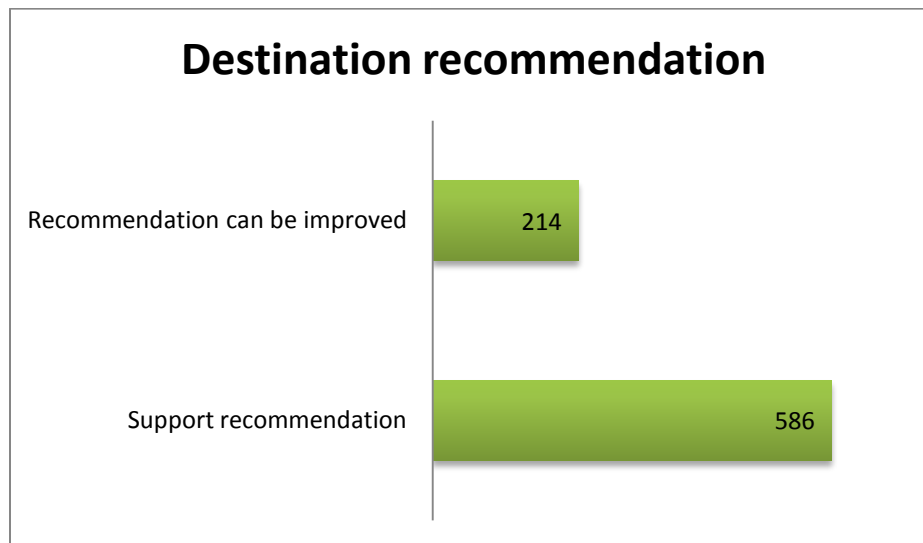
## High capacity transit destination

Decision-makers will narrow the potential destinations at the close of this phase to develop and analyze more fully fleshed out potential alignments in the future phase. The staff draft recommendation stated:

***It is recommended that we further study a high capacity transit connection from Portland, through Tigard, to Tualatin.***

***This recommendation is based on ridership potential, operational efficiency, and plans for increased housing and employment in Tigard and Tualatin. This would mean that transit connections between other communities, such as Sherwood, would be made through local bus service.***

The responses received are as follows. They show support (73 percent) for Tualatin as the destination to study further, despite the preference for Sherwood as the destination seen in the results of the high capacity transit options survey.



Through the survey and community planning forum, we received 242 additional comments on destination. The comments can be generally characterized the following way; all comments can be found in Appendix B.

Occurrence	Destination recommendation open ended comments Comment tag in Appendix B and general theme
27	<b>Tigard</b> - Comments regarding Tigard as the destination
25	<b>Tualatin</b> - Comments regarding Tualatin as the destination
86	<b>Sherwood</b> - Comments regarding Sherwood as the destination
22	<b>\$</b> - Funding and cost comments
13	<b>Land use</b> - Comments regarding growth, development and housing
28	<b>Mode</b> - Comments regarding a specific mode of transit
19	<b>Support</b> - Comments generally supporting all or part of this recommendation
23	<b>Oppose</b> - Comments generally opposing all or part of this recommendation
23	<b>Local transit service</b> - Comments about the current or future need for local transit service
20	<b>Roadway</b> - Comments about current traffic challenges or suggestions for future roadway improvements
14	<b>Miscellaneous</b> - Comments not included in any of the above categories

**Sherwood** - Many people expressed an interest in seeing high capacity transit extend to Sherwood. Their reasons include anticipation of future growth and better transit for Sherwood residents and employees. The comments below illustrate these general sentiments; all comments can be found in Appendix B.



- *I support this recommendation, and also recommend that the plan clearly articulate a future vision and strategy for eventual HCT extension to serve Sherwood.*
- *I think Sherwood should be included in the high capacity transit system. It could help Sherwood grow and be more accessible like Hillsboro is now that the MAX goes all the way out there.*
- *It would be great to have an option of BRT service to Sherwood. This is a growing community and becoming a more popular place to live. It would be nice to have it well connected into the transit system.*

## Local transit service

Decision-makers recognize that near- and long-term improvements in local transit service are needed in the corridor. The staff draft recommendation stated:

***The following improvements to local transit service are recommended to TriMet to be considered in their 2013-14 Southwest Service Enhancement Plan.***

- 1. Transit service that connects key Southwest Corridor locations quickly and reliably to one another and to a potential high capacity transit line. These include but are not limited to: Beaverton, Washington Square, Lake Oswego, King City, Durham, Tualatin industrial areas, and downtown Sherwood. This also includes improved local transit circulation from the Southwest Corridor throughout Washington County, including connections to northern Washington County.***
- 2. Improved local transit connections to Westside Express Service (WES).***
- 3. Capital improvements necessary to achieve higher transit system functioning, such as “queue jumps” and/or re-orientation of existing transit lines to better connect key corridor areas and a future high capacity transit system.***
- 4. Identification of improvements cities and counties can make for better transit access (e.g., sidewalks and safe pedestrian crossings).***

The responses received are as follows. They show strong support (82 percent) for these improvements to local transit service.



Through the survey and community planning forum, we received 178 additional comments on local transit service. The comments can be generally characterized the following way; all comments can be found in Appendix B.

Occurrence	<b>Local transit service recommendation open ended comments</b> Comment tag in Appendix B and general theme
18	<b>\$ - Funding and cost comments</b>
17	<b>Support</b> - Comments generally supporting all or part of this recommendation
12	<b>Oppose</b> - Comments generally opposing all or part of this recommendation
20	<b>HCT</b> - Comments regarding high capacity transit related to local service
33	<b>WES</b> - Comments regarding Westside Express Service (WES)
10	<b>Roadway</b> - Comments regarding current traffic challenges or suggestions for future roadway improvements
8	<b>Active transportation</b> - Comments regarding pedestrian and/or bicycle facilities
58	<b>Planning suggestions</b> - Comments suggesting elements that should be studied in the next phase of the Southwest Corridor Plan
31	<b>Decision-making</b> - Comments suggesting considerations related to decision-making
26	<b>Miscellaneous</b> - Comments not included in any of the above categories

## Transit related roadway, biking and walking projects

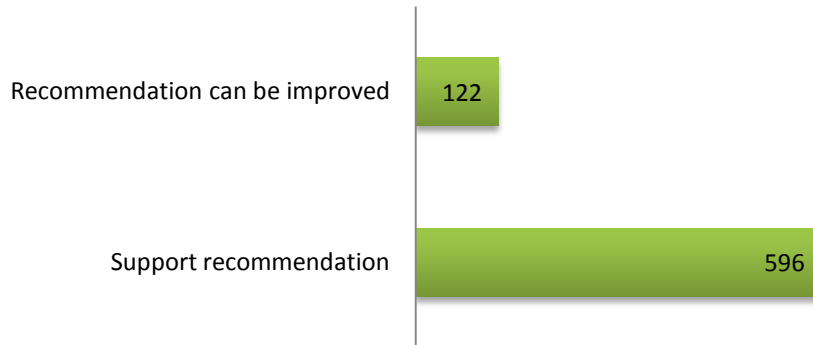
Decision-makers will prioritize those projects that are supportive or fundamental to a high capacity transit investment. The staff draft recommendation stated:

***There are a number of potential on-the-ground projects that could help people walk, bike or drive to a new light rail or bus rapid transit station. These projects came from community plans, technical analysis and public input.***

***It is recommended that these transit related projects are refined and prioritized in the next phase of the Southwest Corridor Plan when a community-supported transit investment is identified.***

The responses received are as follows. They show strong support (83 percent) for projects that are supportive or fundamental to high capacity transit.

## Transit related roadway, biking and walking projects recommendation



Through the survey and community planning forum, we received 142 additional comments on the transit related projects. The comments can be generally characterized the following way; all comments can be found in Appendix B.

Occurrence	<b>Transit related projects recommendation open ended comments</b> Comment tag in Appendix B and general theme
32	<b>\$ - Funding and cost comments</b>
20	<b>Transit</b> - Comments regarding high capacity transit or local bus service
21	<b>Roadway</b> - Comments regarding current traffic challenges or suggestions for future roadway improvements
40	<b>Active transportation</b> - Comments regarding pedestrian and/or bicycle facilities
3	<b>Environmental concerns</b> - Comments expressing concerns or providing suggestions related to natural resources and sustainability
11	<b>Local suggestions</b> - Comments suggesting specific local actions
68	<b>Decision-making</b> - Comments suggesting considerations related to decision-making
5	<b>Safety</b> - Comments raising safety concerns
4	<b>Survey design feedback</b> - Comments suggesting improvements to the survey
6	<b>Miscellaneous</b> - Comments not included in any of the above categories

People were invited to review the list of projects identified as important transit related roadway, walking and biking projects. A number of people (213) chose to share comments. The comments can be generally characterized the following way; all comments can be found in Appendix B.

Occurrence	<b>Transit related project list open ended comments</b> Comment tag in Appendix B and general theme
29	<b>\$ - Funding and cost comments</b>
31	<b>Transit</b> - Comments regarding high capacity transit or local bus service



28	<b>Roadway</b> - Comments regarding current traffic challenges or suggestions for future roadway improvements
85	<b>Active transportation</b> - Comments regarding pedestrian and/or bicycle facilities
10	<b>Environmental concerns</b> - Comments expressing concerns or providing suggestions related to natural resources and sustainability
46	<b>Local suggestions</b> - Comments suggesting specific local actions
104	<b>Decision-making</b> - Comments suggesting considerations related to decision-making
20	<b>Safety</b> - Comments raising safety concerns
29	<b>Miscellaneous</b> - Comments not included in any of the above categories

## Roadway, walking and biking projects related to local aspirations

Local governments are actively engaged in planning for growth in a way that preserves and enhances the best qualities of the unique communities in the corridor. Decision-makers recognize the importance of investments that achieve local aspirations. The staff draft recommendation stated:

*There are a number of potential on-the-ground projects that support key places, such as main streets, downtowns and growing employment and industrial areas in the Southwest Corridor. These projects also came from community plans, technical analysis and public input.*

*It is recommended that these potential projects be listed in local capital improvement plans, transportation system plans, the Regional Transportation Plan and in TriMet's transit investment priorities.*

The responses received are as follows. They show strong support (82 percent) for projects that help achieve local aspirations.



Through the survey and community planning forum, we received 124 additional comments on on these projects. The comments can be generally characterized the following way; all comments can be found in Appendix B.

Occurrence	<b>Local aspirations related projects recommendation open ended comments</b> Comment tag in Appendix B and general theme
30	<b>\$ - Funding and cost comments</b>
11	<b>Supports projects</b> - Comments in support of identified projects
35	<b>Opposes projects</b> - Comments opposing identified projects
16	<b>Roadway</b> - Comments regarding current traffic challenges or suggestions for future roadway improvements
6	<b>Environmental concerns</b> - Comments expressing concerns or providing suggestions related to natural resources and sustainability
27	<b>Local suggestions</b> - Comments suggesting specific local actions
30	<b>Planning suggestions</b> - Comments suggesting elements that should be studied in the next phase of the Southwest Corridor Plan
16	<b>General concerns</b> - Comments expressing concerns about government, public process or civic investment
11	<b>Survey design feedback</b> - Comments suggesting improvements to the survey
6	<b>Miscellaneous</b> - Comments not included in any of the above categories

People were invited to review the list of projects identified as important roadway, walking and biking projects for local aspirations. A number of people (114) chose to share comments. The comments can be generally characterized the following way; all comments can be found in Appendix B.

Occurrence	<b>Local aspirations related projects list open ended comments</b> Comment tag in Appendix B and general theme
6	<b>\$ - Funding and cost comments</b>
21	<b>Supports projects</b> - Comments in support of identified projects
22	<b>Opposes projects</b> - Comments opposing identified projects
41	<b>Planning suggestions</b> - Comments suggesting elements that should be studied in the next phase of the Southwest Corridor Plan
14	<b>Roadway</b> - Comments regarding current traffic challenges or suggestions for future roadway improvements
8	<b>Environmental concerns</b> - Comments expressing concerns or providing suggestions related to natural resources and sustainability
10	<b>Local suggestions</b> - Comments suggesting specific local actions
9	<b>Survey design feedback</b> - Comments suggesting improvements to the survey
1	<b>General concerns</b> - Comments expressing concerns about government, public process

	or civic investment
6	<b>Miscellaneous</b> - Comments not included in any of the above categories

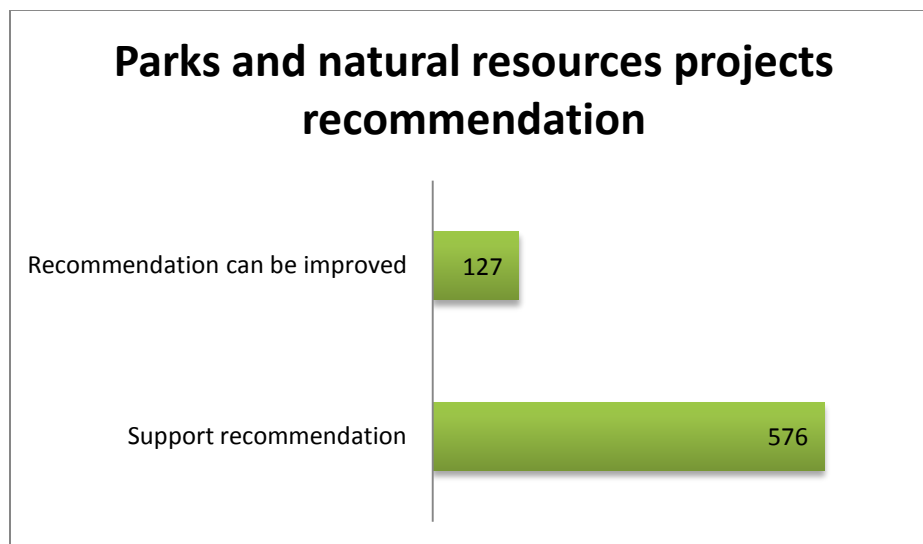
## Parks and natural resources projects

Decision-makers recognize the importance of the corridor's natural amenities to residents and employers. The staff draft recommendation stated:

***There are a number of potential green projects that support the natural amenities in the corridor. These projects include parks, trails, natural areas, stormwater facilities, green streets and natural resource enhancements such as wildlife corridors and improved culverts for fish passage. These projects also came from community plans, technical analysis and public input.***

***It is recommended that these potential projects be supported through their inclusion in local and regional plans.***

The responses received are as follows. They show strong support (82 percent) for parks and natural resources projects.



Through the survey and community planning forum, we received 136 additional comments on parks and natural resources projects. The comments can be generally characterized the following way; all comments can be found in Appendix B.

Occurrence	<b>Parks and natural resources projects recommendation open ended comments</b> Comment tag in Appendix B and general theme
9	<b>\$ - Funding and cost comments</b>
7	<b>Supports projects</b> - Comments in support of identified projects



34	<b>Opposes projects</b> - Comments opposing identified projects
39	<b>Environmental concerns</b> - Comments expressing concerns or providing suggestions related to natural resources and sustainability
51	<b>Planning suggestions</b> - Comments suggesting elements that should be studied in the next phase of the Southwest Corridor Plan
4	<b>General concerns</b> - Comments expressing concerns about government, public process or civic investment
4	<b>Survey design feedback</b> - Comments suggesting improvements to the survey
2	<b>Decision-making</b> - Comments suggesting considerations related to decision-making
5	<b>Miscellaneous</b> - Comments not included in any of the above categories

## Development strategy

Decision-makers recognize that public actions or policies may be necessary to achieve the aspirations set out in local and regional plans. The staff draft recommendation stated:

***It is recommended that local and regional governments adjust regulations and policies and develop incentives to stimulate private investment in Southwest Corridor communities.***

***Regulatory tools such as development incentives or zoning codes and land use policies can help communities intentionally steer development to achieve local aspirations.***

The responses received are as follows. They show strong support (76 percent) for further exploration of a development strategy to achieve local aspirations.



Through the survey and community planning forum we received 177 additional comments on the development strategy. The comments can be generally characterized the following way; all comments can be found in Appendix B.

Occurrence	<b>Development strategy recommendation open ended comments</b> Comment tag in Appendix B and general theme
5	<b>\$ - Funding and cost comments</b>
14	<b>Supports incentives</b> - Comments in support of development strategies
34	<b>Opposes incentives</b> - Comments opposing development strategies
17	<b>Environmental concerns</b> - Comments expressing concerns or providing suggestions related to natural resources and sustainability
73	<b>Planning suggestions</b> - Comments suggesting elements that should be studied in the next phase of the Southwest Corridor Plan
15	<b>Local suggestions</b> - Comments suggesting specific local actions
22	<b>General concerns</b> - Comments expressing concerns about government, public process or civic investment
6	<b>Survey design feedback</b> - Comments suggesting improvements to the survey
4	<b>Decision-making</b> - Comments suggesting considerations related to decision-making
7	<b>Miscellaneous</b> - Comments not included in any of the above categories

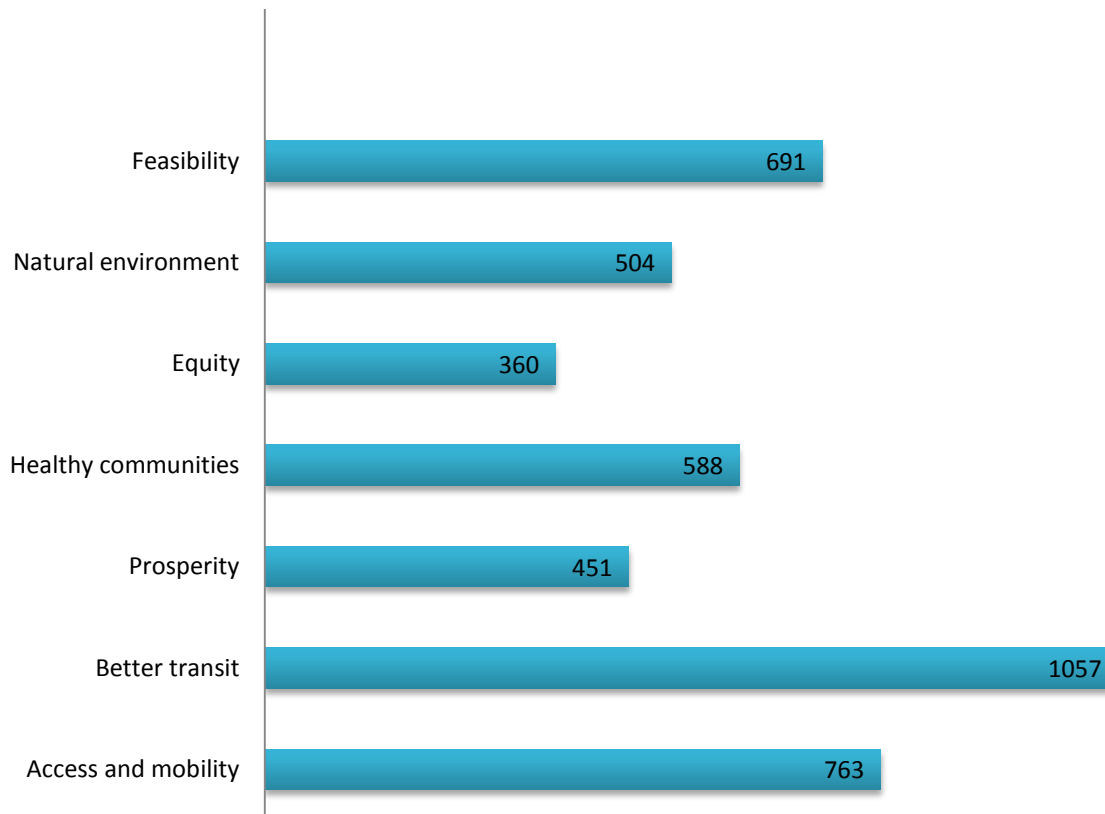
## Overall plan outcomes

The Southwest Corridor Plan's aims are broad reaching. At the May and June community planning forums and in the high capacity transit options survey, people were asked if they would prioritize some outcomes over others.

- ***Access and mobility (more and better sidewalks and bikeways, reduced time in traffic or at lights)***
- ***Better transit (quicker trips, more local service and easier walk to a MAX or bus rapid transit station)***
- ***Prosperity (more jobs, development and housing)***
- ***Healthy communities (access to parks, trails and natural areas, more walking and biking opportunities)***
- ***Equity (fair distribution of benefits and burdens)***
- ***Natural environment (protect and enhance streams, habitat and trees)***
- ***Feasibility (cost, funding potential and support)***

The responses are as follows. Better transit was prioritized above all other outcomes followed by access and mobility.

## Outcomes for the Southwest Corridor Plan



Through the survey, we received 112 additional comments for decision-makers to consider. The comments can be generally characterized the following way; all comments can be found in Appendix B.

Occurrence	Staff draft recommendation open ended comments Comment tag in Appendix B and general theme
9	<b>\$</b> - Funding and cost comments
4	<b>Support</b> - Comments generally supporting all or part of this recommendation
14	<b>Oppose</b> - Comments generally opposing all or part of this recommendation
13	<b>BRT &amp; LRT</b> - Comments related to both light rail and bus rapid transit
3	<b>BRT only</b> - Comments in favor of only bus rapid transit or explicitly opposed to light rail
6	<b>LRT only</b> - Comments in favor of only light rail or explicitly opposed to bus rapid transit
9	<b>Route</b> - Comments expressing ideas for the route of high capacity transit
4	<b>Local transit service</b> - Comments about the current or future need for local transit



	service
12	<b>Roadway</b> - Comments regarding current traffic challenges or suggestions for future roadway improvements
25	<b>Planning suggestions</b> - Comments suggesting elements that should be studied in the next phase of the Southwest Corridor Plan
7	<b>Decision-making</b> - Comments suggesting considerations related to decision-making
7	<b>General concerns</b> - Comments expressing concerns about government, public process or civic investment
10	<b>Survey design feedback</b> - Comments suggesting improvements to the survey
6	<b>Miscellaneous</b> - Comments not included in any of the above categories



## **Appendix A: Comments on the high capacity transit alternatives**





## Q5 Additional comments

Answered: 448 Skipped: 1,267

#	Responses	Date
1	<b>Destination</b> <b>Miscellaneous</b> <b>Outcome</b> The questions asked in this survey and the timing of its release (I received the survey e-mail on June 21st, just a few days before closing deadline) leave me concerned about its value. Where are transit benefits received? Who picks up the costs? Questions comparing rapid bus v.s. light rail and choices between tunnels and extra traffic lanes without clarifications about the associated costs will generate misguided results. Why not just bore a hole to China so sweatshops there can shovel cheap products directly onto the loading docks of our shopping malls? I'm also confused about the educational outreach approach. Look at for example. Why make readers track across the entire page to search out meaning for over-simplified, obvious concepts? Metro should live up to its name and its mandate by providing quality research that shows (a) where transportation bottlenecks do or will occur; (b) where the tax revenue to support transportation infrastructure really comes from; and (c) how riders or other funding mechanisms will offset the difference necessary to improve livability for future generations of Metro residents. As a past resident of the SW Corridor and a current resident of outer Multnomah County, I am very concerned about perceived and actual inequities in funding for transportation infrastructure as well as the associated housing, business and social amenities that go hand-in-hand with transportation. Here are three that should be addressed: (1) Isn't there supposed to be a Powell Blvd Corridor High Speed Transportation project concurrently under evaluation? (2) Please construct a survey explaining the disparity between public funds supporting the quarter mile around Killingsworth Stn [\$28,000,000] v.s. Tuality Stn [\$12,000,000] v.s. 162nd Ave Stn [\$900,000]. (3) Why have construction costs increased nearly 1,000% from the time the Eastside MAX was built to the projected cost of the Milwaukie lightrail?	6/27/2013 8:11 AM
2	<b>Miscellaneous</b> <b>Suggestions</b> <b>Supports BRT</b> I would like to see BRT sharing a 50% transitway with HOV's and, possibly, thru traffic (cars making no lane changes or exits). Sharing the transitway with HOV's would make more efficient use of the transitway, while reducing congestion on the adjacent highway. This should not significantly impede the free flow of buses on the transitway. However, HOV's would be committed to staying on the transitway until its end. The survey did not say how much of a benefit the federal New Starts funding would be (100% matching funds or what???). I saw something elsewhere that seemed to indicate that BRT needed exclusive access to the transitway to qualify for New Starts funding--perhaps no sharing with HOV's on the same transitway. If this is so, then the feds would need to be persuaded by a large group of cities that this is what cities need. I heard recently that large cities, banding together, have been able to persuade the feds, to get what the cities needed.	6/27/2013 1:23 AM
3	<b>Opposes LRT</b> <b>Outcome</b> <b>Supports BRT</b> I live near the light rail in Rockwood - our nice working-class neighborhood is rapidly becoming a GHETTO. It is no longer safe here with drive-by shootings, hookers, a methadone clinic, etc. within walking distance of my house. It devalues your home and lowers your standard of living - AND IT NEVER PAYS FOR ITSELF IT IS ALWAYS SUPPLEMENTED BY THE HOMEOWNERS. IT TOTALLY SUCKS ! Buses are more flexible and they are harder to deal drugs on them. I have seen this first-hand when I rode the rail. Was afraid in the mornings to be at the transit station as they had muggings and assaults there ALL HOURS OF THE DAY. Buy more buses and can the light rail.	6/26/2013 10:49 PM
4	<b>Opposes LRT</b> <b>Outcome</b> <b>Supports BRT</b> No light rail! It is obscenely expensive and once tracks have been laid, routes cannot be easily altered. Plus, it is an insult to taxpayers to have nearly-empty MAX cars passing through every 15 minutes. Frequent bus service would be much better. Buses are much cheaper and flexible. If there are insufficient passenger loads to justify the expense, buses can be reassigned to routes where they are needed more.	6/26/2013 6:41 PM
5	<b>Miscellaneous</b> Caucasian is a racist term.	6/26/2013 4:02 PM
6	<b>Destination</b> <b>Suggestions</b> I would like to see a WES go from SW to Salem	6/26/2013 3:01 PM
7	<b>Opposes LRT</b> No more light rail!!!	6/26/2013 1:54 PM
8	<b>Miscellaneous</b> <b>Suggestions</b> Please do not let development of this ambitious and long-range plan obstruct or delay the advancement and funding of active transportation and transit service enhancements that are desperately needed NOW. This portion of the region fundamentally lacks the connective multimodal transportation infrastructure to effectively support a major HCT investment, and the multitude of smaller projects that serve the most densely developed established communities need to be implemented first.	6/26/2013 1:35 PM
9	<b>Miscellaneous</b> I'm not sure the tradeoffs one is expected to make on the last question are reasonable or necessary. What does it mean to choose protecting nature, being equitable and financially feasible? That we give up better transit or healthy communities or prosperity?	6/26/2013 12:52 PM
10	<b>Destination</b> <b>Outcome</b> Connectivity is key to significant destinations such as jobs, services, grocery stores, parks, schools, transit, etc.	6/26/2013 11:56 AM
11	<b>Outcome</b> I think that connectivity is key; connections to jobs, parks, services (medical, grocery stores, etc.), transit, etc.	6/26/2013 11:53 AM
12	<b>Destination</b> Consider alternatives to Barbur/99W as the route - this route does not serve existing population centers and generally has one-sided access due to its proximity to I-5 through Portland. Multnomah Blvd to Oleson, for example, then south to Tigard would be worth considering.	6/26/2013 11:03 AM

# Southwest Corridor transit options

13	<b>Supports BRT</b> Light rail costs a lot more than we will ever get out of it so setting up "super" bus lanes would be more cost effective.	6/26/2013 10:36 AM
14	<b>Miscellaneous</b> Do we need more transit when Tri-Met is cutting bus service due to funding	6/26/2013 10:24 AM
15	<b>Destination</b> <b>Miscellaneous</b> <b>Suggestions</b> <b>Supports LRT</b> I support a LR option. HOWEVER, I believe that our LR system is critically flawed in that it does not provide fast, express service. It operates more like a street car than a regional commuter rail system. As the system expands to the suburbs, it must be designed to connect large nodes quickly allowing local transit or bike/auto to make local connections. The current system is not behaving in a regional manner as it is bottle necked by both the Steel Bridge, and the Downtown alignments which limit train length, and add too much travel time. The Airport line is a case in point. Too many stops on the line make it slow and inconvenient. The Downtown alignments should have been placed underground to speed the system and allow for auto/bus and ped/bike circulation on the surface. The Transit Mall is as lifeless today as it was when it was exclusively used for buses. IF TriMet, Metro, and the cities do not have the political courage to make LR a high(er) speed, regional system, placing it underground where most advantageous, then I would support the much less expensive bus alternative.	6/26/2013 9:50 AM
16	<b>Destination</b> <b>Miscellaneous</b> <b>Supports HCT</b> I work in Newberg, and live in SW Portland. I would LOVE to have a mass transit option, but actually nothing exists that works for me as Tri-Met ends at Sherwood, and the #44 that goes from McMinnville to Tigard runs too infrequently to be of use to commuters. The students at George Fox and Linfield also need access to mass transit to be able to go to Portland in a convenient manner, and to not have to bring a car to campus.	6/26/2013 9:14 AM
17	<b>Opposes HCT</b> <b>Opposes LRT</b> <b>Outcome</b> Any light rail system at this time in our economy is political and community suicide for two reasons: the long-term costs and possible destruction due to natural disasters the current lack of regular sidewalks throughout these "great places" along with the current potholes and uneven streets(right now all of these cities are facing lawsuit liabilities due to these scary transit issues -- and so why would you try to bring on more responsibility that cannot be maintained?). Have you lost your minds, literally? I will be looking to move out of Tigard, OR if you put a "transit" system in instead of fixing and improving maintenance of what we already have, or better put, what sidewalks and fine streets we don't have! Really, you government people pretend money grows on trees and that you can spend it on whatever you like while really us private company working folks foot the bill and suffer of your stupid decisions.	6/26/2013 6:26 AM
18	<b>Destination</b> <b>Opposes LRT</b> We do not want light rail coming to Sherwood.	6/26/2013 1:42 AM
19	<b>Miscellaneous</b> If one creates the economic environment to develop businesses that hire in these communities the Transit would not be needed	6/26/2013 1:01 AM
20	<b>Supports HCT</b> Studies have shown that even if people don't ride bikes now, if dedicated bike pathways are put into place, they will be used. So even if this light rail or rapid transit only makes it out to Tigard, but a dedicated cycle path from Sherwood through Tualatin into the transit area of Tigard, it would get a lot of use and reduce cars on the road and encourage health in the community. This is the sort of endeavor that provides unmeasurable benefits into the community by connecting neighborhoods by car free travel and gets kids engaged in travel without cars at a young and influential age that will affect them for the rest of their lives.	6/25/2013 10:24 PM
21	<b>Miscellaneous</b> <b>Outcome</b> Rapid transit needs to be linked to the surrounding communities by bike routes, sidewalks and trails which give all members of the community improved local mobility as well as linking to the larger transit system.	6/25/2013 10:16 PM
22	<b>Destination</b> <b>Opposes LRT</b> <b>Supports BRT</b> I would prefer to see express buses added to 99 than light rail. Having an express bus system with several stops in common with the current line 12 for transfers needs to have consideration.	6/25/2013 8:47 PM
23	<b>Miscellaneous</b> <b>Opposes HCT</b> You need to consider more freeways, not just buses and light rail.	6/25/2013 7:46 PM
24	<b>Miscellaneous</b> You call this a survey? ...3 questions of a very general nature?! You're narrowing down our options but don't allow us to respond to those choices. This is the sorriest excuse for public process that I have ever seen.	6/25/2013 7:39 PM
25	<b>Supports HCT</b> <b>Supports LRT</b> I commuted from Tigard to downtown Portland for 17 years. During that time my commute increased from about 30 minutes to well over an hour the last few years before I retired. The only way to make the commute easier and better is to have a dedicated rapid transit corridor. I am a huge supporter of light rail. The last few years that I was commuting, I found that I could many time take Wes to Beaverton and then MAX and make the trip more quickly than on the bus - especially during the afternoon commute.	6/25/2013 6:33 PM
26	<b>Miscellaneous</b> <b>Outcome</b> Encouragement and rewarding for growth through high-capacity transit projects do not inherently increase quality of living unless steps are taken to actively reduce or discourage car culture through pervasive transit-oriented land-use policies. Cars soon will be dinosaurs but suburbs in SW are built around them. You need a different kind of thinking to solve this problem.	6/25/2013 6:00 PM
27	<b>Miscellaneous</b> <b>Outcome</b> <b>Supports HCT</b> <b>Supports LRT</b> Wow, that was a quick survey, no other details? I'm fully in favor of light rail in this corridor, even though I do not live or work there. If BRT is studied, it should be FULL BRT; what I've observed elsewhere is that BRT needs dedicated lanes, it needs fares to be paid in the pre-boarding area so that they are not collected by the operator at the time of boarding; and it should also be carbon-neutral. As we seek to meet our GHG-reduction goals, we should ONLY be considering transit options that do not require petroleum for their operation. Unless Tri-met intends to use 100% biodiesel on these routes, that means electric power; and unless Tri-Met wants to go down the electric-bus route, that likely means light rail.	6/25/2013 5:41 PM



# Southwest Corridor transit options

28	<b>Miscellaneous</b> <b>Outcome</b> Spend less on the beautification of terminal stops. Take a look at Boston's system. It is very simple, not millions of dollars in landscaping, pavers, round rock and plants. Keep it simple.	6/25/2013 5:12 PM
29	<b>Opposes HCT</b> NO new mass transit system.	6/25/2013 5:01 PM
30	<b>Opposes BRT</b> <b>Supports LRT</b> SW deserves light rail as much as all the other parts of the metro area, most which already have light rail. BRT just does not move enough people in a single trip which means that they would have to use buses at 5 minute intervals during peak periods. This means there would be too many buses floating around SW. Also, light rail is cleaner, and uses dedicated routes. Buses that mix in with traffic would be no solution for the region.	6/25/2013 4:13 PM
31	<b>Supports LRT</b> I support light rail serving the southwest suburbs. Definitely needed.	6/25/2013 3:42 PM
32	<b>Suggestions</b> Level of service requires more separate right of way. Don't get distracted from this.	6/25/2013 3:37 PM
33	<b>Destination</b> <b>Miscellaneous</b> <b>Outcome</b> I feel that it is important to take a long view of the area in that Sherwood may be the west side's next Hillsboro. I wish more was being done to improve the traffic from Portland to Hillsboro. Unfortunately, I have to commute via Highway 26 every day and it is no picnic!	6/25/2013 2:24 PM
34	<b>Destination</b> <b>Suggestions</b> <b>Supports BRT</b> I think BRT would be a great option heading to Sherwood. Is there any thought about having BRT use a similar route as the 94 bus? (highway 99)	6/25/2013 2:00 PM
35	<b>Destination</b> <b>Supports BRT</b> Even though I live on Hall and BRT alignment here would be convenient for me, I think the greater population would be better served with an alignment down 72nd, though that does take service farther away from Tigard TC and WES.	6/25/2013 1:46 PM
36	<b>Miscellaneous</b> What ever happens, please just do it now! Thank you.	6/25/2013 12:31 PM
37	<b>Destination</b> <b>Miscellaneous</b> <b>Outcome</b> <b>Suggestions</b> Would like to see "bike highways" (cycle-track, or completely separated facility) next to BRT or LRT. Bicycles are extremely efficient users of space, so it would be a minimal expansion of footprint. Bicycles also have very little impact on surface wear-and-tear, so long-term maintenance costs would be extremely low for the mobility achieved. Would like BRT to be electric only, no gasoline busses. Must make sure that bicycle accommodations are plentiful on either BRT or LRT and that the southern end of the lines (Tigard, Tualatin and/or Sherwood) have world-class connections to bikeways.	6/25/2013 12:18 PM
38	<b>Miscellaneous</b> All points of design, development and concern presented here in this survey are equally valid when creating the final transit products. One must simply work harder in creating the final design, with open ears and communication to all sectors of our population.	6/25/2013 11:41 AM
39	<b>Miscellaneous</b> <b>Outcome</b> Transit passengers and bicyclists need to bear the burden of some of the infrastructure costs. Those costs must not be just dumped on highway users and other taxpayers - be it Federal, State or local funding. Additionally, a jobs impact statement needs to be written - both positive and negative. Examples of the possible negative: How many jobs tied to the auto industry will be lost, and what shift will take place from private sector jobs to public sector jobs that there must be supported by tax dollars.	6/25/2013 11:29 AM
40	<b>Destination</b> <b>Miscellaneous</b> <b>Opposes BRT</b> <b>Suggestions</b> Please do not mess up an already congested Tualatin Sherwood Road by making bus only lanes. You do realize the amount of freight that the region has on that road	6/25/2013 11:28 AM
41	<b>Miscellaneous</b> <b>Outcome</b> <b>Suggestions</b> We have to stop adding to roadways; it breeds more autos, thus more single occupant emitters. Rapid transit does not work unless rich people ride it: it has to be fast, safe, clean, convenient.	6/25/2013 11:19 AM
42	<b>Opposes BRT</b> <b>Supports LRT</b> if you are planning for 2035, why not extend light rail (not buses) all the way to Sherwood? You claim to be looking forward but apparently have little vision.	6/25/2013 10:48 AM
43	<b>Destination</b> <b>Supports HCT</b> I live in NE portland, and work in Tigard, I would LOVE to ride trimet, but it would take close to two hours to get to work, plus walking about a mile. I can drive between 25-45 minutes depending on traffic, I don't like to drive, and I'd rather take public transit, but with that big of a discrepancy between the two, I choose to drive.	6/25/2013 10:48 AM
44	<b>Miscellaneous</b> The most important effort is to maintain a level of functionality while growth and change based on market forces occurs.	6/25/2013 10:33 AM
45	<b>Miscellaneous</b> <b>Opposes HCT</b> I thought we already had mass transit in Tualatin-what is WES? And we have buses? I'd rather see 2 lanes added on Tualatin/Sherwood rd out to Sherwood for cars to ease congestion AND a bypass for semis in industrial South of Tualatin. Once these roads were built, they wouldn't be maintenance costs to run trains or buses, just the usual pot hole fills.	6/25/2013 9:19 AM
46	<b>Miscellaneous</b> <b>Opposes HCT</b> There were no options to select to give you the feedback I would like to give. I would like any tax payer funds used for more roads, more lanes on existing roads and an improved bus system.	6/25/2013 9:15 AM
47	<b>Miscellaneous</b> If Clackamas County, like Vancouver, does not want to participate \$\$-wise. leave them to their own transportation muddle.	6/25/2013 8:58 AM
48	<b>Supports LRT</b> Be consistent. LRT is the obvious choice.	6/25/2013 8:17 AM
49	<b>Outcome</b> <b>Supports HCT</b> I love our conservation efforts here in Oregon, but sometimes I think it gets in the way of progress. I'm hoping the new solution puts more of an effort on mass transit and less on natural landscape.	6/25/2013 7:58 AM

# Southwest Corridor transit options

50	<b>Outcome</b> <b>Supports HCT</b> What I am most looking for is a way to get from Tigard to downtown portland quickly (train or dedicated express type bus) that runs later into the night, like I could stay to the end of a blazers game and still have transportation back to tigard without it taking well over an hour, and on weekends (WES does not provide this). I would love to spend money in downtown portland but driving and parking on the weekend makes me find other options to avoid the mess that is downtown in a car.	6/25/2013 6:39 AM
51	<b>Miscellaneous</b> <b>Outcome</b> I think Metro should be using the recommendations of the recent audit and make these decisions in the context of what already is and isn't working in other high volume transit areas - especially in terms of equity. So often these surveys and recommendations sound like they are out of visioning exercises that are not grounded in our actual experience. That usually leads to trouble somewhere along the line.	6/25/2013 6:34 AM
52	<b>Opposes HCT</b> Nice that you're bound and determined to PUSH this through regardless of what the public thinks. Personally, I think it's a bad idea and will be another waste of money.	6/25/2013 6:25 AM
53	<b>Destination</b> <b>Outcome</b> I commute downtown for work and find the lack of options and frequency from Tualatin frustrating.	6/25/2013 5:35 AM
54	<b>Supports BRT</b> Forget unreliable light-rail which has constant interruptions and shut downs daily stuck on tracks which halts and effects the whole system. BRT is the way to go- it's cheaper, busses now can be environmentally friendly with hybrid and electric vehicles, less infrastructure to pay for and deal with. If a buss breaks down or gets into an accident it can be easily moved not impacting the system unlike with trains who are just stuck and everything goes to a stand still. TELL TRI-MET AND GOVERNMENT TO LEARN FROM CURITIBA BRAZIL- Curitiba's Bus System is Model for Rapid Transit and many cities worldwide are abandoning expensive unreliable train and rail modes of transportation.	6/25/2013 3:36 AM
55	<b>Miscellaneous</b> This Survey seems to be set up to get to a desired result. Options that most thinking citizens would naturally choose were left out, likely deliberately.	6/24/2013 10:44 PM
56	<b>Opposes LRT</b> No more light rail. It is no flexible and costs a lot to build. Disband Metro.	6/24/2013 10:29 PM
57	<b>Miscellaneous</b> HOV lanes along I-5 would be good too.	6/24/2013 8:07 PM
58	<b>Destination</b> <b>Miscellaneous</b> The corridor through Tualatin and Sherwood on Tualatin-Sherwood Road needs service.	6/24/2013 7:44 PM
59	<b>Destination</b> <b>Miscellaneous</b> <b>Outcome</b> Consider walk/bike paths as part of the transit system; they help provide access to and from the central lines, in Clackamas area for example.	6/24/2013 7:42 PM
60	<b>Destination</b> <b>Miscellaneous</b> 1) Reduce the amount of MAX stations between Lloyd Center and PSU, for quicker transit trips. It is wasteful to have Transit Centers 1 block apart, such as at the Convention Center & Rose Quarter, Chinatown & Skidmore Fountain, and the two stops a few blocks apart at PSU. Eliminate one of each of these and you've eliminated 3 stops right there. These are politically tough changes, but the goal should be quick transit. Whatever goals generated these extra TC's, they were the wrong goals. The main goal should be quick, desirable transit, not a "glorified bus," as my brother calls the MAX. To wit: from my home near the 82nd St. MAX station, I can be in Gresham (on the MAX) in 20 minutes, but I must budget 45 min. to an hour to reach PSU. How ridiculous that it takes twice as long to go downtown! That's because the MAX stations towards downtown create a "slow tourist bus" method of travel. Might as well have someone on a megaphone pointing out the sights. Apply these principles to the SW Corridor. 2) Transit should go where cars go. The Yellow line should have taken up a lane on I-5 towards Vancouver. The Westside MAX should have taken up a lane of Hwy. 26 (saving a billion dollars building a tunnel). Transit should go where cars go to make a trip, because people drive the quickest possible route. If transit did that, people would get out of their cars. Seeing all those ever-more congested cars after a lane is taken up by MAX on a freeway would reinforce the transit habit; and the people still driving would consider the MAX. Apply these principles when you build the SW Corridor. 3) Finally, when are you going to finally ban voice phone calls on cell phones on the buses and MAX? The reason you would do so is the same reason why you banned "boom boxes" on the transit lines many years ago---such behavior is rude. In fact, I'd rather hear someone's loud boom box than someone's obnoxious "half-conversation" on a cell phone that should be kept to herself or himself. The buses and MAX are enclosed areas, and you cannot get away from the self-absorbed cell phone callers. It is intolerable. I can't believe you haven't banned voice conversations yet. In this age of texting and smart phones that browse the Internet, the technology has advanced to the point where it would not be difficult to ask transit-riding phone users to limit their communications to texts and silent Internet browsing. For the same reason, playing movies and videos with audio should also be banned. I currently ride the #19 Glisan downtown to Portland State each day, choosing it over the MAX, largely because I can avoid cell phone calls and other distractions on the #19. This allows me to sit in the back and study for my classes as I ride to PSU, a huge advantage to a student, to be able to add almost two hours a day of study time simply by riding the bus. This makes the bus a highly-desirable transit option, which I choose over biking or driving. I am much less productive on the MAX.	6/24/2013 7:04 PM
61	<b>Destination</b> <b>Opposes BRT</b> <b>Outcome</b> <b>Supports LRT</b> Lived in Tigard for 13 years, just recently moved. Thought WES is great, but service too infrequent to use as reliable intracity transport. Rapid Transit Bus is not an acceptable solution as it can be more easily phased out. Light Rail requires permanent infrastructure that *will* be maintained and used, plus it connects the Tigard/Tualatin/Sherwood area to the rest of the Metro area psychologically. Cost of Light Rail solution unimportant, as it will eventually pay for itself several times over, both in cost and quality of life, just like the other light rail lines have. Light rail to Sherwood is vital to lowering automobile traffic on 99W. Trimet should also consider buying up property for suburban connector routes while most of it is undeveloped. Getting from Clackamas to Tualatin or Tigard to Hillsboro should be easier than having to take the long route through Portland.	6/24/2013 6:39 PM
62	<b>Supports HCT</b> I work in this area and take the trimet bus line 12 every day, adding to this area would be wonderful.	6/24/2013 6:19 PM

# Southwest Corridor transit options

63	<b>Outcome</b> Better sidewalks are needed along Barbur blv d. Also on Barbur: Separated bike lanes from the traffic lanes would create a safer feeling for cyclists and pedestrians along such a busy street.	6/24/2013 6:15 PM
64	<b>Opposes BRT</b> <b>Supports LRT</b> don't do BRT yet. I feel like this is the last leg we need for a regional rail system before BRT can take over the agenda.	6/24/2013 6:14 PM
65	<b>Destination</b> <b>Supports LRT</b> Prefer light rail running on Barbur and Multnomah in SW Portland. Hall in Tigard.	6/24/2013 6:12 PM
66	<b>Miscellaneous</b> <b>Outcome</b> Frequency , frequency , frequency!! Busses will be more popular if they are more frequent on their routes. Also, with a simple GPS system you could alert smart phone customers when the bus is close to their stop. This reduces waiting time and frustration.	6/24/2013 5:22 PM
67	<b>Opposes HCT</b> You again do not put options as to "Do Nothing" as to transit. The investment should be in Infrastructure.	6/24/2013 5:11 PM
68	<b>Outcome</b> <b>Supports HCT</b> As population is projected to grow in the SW Corridor and area, it is important to provide rapid transit that can be somewhat free from interacting with existing traffic in order to be more effective in promoting greater use of this option. At the same time it is important that we continue to create healthy and livable communities, protect our natural environment and address equity to the greatest degree that we can.	6/24/2013 5:08 PM
69	<b>Miscellaneous</b> I live in Mt. Tabor but work on SW Macadam. Not sure if that has an impact on how my answers are sorted, but thought I should mention it.	6/24/2013 4:55 PM
70	<b>Miscellaneous</b> <b>Suggestions</b> Please dont let become the only transit expansions you make. wheels to the road buses are still important	6/24/2013 4:54 PM
71	<b>Opposes BRT</b> I think BRT serves very little purpose over the long term. Vehicles traditionally on offer for such projects have little-to-no ROI - I speak from personal experience as a former transit planner in a city that implemented such a program. They rarely, if ever, provide PPM-to-cost ratios that make it worth it - and in many cases carry similar passenger loads at dramatically increased costs. Superior service to the SW Corridor should come in the form of another bus yard with more routes and more coaches per route. I would go so far as to say that electrified buses would be the most preferred method. The establishment of BRT lanes requires snarling traffic for several years - costs to the local economy and environment could never be recovered. Fancy new state of the art buses, and new BRT shelters costing millions of dollars for each is an extremely unwise expenditure. While I realize the amount of money being offered by the US Government is significant, I remind you that in the market that I only recently departed, no money was provided for the upkeep of such a system. I would question deeply the motivations of the Federal Government and the bus companies they subsidize. The local taxpayers and the local environment do not deserve to have another boondoggle inflicted on them.	6/24/2013 4:51 PM
72	<b>Miscellaneous</b> Public involvement/engagement at the maximum is absolutely necessary if the project is to have any reasonable degree of success; explore out of the box options for financing, such as public/private partnerships	6/24/2013 4:39 PM
73	<b>Outcome</b> Regarding Question 4, one of the outcomes I chose was Prosperity . I expand on the description "more jobs, development and housing" to mean more suburban retrofit. Additionally, if I could've added an outcome not specified in the list, I would've specified as one of my three choices "Placemaking (Create identifiable corridors and a framework of public spaces including greens, plazas, squares, esplanades, parks, and civic buildings)"	6/24/2013 4:22 PM
74	<b>Supports LRT</b> Light rail.	6/24/2013 4:20 PM
75	<b>Miscellaneous</b> n/a	6/24/2013 4:16 PM
76	<b>Miscellaneous</b> <b>Outcome</b> Sidewalk and infrastructure improvements are needed around any rapid transit stations.	6/24/2013 3:56 PM
77	<b>Destination</b> Tualatin, Bridgeport areas seem somewhat cut off from downtown, at least for commuting trips. As it is now, my commute is not possible with transit.	6/24/2013 3:47 PM
78	<b>Supports HCT</b> <b>Supports LRT</b> I ride Max and the bus. I prefer Max. Much quicker getting to my destinations	6/24/2013 3:42 PM
79	<b>Destination</b> <b>Miscellaneous</b> We should have high speed rail to Salem and Eugene.	6/24/2013 3:42 PM
80	<b>Destination</b> <b>Miscellaneous</b> <b>Supports HCT</b> I am a huge supporter of pub trans. I would rather see service restored where it has been taken away . If more could be added, on Naito would be ideal, and better connections.	6/24/2013 3:33 PM
81	<b>Miscellaneous</b> Avoid the mess that got stirred up in Oregon City .	6/24/2013 3:24 PM
82	<b>Destination</b> <b>Miscellaneous</b> <b>Supports HCT</b> It is very important to me (and many other people of my generation) to shift away from America's reliance on the car. I currently commute from Lake Oswego to downtown Portland via TriMet, and I am very disappointed that the proposed LO-Portland Streetcar was struck down. Efforts to improve multimodal transportation, particularly improvements for active transportation (cycling, walking, skateboarding) and public transportation are crucial to our region's development. I spent four years living in Europe and taking advantage of wonderful active and public transportation options, and I'd love to see our region embrace the European commitment to public transportation and smart growth principles.	6/24/2013 3:20 PM
83	<b>Destination</b> <b>Outcome</b> We need more transit options down the Hwy 99, Pacific Highway corridor than just bus 12 and the 94 express for 3 hours in the morning and afternoon.	6/24/2013 3:16 PM



# Southwest Corridor transit options

84	<b>Miscellaneous</b> <b>Outcome</b> greater operational efficiency that keeps fare costs down is very important to me and to the other transit users in my circle. It seems that the most vulnerable people who should derive the greatest proportional benefit from transit are being pushed out by rising fares, fees and fare timing structures that do not serve common working class usage patterns. this seems both unfair and ultimately counter productive for increasing ridership and the overall market share of mass transit.	6/24/2013 3:13 PM
85	<b>Miscellaneous</b> I live in Northeast Portland, and there is a big difference in being able to get around here than where my daughter lives in Southwest Portland (SW 50th Ave). Just being able to walk to the Barbur Transit Ctr from where she lives, without having to dodge cars on SW Taylor's Ferry Rd, and any addition of sidewalks on streets in that general area would make life much nicer (especially for our grandsons).	6/24/2013 3:13 PM
86	<b>Destination</b> <b>Miscellaneous</b> <b>Outcome</b> <b>Supports HCT</b> I live in North Portland and work in Tualatin work 4 ten hour shifts. The #96 bus needs to be expanded to provide for more than people who work 7 to 4. I work near the mohawk park and ride, so the WES is not an option and does not have service outside "commuting" hours either. If you build it, they will come.	6/24/2013 3:07 PM
87	<b>Destination</b> <b>Supports HCT</b> Sherwood needs a bus corridor along tualitan Sherwood road. WES to Sherwood and on to McMinnville would be better for transit, cut down on traffic, and and the train tracks are already there.	6/24/2013 3:00 PM
88	<b>Miscellaneous</b> <b>Outcome</b> I would like to see cost models include the costs of not building more transit capacity. Rather than saying it will cost \$X million to build transit, the options should state how much it would cost to move the anticipated number of travelers by transit and/or private cars. The cost-benefit analyses should also attempt to capture external costs as much as possible. What are the health effects of continuing to rely almost entirely on private motor vehicles in this corridor? What are the economic effects of increasing congestion? What will it cost to mitigate environmental harm and how does that cost vary depending on the transportation mix? This survey outlines some of the costs or expanding transit in the corridor... but it fails to point out the costs of NOT expanding transit.	6/24/2013 2:56 PM
89	<b>Destination</b> <b>Outcome</b> <b>Suggestions</b> <b>Supports HCT</b> <b>Supports LRT</b> Best approach is a North-South Rapid Transit MAX Line (Between Vancouver and Tualatin along the I-5 Corridor) with "frequent" east-west bus connections allowing multi-directional travel throughout the day. Such a line could enter a tunnel under Marquam Hill with stations at OHSU and Hillsdale. It could also be extended as a subway with stations at Multnomah Village, Barbur TC and PCC Sylvaia. Building a tunnel for light rail is not necessarily more expensive than building it on the surface. Land values can greatly increase the cost of surface construction. The 2.9-mile Robertson light rail tunnel through the West Hills, with one subway station, opened in 1998 at a cost of \$184 million. That underground work would be about \$290 million or \$100 million per mile in today's dollars. Compare this to the 7.3-mile Milwaukie Line, now under construction above ground, costing \$1.5 billion or \$200 million per mile.	6/24/2013 2:55 PM
90	<b>Opposes LRT</b> No more light rail! Too much money for yuppies and tourists	6/24/2013 2:46 PM
91	<b>Supports HCT</b> It's difficult to get anywhere in the southwest region without a car at this time. I would find it exciting and life-enhancing to have a new transit option.	6/24/2013 2:44 PM
92	<b>Destination</b> What is the OHSU Tunnel you mention in some of your planning guides. I work at OHSU and am curious about this.	6/24/2013 2:41 PM
93	<b>Miscellaneous</b> License bikes and bike riders for add'l revenue.	6/24/2013 2:40 PM
94	<b>Miscellaneous</b> <b>Opposes HCT</b> <b>Outcome</b> <b>Suggestions</b> Please do not build a max line to the SouthWest Corridor. Removing a lane of roadway from vehicular use is not possible given current and projected and grossly overwhelming usage of said roadway already. We cannot handle more traffic, it is a terribly dangerous area already.	6/24/2013 2:39 PM
95	<b>Miscellaneous</b> <b>Outcome</b> <b>Suggestions</b> This survey is a joke! The answers I am allowed to choose from are not only very limited, but limited to a narrow range of options you have already pre-determined. Let me guess... no matter what we say or want, we're going to have to pay for more light rail/trains, and our roads will continue to crumble and not support the traffic that has been jammed-up on them for decades. All you jerks care about is laying shame on people who dare drive cars and laying track at exorbitantly high costs. What's wrong with using reliable, flexible, and less expensive buses as mass transit?	6/24/2013 2:38 PM
96	<b>Destination</b> I currently live in Multnomah but am moving to Hillsdale, so this may not impact me quite as much, other than trips to and from downtown where SW Capitol Hwy. and SW Barbur intersect. But I would like to see SW Barbur revitalized by this. It is a main artery that in many ways seems to have been forgotten by planners; hopefully something good for all concerned will come out of this planning and future implementation.	6/24/2013 2:38 PM
97	<b>Miscellaneous</b> Glad to be able to provide my input!	6/24/2013 2:36 PM
98	<b>Supports LRT</b> Light rail would be awesome.	6/24/2013 2:35 PM
99	<b>Destination</b> <b>Miscellaneous</b> <b>Outcome</b> <b>Suggestions</b> <b>Supports HCT</b> Portland's infrastructure cannot handle all the vehicles on the road. I've heard it said over & over that it's always rush hour in Portland. Portland MUST get more vehicles off the road. Make bus & TriMet convenient. It's not convenient. AND.... why no express trains to from 1 major transit center to the next?	6/24/2013 2:33 PM
100	<b>Miscellaneous</b> I attend law school at Lewis and Clark and if it wasn't for the school's shuttle I would not be able to get to campus for evening classes. That part of the City is not as accessible as SE where I live and I notice the difference in walking, biking and public transit.	6/24/2013 2:33 PM

# Southwest Corridor transit options

101	<b>Destination</b> <b>Opposes BRT</b> <b>Suggestions</b> I urge you to consider an "Open BRT" system, where the Tigard-to-Portland portion would have BRT characteristics, but several bus lines from other areas (Tigard, Sherwood, etc.) could enter the transitway and all go downtown. Lines like the 54 and 56 would also benefit as they enter Barbur. This makes sense because outlying areas are less dense and need less service, but combined they would provide very frequent service along Barbur.	6/24/2013 2:32 PM
102	<b>Miscellaneous</b> <b>Opposes LRT</b> <b>Supports BRT</b> Rapid transit does not have to be the mega-big-ticket item that you are making it to be. The buses without steps to get on, moves people more quickly onto the bus. Buses can move with the population but not rails	6/24/2013 2:31 PM
103	<b>Destination</b> <b>Miscellaneous</b> I live in the Johns Landing area and the transportation is completely unreliable and does not run very frequently. It would be nice to have a system of transportation that is reliable and on time - i.e. Max. I think there definitely needs to be some consideration to the area up to the Sellwood bridge. Maybe an expansion of the street car in the SW waterfront area? The expansion to incorporate the small neighborhood of Johns Landing would help support the local community and neighborhood businesses.	6/24/2013 2:31 PM
104	<b>Miscellaneous</b> <b>Outcome</b> Glad that sidewalks, parks and other improvements are part of the discussion	6/24/2013 2:30 PM
105	<b>Miscellaneous</b> <b>Suggestions</b> Whatever the plan, make sure transit vehicles have room to operate and stop at stops without encroaching into other traffic lanes or fully or partially blocking any traffic lane when stopped. In planning clearances, be sure to plan for the fact that most of your drivers are incompetent and can't keep an 8 foot bus in a 10 foot lane, and are too lazy to get the rear of the bus out of traffic even when there is adequate room, thus unnecessarily slowing traffic and negating any potential for transit actually improving overall speed of traffic.	6/24/2013 2:27 PM
106	<b>Miscellaneous</b> <b>Outcome</b> 2017 is a long time to wait for this work to start... Why is it we have a bridge to Milwaukie that most people do not want but no transit in SW till 2017?	6/24/2013 2:26 PM
107	<b>Destination</b> <b>Miscellaneous</b> Please look at improving SW Broadway Drive. Consider it for bus service to Hillsdale and Raleigh Hills, and add sidewalks for safe walking and in road bike lanes.	6/24/2013 2:22 PM
108	<b>Destination</b> <b>Miscellaneous</b> <b>Opposes BRT</b> <b>Outcome</b> <b>Supports HCT</b> I think with increased transit, better sidewalks, better bus routes, etc, prosperity will come. It is a factor which encourages businesses to move to so their employees have better commute options (Wilsonville for example), and people will move there as well because of the businesses for which they will work for, as well as the increased transportation options that link with others to downtown PDX, etc. This area needs to do more to link the SW area past Beaverton TC to the mass transit system as a whole.	6/24/2013 2:16 PM
109	<b>Destination</b> <b>Miscellaneous</b> <b>Supports HCT</b> Feel free to come to Wilsonville. WES is great if you're headed to Beaverton on a rush hour schedule, but not very user friendly for those of us headed to downtown Portland.	6/24/2013 2:10 PM
110	<b>Destination</b> <b>Miscellaneous</b> <b>Opposes BRT</b> <b>Outcome</b> For 15 years, I have lived just south of Scholls Ferry Road on 158th Ave. very near where they are widening SF Rd. to four lanes. Traffic has become very heavy during rush hours. I believe it is imperative that we have express bus service between Sherwood and points north ASAP. We should, and were promised by developers, that we would have local transit (bus) to the new Progress Ridge center on Barrows Road, but that has never happened, thus there is more traffic in the area. I feel this is inequitable for the people that would like to work or shop there, but are unable to get there by public transportation. Thank you.	6/24/2013 2:02 PM
111	<b>Destination</b> <b>Miscellaneous</b> <b>Supports LRT</b> I didn't see it here but I think a better option might be to hook up a MAX type line that goes from Beaverton or Hillsboro to Sherwood, Tigard area. Utilize what we have in existence now rather than create a whole new line down Barber to the outlying areas.	6/24/2013 1:52 PM
112	<b>Miscellaneous</b> <b>Outcome</b> <b>Suggestions</b> <b>Supports BRT</b> I like rapid bus over light rail because it is more flexible. Also there seems to be a lot of resistance to light rail (see: Clark County). An ideal BRT route would involve dedicated bus lanes only in congested areas (otherwise, just stay on the freeway or whatever). But most importantly, we need to reduce the need for people to travel very far at all -- their jobs should be close to their homes!	6/24/2013 1:52 PM
113	<b>Miscellaneous</b> <b>Outcome</b> Although I live in Hillsboro I work in Tualatin and commute through Sherwood.	6/24/2013 1:52 PM
114	<b>Outcome</b> This survey assumes that the pursuit of equity means a loss of prosperity.	6/24/2013 1:38 PM
115	<b>Destination</b> <b>Miscellaneous</b> <b>Outcome</b> <b>Suggestions</b> <b>Supports BRT</b> High capacity buses seem a better fit than MAX lines. Demographics are changing so quickly with regards to peoples work habits. Many people no longer have a typical commute (ie., from suburbs to Core). This makes transportation planning difficult as we are not really sure what the work habits/driving needs of commuters will look like in 2030. Who is really using the buses and MAX lines? Are those customers really matching the demographics of Tualatin and Sherwood?	6/24/2013 1:30 PM
116	<b>Supports HCT</b> <b>Supports LRT</b> I am a Washington County Resident and I support HCT in our county! I also support rail over Bus however I know that it is more expensive.	6/24/2013 1:09 PM
117	<b>Destination</b> <b>Suggestions</b> <b>Supports HCT</b> <b>Supports LRT</b> Take MAX across the Sam Jackson/ I-205 bridge and rapid transit bus for I-5	6/24/2013 12:33 PM

# Southwest Corridor transit options

118	<p><b>Miscellaneous</b> <b>Opposes LRT</b> <b>Outcome</b> <b>Suggestions</b> <b>Supports BRT</b> Every transit choice should include IMPROVED AUTOMOBILE ACCESS. That is, do not select any options which slow or impede auto traffic in any way. Public transit should be by BUS, either local or express. Public transit does not (cannot) serve the transportation needs of every citizen!. All additional bicycle facilities, including bike lanes and paths, must be funded by bicycle license fees or taxes. Bicycle riders falsely claim all sorts of benefits to the world from bicycles. Bicycles occupy transit space - which they should pay for - PERIOD. Bicycle riders should also be required to show proof of insurance. My car was struck by a bicycle rider who fled the scene. Bicycle riders should have the same responsibilities and liabilities as auto owners.</p>	6/24/2013 12:30 PM
119	<p><b>Destination</b> <b>Miscellaneous</b> Bus rapid transit should not cause additional traffic delays. In our area, car traffic already has significant delays mostly from railroads, also from light rail. Work should be done to reduce key choke points for railway traffic by building over/underpasses before committing money to bus rapid transit. To be attractive, bus rapid transit needs to be fast, so most of the route should be on a dedicated transitway. It will cost more, but will also have a higher adoption rate. Highway 217 also needs a major commitment to improve capacity and I also believe that fixing 217 is a higher priority than bus rapid transit.</p>	6/24/2013 12:28 PM
120	<p><b>Miscellaneous</b> <b>Outcome</b> You should reconsider separating Access as a category from Better Transit. Access is a key feature of good transit, and by lumping together auto travel time and pedestrian and bike quality of travel experience, you've aggregated a variety of modes. Better to make access a broad category inclusive of bike/ped, auto, and transit, or give them each their own.</p>	6/24/2013 12:23 PM
121	<p><b>Opposes LRT</b> <b>Supports BRT</b> Please no rails. The cost of relocating, demolishing, existing infrastructure is enormous and never mentioned. I work for a local utility and the costs for moving vaults/conduits, poles and wires is passed on to the ratepayers. This is a hidden cost that no one addresses that goes right on to the backs of the public. The rail trains are ponderous and inflexible. I sat behind an immobilized street car at about NW 9th and Lovejoy for at least 15 minutes because two cars had a fender bender and the streetcar could not navigate a couple of feet to the side to go around the incident. I finally passed around all of it. I don't know how long the streetcar sat there. I am also a year around daily bike commuter. The ride is hazardous enough without having the danger of catching a wheel in a track bed. Please, bus rapid transit and not rails Thank you</p>	6/24/2013 12:16 PM
122	<p><b>Outcome</b> The main thing is to reduce the tie-ups that continue to happen in these areas, reduce cars on the road and the congestion associated with these cities.</p>	6/24/2013 12:00 PM
123	<p><b>Destination</b> <b>Miscellaneous</b> <b>Outcome</b> <b>Supports HCT</b> The Max Yellow Line should be extended on the Eastside from the Rose Quarter to OMSI, then across the new light rail bridge. From the south waterfront, the line should tunnel under OHSU, Hillsdale, Multnomah Village, Barbur TC and PCC Sylvania, and continue on a surface line, paralleling the existing WES line, from Tigard to Tualatin. This provides an needed alternative to travel on the I-5 freeway. The stated costs of tunneling in your survey are grossly inflated. Land values for surface alignment often exacerbate costs of surface alignment. The 2.9 mile Robertson LT tunnel through the West Hills cost \$184 million, or about \$100M per mile in today's dollars. Outside consultants (cost-plus), contracted at huge expense, inflate costs. An example is the CRC, where outside consultants have wasted over \$150M, misdirected the project, and now, because of delays resulting from inept (kind word) planning, costs will be much higher when we finally begin to work on a more common sense proposal.</p>	6/24/2013 11:56 AM
124	<p><b>Miscellaneous</b> Build more/wider roads. Raise funding for special bus only roads only through fares.</p>	6/24/2013 11:41 AM
125	<p><b>Supports LRT</b> I fully support light rail transit and think it is the wave of our future.</p>	6/24/2013 11:37 AM
126	<p><b>Miscellaneous</b> It typically takes 1/2 the time to drive downtown than to take public transportation. I would like to take public transportation downtown for work trainings and family outings (waterfront festivals, parade etc).</p>	6/24/2013 11:14 AM
127	<p><b>Destination</b> Tie in the new system to WES, please (they meet at a WES station).</p>	6/24/2013 11:12 AM
128	<p><b>Supports HCT</b> Whether it's by light rail or bus rapid transit, I think it's worth prioritizing development of fixed transit in the Southwest metro area. It's the last major direction from downtown that has yet to have fixed transit. This is likely to significantly improve public transit use and development density along the SW Corridor.</p>	6/24/2013 11:11 AM
129	<p><b>Opposes BRT</b> <b>Supports LRT</b> Do not waste more time and money studying BRT as a high capacity transit capital project. Some BRT improvements like signal preemption, bypass lanes for buses, larger articulated buses, and more efficiently located accessible stops do not require Small Start funding and wasteful environmental review. Light rail, mostly underground, in the hilly west side, will be the least expensive and efficient way to provide high capacity transit in a SE/SW Corridor, if it is strategically connected to a grid network of "1,000 Trip Bus Lines"</p>	6/24/2013 11:05 AM
130	<p><b>Outcome</b> Address the long term best alternatives, not short term based on only current economic conditions. Get ahead of the curve on solutions before a crisis limits options</p>	6/24/2013 11:03 AM
131	<p><b>Miscellaneous</b> <b>Outcome</b> <b>Suggestions</b> I think people will accept transit if it takes 1.5 to 2 times as much travel time as it would if they took their own car. Any more than that, and you lose people.</p>	6/24/2013 10:50 AM
132	<p><b>Outcome</b> <b>Suggestions</b> <b>Supports HCT</b> Adding sheltered bus service that interacts with traffic seems like a poor half-solution which neither fully addresses the problem nor is particularly economical. If the work is to be done, do it right. To me, that means building on the already-integrated light rail system.</p>	6/24/2013 10:42 AM
133	<p><b>Miscellaneous</b> Most people who live in the suburbs prefer the comfort of driving their own car for even short trips. You will have to convince residents to give up that comfort when they ride transit and rub shoulders with unpleasant people and crowded conditions.</p>	6/24/2013 10:38 AM
134	<p><b>Miscellaneous</b> This discussion should be placed along side other transit needs in the metro area the group prioritized, and the ones chosen s/b done. This should not be strictly a what's best for TTS....</p>	6/24/2013 9:56 AM



# Southwest Corridor transit options

135	<b>Destination</b> <b>Supports HCT</b> Lightrail or streetcar options to Tigard would be great!	6/24/2013 9:42 AM
136	<b>Destination</b> <b>Miscellaneous</b> <b>Supports LRT</b> 1) Should include an LRT option to Tualatin, which ought not to cost \$900 million 2) Should consider the cost effectiveness of a direct link to PCC via Cpitol Highway , PCC campus, and a 3000 ft tunnel (6%grade) to Haines Rd 3) Should consider options to serve OHSU directly , via inclined elevators from Barbur, a short (2000 ft tunnel), a longer tunnel, and a long tunnel to Burlinggame that would include a station (surface) at Hillsdale.	6/24/2013 9:39 AM
137	<b>Miscellaneous</b> <b>Opposes HCT</b> Forget public fixed-route transit (definition: transit that doesn't go where you want to go). Focus instead on ways to get more passengers per car; e.g., use of smartphones to connect riders with drivers, self-driving jitneys that can optimize routes, etc. By the time the region has the \$\$ to build dedicated busways, these technologies will be proven.	6/24/2013 9:37 AM
138	<b>Miscellaneous</b> <b>Outcome</b> Please look for affordable ways to implement a high quality project. Opportunities for public-private partnerships?	6/24/2013 9:35 AM
139	<b>Destination</b> <b>Outcome</b> <b>Suggestions</b> <b>Supports HCT</b> 1) You should include an LRT option to Tualatin, and it ought not to cost \$900million to do so. Maybe the WES ROW could be used for part of this link. 2) There should be an LRT option to PCC via Capitol Highway , an on-campus station, and a 3000ft tunnel to Haines Road (about 6% grade). 3) Options to serve OHSU need exploration, including inclined elevators from Barbur, a very short (2,000 ft tunnel, a medium (5,000ft) tunnel, and a long (12,000ft) tunnel that would include a station at Hillsdale, possibly on the surface. 4) The Oregon Rail Study is considering future high speed rail, which may include a tunnel from the Tigard Triangle to Portland, offering the opportunity for a South Metro Station in the Triangle, or in Tualatin, coordinated with the SW Corridor.	6/24/2013 9:34 AM
140	<b>Miscellaneous</b> <b>Outcome</b> <b>Suggestions</b> Get the transit system off the streets, like other cities; above or below the surface streets. There are so many models to follow in the US and Europe. Having more transit interact with cars defeats the purpose by costing fuel and creating congestion.	6/24/2013 9:34 AM
141	<b>Miscellaneous</b> Your options do not include "none of the above".	6/24/2013 9:22 AM
142	<b>Miscellaneous</b> I commend the amount of work you have done on this so far, and support your further work. For the greater Portland area to grow, we must continue to expand access from the suburbs to downtown and areas of commerce along the way .	6/24/2013 9:20 AM
143	<b>Miscellaneous</b> need to get this moving this process has been so slow and frustrating to people living in affected areas.	6/24/2013 9:17 AM
144	<b>Destination</b> <b>Supports HCT</b> <b>Supports LRT</b> MAX Light Rail has been added to all sorts of communities, but always SW Portland Metro has been ignored. This is a high traffic area, and MAX would go a long way to alleviate traffic, congestion, and pollution. It's a wonderful idea that should be implemented in a cost-effective, well-planned manner.	6/24/2013 9:16 AM
145	<b>Supports BRT</b> I prefer a rapid bus system to light rail. The safety concerns, easier traffic interaction and quicker reaction times of the bus system are preferable to light rail.	6/24/2013 9:11 AM
146	<b>Destination</b> <b>Supports HCT</b> I work in Old Town and live off of Taylor's Ferry Road. My employer provides free parking so I carpool with my husband (who works downtown), but I would be more inclined to ride my bike and the bus/lightrail if I had easier and safe access.	6/24/2013 8:59 AM
147	<b>Supports BRT</b> Bus options are much more flexible and scalable. Dedicated lands can always be converted or utilized by carpools or by charging tolls to cars in an effort to help recoup costs (see Colorado).	6/24/2013 8:50 AM
148	<b>Destination</b> <b>Miscellaneous</b> Sidewalks in Southwest's Arnold Creek neighborhood would reduce my car use. There should at least be a sidewalk between Stephenson Elementary and Jackson Middle School.	6/24/2013 8:38 AM
149	<b>Supports HCT</b> I lived in this area for some time and trying to get to the grocery store involved getting in a car. One of the reasons I would not live in that area is it is so difficult to get anywhere because of the traffic and I hate going to the west side because there is so much congestion. I spent 45 minutes last night in traffic just waiting to get onto 217. It is a mess and any regular transit solution would be better than what they have now.	6/24/2013 8:29 AM
150	<b>Miscellaneous</b> <b>Opposes LRT</b> <b>Supports BRT</b> Thank you for considering something besides expensive light rail. Can we please consider rapid bus for the Columbia Crossing?	6/24/2013 8:28 AM
151	<b>Miscellaneous</b> <b>Suggestions</b> No HOV or like lanes to slow other transportation	6/24/2013 8:21 AM
152	<b>Miscellaneous</b> The bus fairs have to pay for this option and not put the burden on those who do not want it.	6/24/2013 8:10 AM
153	<b>Miscellaneous</b> <b>Outcome</b> Livability standards should be used in your assessments. Access to existing public services, consumable shopping, and healthcare. Transit times to and from work, school, activity centers. And the preservation of community lifestyle should be considered. For example, transit times to and from work during rush hour should have a time goal similar to the response time of fire and emergency services to enhance the quality of life. Using similar goals will help focus your decisions and also help other stakeholders develop projects that enhance your major transit project plans. Keeping Portland a livable community where people and business want to locate to is more than mass transit serving denser populations. What I have seen happen over the years is the quality of life associated with our older communities destroyed partly due to denser building codes and partly due to quality of life goals not being considered as priorities during the planning process.	6/24/2013 7:56 AM
154	<b>Opposes LRT</b> <b>Supports BRT</b> More express buses is a far better alternative than costly rail transit.	6/24/2013 7:53 AM

# Southwest Corridor transit options

155	<b>Miscellaneous</b> <b>Outcome</b> The fact that light rail takes soooo long to implement has, allarently , been completely left out of the equation! We need improvements NOW - not in 5 years!!!	6/24/2013 7:46 AM
156	<b>Miscellaneous</b> <b>Outcome</b> One key piece of info missing from the slides was "latent demand." In other words, you need to study or survey how much new ridership you can expect and also what effects this would have on existing ridership of current bus lines (in other words, could existing bus lines be reduced in frequency to offset costs of a dedicated train?).	6/24/2013 7:32 AM
157	<b>Destination</b> <b>Miscellaneous</b> <b>Outcome</b> Something must be done to fix 217! Fast transit options are needed. No one wants to sit on a bus for an hour or more to get to work.	6/24/2013 7:28 AM
158	<b>Opposes LRT</b> <b>Supports BRT</b> Efficient bus transit is greatly perfered over any additional wasted dollars on any type of rail transit.	6/24/2013 7:13 AM
159	<b>Miscellaneous</b> <b>Outcome</b> We need to look forward as far as possible and invest in systems that will serve the majority of us now, before the traffic/commute/mobility issues become critical	6/24/2013 6:56 AM
160	<b>Outcome</b> <b>Suggestions</b> <b>Supports BRT</b> I generally prefer improved bus service over massive construction projects to build light rail. Also, more sidewalks and safe bike lanes would make a big difference. There are many people in the Portland Metro area who are willing to actively get from one place to another, rather than just passively sitting on transit or in a car.	6/24/2013 6:52 AM
161	<b>Destination</b> <b>Miscellaneous</b> <b>Outcome</b> <b>Supports LRT</b> I favor building light rail in the SW corridor as a way to reduce congestion during commute times (and other times). However, the level of traffic going through Tigard, Newberg, etc. indicates a large number of vehicle trips which are not commute trips. It may be hard to replace these trips with public transit. Therefore some transportation investment still needs to be on improved capacity for roads.	6/24/2013 6:32 AM
162	<b>Destination</b> <b>Miscellaneous</b> <b>Opposes HCT</b> <b>Outcome</b> The Metro Area needs diversity in the types of living options for residents. Sherwood is unique with a rural feel on the edge of town. Please leave it that way. Any rapid transit to Sherwood will just incorporate it into the big-City feel and dissolve it's unique qualities.	6/24/2013 5:47 AM
163	<b>Destination</b> <b>Miscellaneous</b> <b>Outcome</b> I don't care what or how, if it will make traffic on 217 and 26 less of a nightmare. I've found I can make better time on surface streets than even trying 217. I go south of Hwy 26 only if I absolutely have to--and most of the time, fortunately, I don't "have to".	6/24/2013 1:01 AM
164	<b>Destination</b> <b>Miscellaneous</b> <b>Outcome</b> <b>Suggestions</b> <b>Supports HCT</b> Even though I believe that the rail road going to Sherwood is privately owned, I STRONGLY believe that we should be able to come to some working relationship to enable the community to use the railroad ALREADY in place to enable a fast train into the Tigard/Tualatin area. Buses going up to the King City and beyond area should be small 10 to 15 people carrying capacity with a bike carrier on the front. They should run often. All of the vehicles should be in good working order and priority placed on safety - but I think we should look at refurbishing/ reusing older vehicles, we should not assume we need to buy new everything all the time. We just want to get to our destinations in a reasonable amount of time in a clean, safe environment. I would love to be able to use public transport more often. I am VERY concerned that the traffic surveys think that Walmart in Sherwood will not impact traffic. From 3pm to 7pm that road is a mess. I have seen traffic on Roy Rogers backed up from the lights on 99W all the way to the dip in the road just before you reach the Gramma's farm fields. Sherwood needs to be forced to get rid of the 'service' that mans the traffic light cameras so that they don't determine the timing for light changes. That needs to be a local decision based on our local needs.	6/23/2013 11:28 PM
165	<b>Destination</b> <b>Miscellaneous</b> <b>Suggestions</b> <b>Supports HCT</b> Adding mass transit is great for communities. However, projections of how many riders will be using mass transit are always grossly inflated. Do not forget to look at what drivers are doing. If lanes need to be added, add in both directions, not just one (ie, like Scholls Ferry on Sylvan Hill).	6/23/2013 11:11 PM
166	<b>Destination</b> <b>Miscellaneous</b> <b>Outcome</b> <b>Supports LRT</b> Tualatin option would give future option of an extension south to Wilsonville and also would give connection to Oregon High Speed rail to Eugene	6/23/2013 9:20 PM
167	<b>Miscellaneous</b> <b>Outcome</b> <b>Suggestions</b> You need to WIDEN the roads and keep them in good repair.	6/23/2013 9:16 PM
168	<b>Supports HCT</b> We have got to get people out of their individual cars! Even though building rapid transit is expensive I feel it is the most important thing we need to do. And once you get used to it, it's relaxing and fun. I've talked to people who feel it's dangerous and too full of "crazy people". I think they had one bad experience. There should be some quicker lines that are "fancier" so people don't feel like they are taking a risk by getting on Tri Met.	6/23/2013 8:44 PM
169	<b>Destination</b> <b>Suggestions</b> To make BRT feasible, a lane must be dedicated to minimize traffic impacts on the mass transit option. Otherwise, we will have the same circumstances we currently have on 99W - high traffic and little incentive for increasing ridership.	6/23/2013 8:31 PM
170	<b>Destination</b> <b>Miscellaneous</b> <b>Opposes LRT</b> <b>Outcome</b> <b>Suggestions</b> Light rail seems ridiculously expensive for the few riders it will garner, the money would be better spent widening roads like 99W or Tualatin-Sherwood by an extra lane each way and add buses.	6/23/2013 7:59 PM
171	<b>Destination</b> Reduce traffic on 99W Newberg - Sherwood - Tigard - Portland by building the Dundee to Wilsonville by pass.	6/23/2013 7:51 PM
172	<b>Opposes LRT</b> <b>Supports BRT</b> We have seen and will see into the future what an incredible waste of our transportation dollars light rail continues to be. We should devote transportation dollars to improving our freeways and our bus system. No more money down the light rail rat hole.	6/23/2013 7:09 PM

# Southwest Corridor transit options

173	<b>Opposes LRT</b> Just a warning... you had better not destroy the tree canopy on Barbur nor cause further noise factor in the surrounding area. I have a friend who had light rail built within blocks of her home. It is now considered a deterrent and detriment in selling her home. You are hell bent on destroying everything in your path for a light rail system as you had in Milwaukie with little care to any of the homeowners in the area. You do not care about resale value - which your continued attempts affect drastically. Reign it in!!!!!! Not everyone is enthusiastic about light rail - especially in the SW corridor! Stop the madness right now! Do not, and I mean, do NOT attempt a light rail in the SW corridor. Bike friendly is fine - not light rail. You destroy too much of the environment in your feeble attempt to state that you are helping the environment. Stay away! Listen for once! Stay away.	6/23/2013 6:47 PM
174	<b>Miscellaneous</b> I truly hope our decision makers are fully aware the we are post peak oil and peak car and that the suburban area under study is hampered with a car mentality that truly wishes for a future that looks like the past. The future doesn't work that way.	6/23/2013 6:25 PM
175	<b>Opposes HCT</b> Where is the don't do it option? Best case, \$200+ in annual operating costs per daily rider? Not including construction? There are better things to spend this money on!	6/23/2013 6:15 PM
176	<b>Miscellaneous</b> The Cleveland model is awesome.	6/23/2013 5:44 PM
177	<b>Supports HCT</b> being a person who drives this corridor many times per week and at all hours I can say that we need to do something to GREATLY reduce the traffic	6/23/2013 4:52 PM
178	<b>Supports BRT</b> Bus rapid transit From Wikipedia, the free encyclopedia The capital costs of implementing BRT lines can be lower than up-front costs of constructing LRT lines. A study by the United States Government Accountability Office found that the average capital cost per mile for busways was \$13.5 million while light rail average costs were \$34.8 million.[16] However, a huge range of capital costs can be seen, as BRT lines can cost anywhere from \$200,000—\$55 million per mile, while LRT lines can range from \$12.4—\$118.8 million per mile.[citation needed] The total investment varies considerably due to factors such as cost of the roadway, station structures, park-and-ride facilities, traffic signal systems and vehicles. The costs of a running a BRT system is about \$13.49 a mile and the total cost for a year of expenditure is \$987.80 according to a study done by the GAO. Running a BRT system is much less expensive than running a light rail system. The BRT is also much less expensive than a trolley system.[17] Light rail and tram systems require the placement of rails for the entire line. The tram usually avoids the high additional costs for engineering structures, such as tunnels, that need to be built for metro rail systems. Properly maintained rail tends to provide a smoother ride, making it more attractive to riders than road-based systems. Proponents of light rail point out that the operating costs of BRT are not necessarily lower than light rail. The typically larger light rail vehicles enjoy reduced labor costs per passenger, and the unit capital cost per passenger can be lower than a BRT system.[18] --A BRT system would provide more jobs in the long run.	6/23/2013 4:24 PM
179	<b>Miscellaneous</b> None	6/23/2013 3:50 PM
180	<b>Destination</b> Connecting PSU and downtown to OHSU via a tunnel should be a priority.	6/23/2013 2:05 PM
181	<b>Suggestions</b> The transit options should not impact existing roadways or highways.	6/23/2013 1:32 PM
182	<b>Miscellaneous</b> A good number of us in this corridor do not have access to any public transportation within walking distance. That has made us reliable on cars as our only means of transportation. It will take time to change thinking to use public transportation.	6/23/2013 12:16 PM
183	<b>Miscellaneous</b> <b>Outcome</b> Obviously feasibility is central. But a project of this scope need not be undertaken all in one gulp. Phased development can make goals attainable when they are not workable as a single plan.	6/23/2013 12:07 PM
184	<b>Miscellaneous</b> Spending less time in traffic is vitally important to well-being of all members of community and future of our planet.	6/23/2013 11:45 AM
185	<b>Miscellaneous</b> Please keep the needs of older adults in your planning.	6/23/2013 11:36 AM
186	<b>Destination</b> <b>Miscellaneous</b> <b>Opposes HCT</b> Stop this...don't raise my taxes...we paid for everyone else to get max...now they better pay for us to get it...this will just ruin our community with crime....stay out of the Hall/72nd/durham/bonita box...you are going to ruin my neighborhood with crime from this crap...	6/23/2013 10:57 AM
187	<b>Miscellaneous</b> <b>Opposes HCT</b> This whole thing sucks!!!!!! Just going to bring in crime and raise taxes for something nobody will ride but maybe the criminals....	6/23/2013 10:50 AM
188	<b>Destination</b> Traffic and congestion in the SW corridor is getting worse and the current roads and transit do not support the density of the area. 99W is no longer a viable thoroughfare for the amount of traffic, Tualatin-Sherwood rd. is a heavily used industrial road, too many trucks. There will have to be some hard decisions, but this survey is what we need to find a solution.	6/23/2013 10:31 AM
189	<b>Destination</b> <b>Miscellaneous</b> Banfield, Westside, Milwaukie, etc. have all paid a very very very small portion of the costs of their light rail/BRT...everyone else in the metro/state/country paid the major major majority (like 99%)...I will not vote for anything that does not follow this pattern...I helped pay almost all costs of their services and expect them to do the same for our services or better yet don't put it in so all the crime and poor don't come here and ruin our communities....	6/23/2013 10:30 AM



# Southwest Corridor transit options

190	<b>Miscellaneous</b> <b>Suggestions</b> Mass Transit would do well to focus on commuter subscriptions: buses with very comfortable seating, cup holders, and possibly power sources for electronic devices! If Tri-Met/METRO can demonstrate to potential clients that commuting by 'comfy-bus' or light rail is low-stress, even relaxing, it could get strong support. Using typical buses, especially without a bus lane, is an unattractive option: it's less comfortable and convenient than a car, no faster, and not cheap enough to be 'worth it': these are the cheap seats, and cheap seats are not good. Every commuter sees when buses fly by in the fast lanes, and when buses are crawling along, just like the cars. Most people want to travel 'First Class', while paying for coach tickets. To give up the comfort of personal cars, people need to see benefits in commuting time and costs, WITHOUT sacrificing comfort.	6/23/2013 9:19 AM
191	<b>Opposes BRT</b> <b>Supports LRT</b> As someone who rides public transportation all the time, I think it's very important (and especially for the SW Corridor) that a Max train is built. The reason for this is that I have encountered many people who would never get on a bus, but are quite happy to ride the train. It's a nasty stereotype, but the type of people who tend to live in SW, are the type of people who would only choose train.	6/23/2013 8:55 AM
192	<b>Miscellaneous</b> Documents should have cost per trip highlighted, and who is paying that cost; rider fare, taxpayer, federal funds (more taxpayer). This should be both for construction costs, and operating costs, and combined ALL cost.	6/23/2013 8:14 AM
193	<b>Miscellaneous</b> <b>Outcome</b> Make clear that widened roadways result in the loss of hundreds of trees and often increases in noise levels for neighbors. I would not want to see construction that also results in more car traffic.	6/23/2013 8:11 AM
194	<b>Miscellaneous</b> TriMet is a misspent money scheme and must be audited frequently by an outside auditor. The City of Portland could use a survey like this one in order to better budget their money. TriMet is subsidized and would do better if privatized. In regard to your intrusive questions, my race is Human.	6/23/2013 8:06 AM
195	<b>Miscellaneous</b> <b>Outcome</b> Cost is the most important factor.	6/23/2013 6:46 AM
196	<b>Opposes LRT</b> Please don't pour billions into an inflexible light rail system that will never function without massive subsidies for every rider.	6/23/2013 5:07 AM
197	<b>Destination</b> <b>Supports HCT</b> Transit is needed on east-west corridors with high population density, specifically Beef Bend Rd. and Bull Mountain Road	6/23/2013 12:15 AM
198	<b>Miscellaneous</b> Europe has evolved mass transit and many places are finding bikes to be more friendly ultimately.	6/22/2013 11:10 PM
199	<b>Destination</b> <b>Supports HCT</b> High-speed commuter bus -- all the way to Salem. 60K people commute Salem <-> Portland and vice versa daily.	6/22/2013 10:41 PM
200	<b>Destination</b> <b>Miscellaneous</b> <b>Supports HCT</b> Tualatin and Sherwood are already BEGGING for more reasonable timely transit to work sites. However, TriMet still puts us on hold! Throwing billions of dollars on this boondoggle (especially with governmental debt so out of balance with resources - i.e. OUR tax dollars) is like a homeowner buying a large extremely expensive motorhome to haul his family around. It just doesn't add up. Transit corridors mean fixed routes and no feeder resources to get residents or workers to the corridors. A really BAD deal!	6/22/2013 9:30 PM
201	<b>Destination</b> <b>Opposes BRT</b> <b>Supports LRT</b> I am in favor of Light Rail. I see no reason to mix BRT with LRV into the mix. Keep the modes of transportation the same for entire network. I believe that if you are going to build something, build it right and build it for the future. I am in favor of an OHSU tunnel, and a PCC tunnel. Also, please consider routing the new light rail line (from Tigard to Tualatin) using the the Old Oregon Electric line (Portland & Western line). From Tigard the line could go south via SW Hall Blvd to SW Durham Rd, continue south using SW 85th Ave and join the P&W alignment south into Tualatin. This would save SW Boones Ferry Rd from needing to be totally rebuilt. And as secondary suggestion connect the P&W (Oregon Electric) rail line with P&W (Tillamook branch) rail line with a southern connection. This does 3 things: 1. Opens up the possibility of commuter rail to travel from Tualatin to Milwaukie via Lake Oswego. 2. Cuts down on the mileage that the P&W need to go in order to go north/south. Currently a train needs to go out Cornelius Pass out to Banks and back to Beaverton in order to head south (or Reverse). 3. Offers an emergency route for the Amtrak Cascades if something were to happen to the Union Pacific route (Brooklyn Subdivision).	6/22/2013 8:53 PM
202	<b>Miscellaneous</b> <b>Suggestions</b> <b>Supports HCT</b> high speed, dedicated corridors, electric buses. Huge savings in not having to lay track, ability to change course if necessary, can be 'sexy' like a max line if done correctly.	6/22/2013 8:49 PM
203	<b>Miscellaneous</b> I want better roads!!!!!!!	6/22/2013 7:00 PM
204	<b>Opposes LRT</b> <b>Suggestions</b> <b>Supports BRT</b> We don't need light rail. For the cost of building PMLR, you could have built a dedicated busway, purchased state-of-the-art buses, run them at 15-minute intervals free of charge 24/7/365 - and done it for 150 years. Instead, you cannibalize bus services to pay operating costs for rail.	6/22/2013 6:57 PM
205	<b>Outcome</b> I am concerned because of the problems that have resulted with the MAX in east Portland. Neighborhoods were destroyed and crime has risen drastically.	6/22/2013 6:55 PM
206	<b>Miscellaneous</b> Diesel busses are not the only types of busses nor may they be the most desirable types. When studying bus alternatives, electric battery or electric trolley should be given serious consideration.	6/22/2013 6:36 PM

# Southwest Corridor transit options

207	<b>Destination</b> <b>Supports HCT</b> <b>Supports LRT</b> Among the options offered, my preference is MAX from Portland to Tigard and BRT from Tualatin to Sherwood, recognizing that we already have WES between Tigard and Tualatin (so we don't need a parallel MAX or BRT line for that segment until such time as WES reaches capacity). Coordinate those MAX and BRT schedules with WES to minimize transfer waiting times, and hold MAX leaving Tigard/BRT leaving Tualatin if WES is late to avoid missing the connection. Better would be to run MAX to Tigard, thence MAX or BRT along 99W to Sherwood, again recognizing that Tualatin already has WES service to Tigard (so does not currently need additional HCT) and there's little if any gain in detouring the Sherwood-Portland service through Tualatin. Dropping the 99W Tigard-Sherwood corridor was likely a mistake.	6/22/2013 6:34 PM
208	<b>Miscellaneous</b> <b>Opposes HCT</b> NO NO NO NO NO NO NO NO NO MORE BS TRANSIT, UNION ASS-KISSING EXPENSIVE BOONDOGGLES!!!! MY GENDER, AGE SEX AND EDUCATION ARE NONE OF YOUR BUSINESS!	6/22/2013 6:17 PM
209	<b>Miscellaneous</b> <b>Opposes HCT</b> light rail has never been cost effective. the milwaukee line is 200 million dollars a mile plus crime seems to follow. improve the roads make more lanes. pretty simple solution.	6/22/2013 6:17 PM
210	<b>Miscellaneous</b> <b>Outcome</b> Please include adequate parking - like park and rides. Also, express service is important, where stops are minimal and time between start and finish is minimized.	6/22/2013 6:07 PM
211	<b>Miscellaneous</b> <b>Outcome</b> Need a system with the least long term cost ie salaries, retirement, benefits. something sustainable with the least fare so people will ride and not use cars.	6/22/2013 5:59 PM
212	<b>Opposes BRT</b> <b>Supports LRT</b> Streetcar and Light Rail are proven options that work far better than buses. They are clearer, provide a nicer ride experience, and feel a lot safer than buses.	6/22/2013 5:13 PM
213	<b>Miscellaneous</b> <b>Outcome</b> We need good transportation that prioritizes the environment and health. More cars, more roads, faster driving are not good for people. Let's focus on healthier transportation!	6/22/2013 4:49 PM
214	<b>Destination</b> <b>Outcome</b> <b>Supports BRT</b> try single lane BRT - run inbound in morning, outbound in evening, with return trip in traffic	6/22/2013 4:46 PM
215	<b>Destination</b> <b>Suggestions</b> Light rail or bus rapid transit must service important destination points for employment, healthcare and education. If it doesn't do this, it will not be successful. Both methods of HCT should continue to be studied as the investment in transportation infrastructure in the SW Corridor needs to be improved.	6/22/2013 4:04 PM
216	<b>Destination</b> it won't affect me much. we need better transit in inner se.	6/22/2013 3:54 PM
217	<b>Miscellaneous</b> Need to invest to get ready for non fossil fuel future.	6/22/2013 3:48 PM
218	<b>Destination</b> <b>Suggestions</b> <b>Supports BRT</b> <b>Supports HCT</b> I take the bus every day from Montavilla to 72nd/Upper Boones Ferry road in Tigard. The 96 is a good option, but we are stuck in traffic on I5 in the afternoon just like everyone else. Bus service should be on a dedicated line not impeded by cars or other traffic. Many more people would ride if that was the case.	6/22/2013 3:36 PM
219	<b>Miscellaneous</b> <b>Opposes HCT</b> <b>Outcome</b> I live on a street that is very close to Pacific Highway. It is a neighborhood of single family homes with decent to large yards. I absolutely do not want to see any increase in housing density in my neighborhood. If putting transit on 99 means making both sides high density housing for a block or two deep, I am against it. We have too many apartment buildings close by as it is, all along 99 and through to McDonald St., and it has led to my children's schools becoming filled with poor children over the past decade. The teachers spend all their time on behavior problems and have little time to teach. Put high density housing on Bull Mountain. Don't saddle the middle class folks with more poverty and overcrowding.	6/22/2013 3:26 PM
220	<b>Supports LRT</b> Light rail is always my first choice, yet we don't want a repeat of the Clackamas County light rail fiasco. I'm not sure what went wrong there, but I'm sure unhappy that it did and sure want to avoid it happening in the SW corridor. It would be help PR if Trimet could get it's union and pension problems solved.	6/22/2013 3:25 PM
221	<b>Opposes BRT</b> <b>Outcome</b> <b>Supports HCT</b> Don't take LRT off the table- this option should continue to be explored for several reasons: 1. LRT is perceived differently than bus transit, even BRT and its important to have high levels of ridership that LRT attract over Bus transit 2. LRT has greater ridership capacity for each trip. Increasing BRT capacity requires more buses, more trips, more drivers, more pollution and more GHG emissions 3. LRT GHG emissions are lower than BRT 4. long term operating costs of LRT more stable and predictable over the long term than BRT (fuel and HR costs are increasing in unpredictable ways)	6/22/2013 3:23 PM
222	<b>Destination</b> <b>Suggestions</b> <b>Supports HCT</b> I do believe the route should go past PCC Sylvania. I worked at PCC for many years and also attended chamber meetings in Tigard/Tualatin. One big complaint to us from the community was how difficult/how much time it took to get to PCC Sylvania using public transportation.	6/22/2013 2:38 PM
223	<b>Opposes BRT</b> <b>Outcome</b> <b>Supports LRT</b> I am thoroughly skeptical of BRT as a viable commuting mechanism. I've seen the plans to build BRT in Austin, and the buses are intended to run straight through the most crowded corridors--on the same roads that are so crowded! This seems like the worst of both worlds. If it were me, I'd build the rail, and keep BRT investment to the barest minimum--no need to throw good money away.	6/22/2013 2:26 PM
224	<b>Destination</b> <b>Miscellaneous</b> <b>Opposes LRT</b> <b>Outcome</b> <b>Supports BRT</b> I prefer express buses from outlying Portland areas into Portland over light rail. I also think transportation options in and around the suburbs needs to be improved (tanaborne to tigard, for instance)	6/22/2013 2:22 PM
225	<b>Suggestions</b> If BRT is implemented, it should be real BRT with dedicated lanes as much as feasible, otherwise it will not be appreciated or utilized as intended. Also, funding for the project should be secured.	6/22/2013 1:12 PM

# Southwest Corridor transit options

226	<b>Miscellaneous</b> What is really needed to significantly improve transportation in the Portland area is a west side bypass to prevent congestion and slow traffic for people that want to go beyond Portland and not go into Portland.	6/22/2013 12:35 PM
227	<b>Miscellaneous</b> <b>Suggestions</b> The problem with Portland area transportation is that there is a need for more road ways particularly around Portland on west side.	6/22/2013 12:31 PM
228	<b>Miscellaneous</b> <b>Opposes LRT</b> <b>Outcome</b> we have enough light rail already . cannot afford more. If transit is really needed, then we must focus more on less expensive bus service. More and better roads and freeways would be better yet!!	6/22/2013 12:31 PM
229	<b>Opposes BRT</b> <b>Outcome</b> <b>Supports LRT</b> This survey makes it appear bus rapid transit is a foregone conclusion. Personally , I wouldn't ride a bus. Light rail - like streetcar - sure. And to ask, in the context of transportation planning, whether healthy trees and fish are a goal seems wildly over the top. Everybody's in favor of trees and fish, but what does that have to do with rapid transit, other than adding to the cost in order to achieve some feel-good social goal?	6/22/2013 12:05 PM
230	<b>Opposes BRT</b> <b>Suggestions</b> <b>Supports BRT</b> The transit plan should be developed with the goal of eventually eliminating buses altogether. Or reducing them to smaller, more efficient, electric/solar powered vehicles that simply ferry people from their neighborhoods to the main light rail transit lines. Buses need to be limited to a function as a connector to the main transit lines and not the main line themselves. They impede traffic, block visibility and they are horribly polluting, stinky, loud and are a technology for the early 20th century NOT the 23rd century (unless they are radically re-envisioned). They will become extinct in the next century . So they must be seen as a stepping stone to get us to the next level/phase of urban evolution and not part of the permanent solution --again---unless they undergo a radical transformation. I mean, what the hell is Germany doing? They seem to have a lot of this figured out.	6/22/2013 11:58 AM
231	<b>Miscellaneous</b> <b>Opposes HCT</b> Until our local transit option offers 24 hour service.. I can not support any new construction.. It is odd we call Portland a big city (which it is not) and encourage people to take public transit. Yet it is unsafe and it does not give the person that might have had too much to drink an option ... It is a ridiculous system that keeps wanting to expand for the wrong reasons.	6/22/2013 11:57 AM
232	<b>Opposes LRT</b> <b>Supports BRT</b> I would not be in favor of mass transit other than busses. Light rail is not flexible or changeable as conditions evolve in the future.	6/22/2013 11:24 AM
233	<b>Miscellaneous</b> <b>Opposes HCT</b> I object to the concept has to be "high capacity" bus or rail, I feel that you are attempting to steer the discussion to high cost fixed assets.	6/22/2013 11:23 AM
234	<b>Opposes LRT</b> <b>Supports BRT</b> I am absolutely opposed to additional light rail. Tri-Met has done an abysmal job of estimating capital costs, operating costs and ridership. Like Sam Adams' trolley cars it is a cute but horribly expensive alternative to buses. Buses aren't very sexy, but they get the job done at a fraction of the cost.	6/22/2013 11:17 AM
235	<b>Destination</b> <b>Miscellaneous</b> Let's be real, Portland is only studying bus rapid transit because it is required to do so to be eligible for certain funding. That being said, if you build light rail, please at least limit the number of stops so that it is seen as a viable alternative to driving. I and many of my friends and family would use the MAX or streetcar for commuting and transportation downtown if it wasn't so time consuming because of the frequent stopping. Grow a pair and eliminate a few of the eastside and downtown stops to actually increase light rail's appeal to the masses. Light rail should be about moving people from place to place, not block to block, or intersection to intersection.	6/22/2013 11:11 AM
236	<b>Miscellaneous</b> <b>Outcome</b> Greening of our communities. reducing noise levels.	6/22/2013 11:08 AM
237	<b>Destination</b> <b>Miscellaneous</b> <b>Outcome</b> Yes, where is the increase expansion of the highway system in this plan? Tampa FL area while about twice the population of the Portland area, has 5 times the freeway system. Streets that are 3-4 lanes wide in the metro area, and 4 lane (8) wide freeways crossing the area. What about fixing 99? I-5? Lastly, 4 FOUR years before you even have a decision?	6/22/2013 11:03 AM
238	<b>Miscellaneous</b> <b>Opposes LRT</b> No more Light Rail. 50% option for exclusive right of way should be looked at carefully for highest value purchase. Supporting retail where stops are but not between.	6/22/2013 11:01 AM
239	<b>Destination</b> <b>Outcome</b> <b>Supports HCT</b> Mass transit needs to be fast and accessible for as many people as possible. It should also be FAIR. (I hated it that I was limited to 3 choices in the previous question. - I would also have chosen Fairness/equity and the option for access to Nature for folks!!) Mass transit should go to all the places that have high volume of people. Yert don't forget the small numbers - esp Senior people who live in HILLS! We need help getting up hills. Where I live, Vista St Clair, there are NO buses going up our hill on weekends in the winter!	6/22/2013 11:01 AM
240	<b>Miscellaneous</b> Stop population growth and then we wouldn't have to pay for all this transit. Stop playing ball with developers. The people who live here now are NOT helped by bringing thousands more people to this area. If you believe in green, then the best way to be green is to constrain human populations.	6/22/2013 11:00 AM
241	<b>Supports HCT</b> Connecting the SW with the metropolitan area via a rapid transit system is important as further road development is too constrained. Therefore, avoiding further automobile congestion is the goal.	6/22/2013 10:59 AM
242	<b>Destination</b> <b>Miscellaneous</b> <b>Supports LRT</b> Light rail to Sherwood, with infrastructure that supports express trains (with limited stops between Sherwood and downtown, e.g., Tigard Transit Center, Tualatin, Barbur Transit Center, and PSU), should be considered. A major drawback to the existing MAX system is the lack of express trains.	6/22/2013 10:51 AM
243	<b>Miscellaneous</b> people moved into sidewalk less neighborhoods and are able to live with them. The cost of putting in sidewalks would be better spent elsewhere	6/22/2013 10:42 AM



# Southwest Corridor transit options

244	<b>Opposes LRT</b> Since it has been clearly proven that light rail is a money pit costing over 1000 times more than rapid bus service. It is insanity to continue policies which lead to the destruction of our community via excessive debt and higher taxes without improving quality of light. Even if we assume that the federal government will pick up 50% of the cost of light rail. Why would any sane person spend 500 times more for a system that fails to offer any greater benefits. Light rail fails the rational person test. STOP ALL LIGHT RAIL PROJECTS NOW!!!!	6/22/2013 10:19 AM
245	<b>Miscellaneous</b> <b>Opposes HCT</b> none of your options work for me. Would have to take to many different transits to get some where and back. It would take to much time. They don't run late enough. Would have to carry to much in arms. No thank you.	6/22/2013 10:18 AM
246	<b>Miscellaneous</b> I find your numbers hard to believe.	6/22/2013 10:14 AM
247	<b>Outcome</b> A continuous emphasis on placing shops/restaurants/services within walking distance of neighborhoods and mass transit is essential to keep Portland a liveable city .	6/22/2013 10:08 AM
248	<b>Opposes LRT</b> <b>Supports BRT</b> Rip up the ridiculous light rail and turn it into a rapid bus corridor....buses could enter and leave the corridor to get around faster... Trains are SOOOOOOOO 1895	6/22/2013 9:34 AM
249	<b>Miscellaneous</b> <b>Opposes BRT</b> <b>Supports LRT</b> Spending large sums of money on mixed-traffic brt would be a disaster, better to build the network right the first time with light rail.	6/22/2013 9:32 AM
250	<b>Miscellaneous</b> <b>Outcome</b> Whatever needs to be done, it is highly and equally important to consider the riders regarding the cost.I mean what it will cost the riders to get around! The economy is bad therefore we are all in it together.	6/22/2013 9:31 AM
251	<b>Miscellaneous</b> This is poorly drafted survey . You assume that light-rail is "high capacity" but that is a matter of opinion. You also assume that this transit boondoggle will implement the vague goals of the Portland Plan. I doubt that you are actually trying to survey the public, because as the fight against density shows, there is a huge gap between what the New Urbanists want and what the average Portlander wants. Dear Auditor: I love your work. Please keep the public informed on how Tri-Met and Metro are wasting our tax money . You are the only bright spot.	6/22/2013 9:21 AM
252	<b>Outcome</b> The previous question asked for 3 of the most important things about the outcome of the investment, the last choice was concerned feasibility - it would seem that this is a MUST HAVE- if the recommendation is not feasible, then the whole effort is wasted. Why is this option listed?	6/22/2013 9:13 AM
253	<b>Miscellaneous</b> <b>Opposes HCT</b> This has to be a joke! People in our area continually demonstrate a desire to use personal forms of transportation, yet you keep pushing this agenda to spend piles of our money on light rail, tramway , street cars, etc. Why don't you propose spending a fraction of this money to build extra lanes on the highway ? Guaranteed the population will love it. Your social engineering process relating to transportation has been an abject failure since it started -- WAKE UP!	6/22/2013 9:08 AM
254	<b>Miscellaneous</b> <b>Outcome</b> <b>Suggestions</b> Ease of access is critical, with parking available for at least seniors and those less mobile so that we can access the transit stops. Otherwise this clientele which severely needs the resource won't be able to use it.	6/22/2013 8:55 AM
255	<b>Destination</b> <b>Opposes HCT</b> It's o.k. as it currently is. Have ridden the number 12 line for multiple decades now, and it is thoroughly adequate. Please leave us alone, or better yet: drop dead!	6/22/2013 8:54 AM
256	<b>Opposes BRT</b> <b>Suggestions</b> <b>Supports LRT</b> You didn't even give an opportunity to discuss light rail, only bus. That is not the wave of the future. Just got back from japan and rail is the way to go! very convenient, timely , reasonably priced. I think we should be trending to underground subways as this area develops further. above ground will only add to congestion.	6/22/2013 8:52 AM
257	<b>Miscellaneous</b> Projects should not weigh down homeowners with extensive debt paid through property taxes or added fees/taxes on utilities. Help people understand all the costs associated with driving a car daily .	6/22/2013 8:46 AM
258	<b>Miscellaneous</b> <b>Suggestions</b> The SW corridor has mostly been built up as suburban sprawl so there's not likely to be a good mass transit fit. Nevertheless, a suburban rail commute could be created to unload the roadways.	6/22/2013 8:46 AM
259	<b>Miscellaneous</b> Years ago when lived in Seattle they offered deluxe buses to outlying community locations. The buses were more comfortable than the traditional buses. The ridership paid a little more for a monthly pass that allowed them to use these express buses. They were very popular. I don't know if they still do this. Why doesn't tri-met offer something like this?	6/22/2013 8:44 AM
260	<b>Miscellaneous</b> <b>Outcome</b> <b>Supports HCT</b> use investment for community-building: high density and mix of uses at transit stops and along corridor	6/22/2013 8:43 AM
261	<b>Miscellaneous</b> <b>Outcome</b> What is not addressed is metro and cop lack of equity investment to east county v.s. Switch corridor	6/22/2013 8:40 AM
262	<b>Miscellaneous</b> <b>Supports HCT</b> <b>Supports LRT</b> I prefer Light Rail over BRT. However, I recognize that federal funds are scarce to non-existent. BRT would be an acceptable alternative to Light Rail if it were done properly and resulted in a quick and high capacity way to get people where they need to go.	6/22/2013 8:19 AM
263	<b>Miscellaneous</b> Purchase many small buses and run them often, reduce the number of large and double buses in use.	6/22/2013 8:16 AM
264	<b>Supports LRT</b> I support Light Rail!!!!	6/22/2013 8:14 AM

# Southwest Corridor transit options

265	<b>Miscellaneous</b> Do cost estimates include making the bridges adequate to withstand the major earthquake that we are "due"?	6/22/2013 7:53 AM
266	<b>Miscellaneous</b> <b>Suggestions</b> <b>Supports LRT</b> I've taken mass transit in several countries across the globe and love that we are trying to improve/expand our system in Portland. The problem I have is that it takes me over an hour to get to work via Max and takes no more than 10 minutes to drive. In London they have three types of trains: regular (stops at all stops), semi-fast (stops at a few less) and fast (hits only major stops from point A to B). It would be great if we could figure out a way to add a Max line that only hits a few of the major stops getting from the one side of town to the other (i.e. Hillsboro, Beaverton central, one stop down town and then one or two stops on the eastside). Just something to consider when planning for the future.	6/22/2013 7:53 AM
267	<b>Miscellaneous</b> <b>Outcome</b> Congestion discourages traffic. That's good. Develop communities in ways that encourage working nearby.	6/22/2013 7:49 AM
268	<b>Supports BRT</b> Stop the light rail boondoggle. Buses are much preferred to light rail. Put ANY light rail proposal to a vote. Buses are much more flexible when it comes to moving people to places. I have ridden both and the convenience of buses stopping frequently allow me to arrive at my destination without having to walk 20 to 30 blocks. We had trolleys in Portland when I grew up. The lines were taken out and replaced with buses.	6/22/2013 7:42 AM
269	<b>Miscellaneous</b> <b>Supports HCT</b> I have considered moving to the sherwood/tualatin area but the lack of rapid transit options is a deal breaker for me.	6/22/2013 7:40 AM
270	<b>Opposes LRT</b> MAX is and always shall be a failure in Portland for one reason. You did not build a third set of tracks for express service. Over time, people will live farther from the core, and no one will ride MAX for 60 to 90 minutes to get to any destination. As it is now, the only time MAX ever breaks even is at rush hour, all other times of the day it's just a rolling crime wave	6/22/2013 7:39 AM
271	<b>Destination</b> <b>Suggestions</b> use the roadways already available. leave Haines street alone.	6/22/2013 7:39 AM
272	<b>Suggestions</b> <b>Supports HCT</b> Transit systems have their value in their number and degrees of interconnection and the ease of making a interconnection. Transit design should give preference to ensuring interconnection with the existing light rail system and provide redundancy for heavily used corridors if possible.	6/22/2013 7:17 AM
273	<b>Suggestions</b> <b>Supports BRT</b> Why don't you just put more busses on the road. Cheaper and much more flexible routes.	6/22/2013 7:14 AM
274	<b>Supports HCT</b> <b>Supports LRT</b> I work in NW portland and would love to ride max to work but right now the trip would take 1 1/2 hours and to drive only takes me 20 minutes- I would live to use my car less, and have better access to portland via max	6/22/2013 7:02 AM
275	<b>Miscellaneous</b> <b>Suggestions</b> H.O.T. lanes are way better than either of the two options proposed.	6/22/2013 6:34 AM
276	<b>Destination</b> <b>Supports HCT</b> I commute every day from downtown Portland to OHSU so would be a beneficiary of this transportation.	6/22/2013 6:28 AM
277	<b>Opposes LRT</b> NO MORE LIGHT RAIL BOONDOGGLES!	6/22/2013 4:29 AM
278	<b>Destination</b> <b>Miscellaneous</b> South Portland should be reconnected by increased pedestrian and bike access to Naito.	6/22/2013 2:38 AM
279	<b>Destination</b> <b>Supports HCT</b> <b>Supports LRT</b> The Portland bus system is well designed, and I use it for all trips I cannot make on MAX or trolley. But the maximum distance for practical bus travel for me is about 2 miles from a MAX stop - after that it just takes too long and requires changes which add unknown numbers of minutes to the trip. I often want to travel to or toward Tigard, but usually don't do it for these reasons. Adding a light rail (first choice) or bus-rapid-transit system will allow city dwellers like me to take advantage of events and services in Tigard, and will tie the metro area together better. It benefits people living in Tigard as well as in Portland.	6/22/2013 2:08 AM
280	<b>Miscellaneous</b> There have already been too many transit decisions that emphasized getting lots of capital project money from the federal government with reduced bus service for all of the metro area because of the strain on operating costs and the local match. Decision makers just refuse to look at the real impacts of their choices - the lure of free money is just too strong. From the options being considered this project looks to be headed in the same direction.	6/22/2013 1:33 AM
281	<b>Outcome</b> Hopefully long term transportation planning will consider the best way to limit pollution and greenhouse gas emissions, either with light rail or electric busses.	6/22/2013 12:45 AM
282	<b>Destination</b> <b>Miscellaneous</b> <b>Suggestions</b> Barbur and the 99 should be upgraded to a limited access freeway with frontage roads to serve the existing development. Most of that area is already giant, dumpy strip malls with relatively limited access to the road anyway; it's not like you'd be losing any kind of neighborhood character by building the freeway.	6/22/2013 12:27 AM
283	<b>Opposes HCT</b> Where is the NO BUILD option?!! This is not the service we want. This is not the service we need. This is a boondoggle. STOP IT NOW!	6/22/2013 12:25 AM
284	<b>Miscellaneous</b> existing MAX system should start developing express service	6/22/2013 12:17 AM
285	<b>Destination</b> <b>Supports HCT</b> Southwest, Garden Home, Raleigh Hills needs better public transit access and service. Should be direct route to Beaverton from Garden Home, etc. without having to go to Wash. square or similar place to transfer.	6/21/2013 11:57 PM

# Southwest Corridor transit options

286	<b>Destination</b> <b>Miscellaneous</b> <b>Opposes LRT</b> <b>Suggestions</b> <b>Supports BRT</b> While Portland is in love with light rail, it needs to pursue least costly options over the next several years in the SW Corridor. Enough Buses, use of Express routes, reengineering of the traffic patterns and huge volume of stop lights from Barbur to Sherwood, additional parking for people who wish to ride the bus in AM, all these things have never been explored. I used to ride the number 12 to and from Barbur transit mall. I watched them build a coffee bar at the mall that never got used, and yet people were scrambling for parking spaces. Now they have done some sort of expansion. We notified Tri met over and over that the 12 was packed at rush hours both AM and PM and never got a response, and no additional #94's that could have dead headed at Barbur Transit or Tigard would have solved the problems. So, put the money in buses and good drivers first before running up another federal bill for maintenance that is already in the red on all the other Light Rails.	6/21/2013 11:57 PM
287	<b>Supports LRT</b> Light rail is the better long term investment.	6/21/2013 11:41 PM
288	<b>Opposes BRT</b> <b>Supports LRT</b> I believe that bus rapid transit would be a waste of time and money. We need rail transit, lots of it and built as soon as humanly possible.	6/21/2013 11:33 PM
289	<b>Destination</b> <b>Miscellaneous</b> <b>Outcome</b> <b>Suggestions</b> <b>Supports BRT</b> <b>Supports HCT</b> I currently live in SE Portland, and work in Metzger. I don't own a car, and commute using TriMet. My commute time is 1:20 each way (best case scenario). Driving this route takes 20 - 40 minutes, depending on traffic. If there were a rapid transit system between Portland and Tigard that offered commute times closer to what one could achieve in a private car, I suspect that many of my coworkers would be willing to try this. Currently, I know of only 3 individuals (in a workplace of approx. 60) who use public transportation. I believe that it is necessary to strive for the most efficient and accessible transit system we can afford. Of course, we need a way to quantify the future benefits of having established an excellent public transportation system. I think it would be short-sighted to try saving money by putting in a weak system, which could result in use mainly by people of low socio-economic status who don't have personal vehicles. You don't want the transit riders to be aspiring to the day they can buy a car and leave the system behind (I presently feel this way about the 2 bus / 1 light rail trip that I take 2x/day, 5x/week).	6/21/2013 11:31 PM
290	<b>Destination</b> <b>Suggestions</b> use WES to Sherwood...plan for the future. leave the hwy to the cars and trucks to move the economy. How rude to ask the ethic background...it does not matter. we are all in this together!!!!	6/21/2013 11:04 PM
291	<b>Miscellaneous</b> I think the ridership estimate is far too low considering the coming reaction to global warming.	6/21/2013 10:55 PM
292	<b>Destination</b> I prefer the OHSU tunnel option	6/21/2013 10:55 PM
293	<b>Destination</b> <b>Supports HCT</b> We need reliable transit connections to Yamhill County (Newberg/ Mac).	6/21/2013 10:54 PM
294	<b>Destination</b> <b>Supports HCT</b> It is important that the corridor not be solely defined by a suburb-downtown Portland axis. The system needs to reflect the intra-county needs in Washington County.	6/21/2013 10:37 PM
295	<b>Opposes LRT</b> <b>Suggestions</b> <b>Supports BRT</b> DO NOT build any more choo-choo trains. We drive cars. Widen the roads instead. If you want to put busses on those widened roads, fine. Just don't build any dedicated bus routes or other similarly bone-headed projects.	6/21/2013 10:34 PM
296	<b>Miscellaneous</b> <b>Opposes BRT</b> <b>Suggestions</b> The solution needs to be clean and green. If it's just more buses fouling the air, why bother. Something rarely considered is that many people don't ride public transit because they don't want to arrive at work wet when it's raining. Transit stops need to be sheltered from the elements. Walkers, bikers, cars and transit need each to be separated from the others.	6/21/2013 10:29 PM
297	<b>Opposes LRT</b> Do not build more light rail. It is expensive and inflexible.	6/21/2013 10:12 PM
298	<b>Miscellaneous</b> <b>Outcome</b> <b>Suggestions</b> Barbur auto capacity should not be reduced under any option. It is the primary, if not only, I-5 alternative.	6/21/2013 10:08 PM
299	<b>Miscellaneous</b> <b>Suggestions</b> Widen more roads.. Build overpasses at intersections to eliminate traffic signals	6/21/2013 10:06 PM
300	<b>Destination</b> <b>Miscellaneous</b> I have little interest in transit connections between Portland and Tigard/Tualatin/Sherwood. I live at border of West Beaverton and Aloha. I'm interested in better transit options connecting my area with areas to the south and north of my neighborhood.	6/21/2013 10:01 PM
301	<b>Miscellaneous</b> Transit needs to be easily accessible, frequent and actually go someplace with access to transit connections.	6/21/2013 10:00 PM
302	<b>Suggestions</b> I am fundamentally against dedicated single use lanes, but realize that more efficient transit might be accomplished by some dedicated bus lanes.	6/21/2013 9:37 PM
303	<b>Destination</b> <b>Miscellaneous</b> <b>Suggestions</b> Don't reduce vehicle capacity on SW Barbur for any of these options.	6/21/2013 9:32 PM
304	<b>Miscellaneous</b> <b>Suggestions</b> <b>Supports HCT</b> Jobs in the community may be expensive, but not getting people out of their cars is more. Glad that you are talking about bikes & transit.	6/21/2013 9:26 PM
305	<b>Miscellaneous</b> The over-arching goal of this planning should be to reduce the average, per-capita cost of living as much as possible. So any plan that cannot be expected to accomplish that at a minimum should be rejected outright. So, calculate the average, per-capita annual cost for the expected ridership to travel without the plan implemented, and with the plan, and if the plan does not produce a lower cost to the riders that plan should be rejected -- assuming that there is no cost difference to take into account among non-riders as well.	6/21/2013 9:24 PM



# Southwest Corridor transit options

306	<b>Opposes LRT</b> <b>Suggestions</b> <b>Supports BRT</b> Whatever transit plan is adopted, it should not reduce the current four lanes of Highway 99 available for automobile travel. The high cost of light rail is prohibitive, and its' permanent location is not adaptable to changes in population densities of communities it serves. Rapid transit bus service is far less expensive and is far more adaptable to changing needs.	6/21/2013 9:18 PM
307	<b>Destination</b> <b>Supports LRT</b> Passenger rail service from Portland through Tigard, Sherwood, Newberg, and McMinnville to Spirit Mountain and Chinook Winds would serve a wide range of communities, improve the vitality of the coast communities, reduce traffic congestion in the 99W corridor, and provide commuter service in an underserved area at a fraction of the cost of building the 99W bypass.	6/21/2013 9:10 PM
308	<b>Miscellaneous</b> I am in no position to even consider higher property taxes. I will lose my house in the near future due to the inability to pay the present taxes. The ungodly expensive water bills plus weird little taxes like the arts tax that come out of nowhere are efficiently destroying the lives of most of the people I know. It's hard to care how people get to work when you're drinking unfiltered rainwater and not flushing the toilet. In a perfect world cool ideas for transport. Otherwise figure out how to tax the top 1 or 2 percent of the population and leave the rest of us alone for the next 10 years or so, please.	6/21/2013 9:04 PM
309	<b>Destination</b> <b>Opposes LRT</b> <b>Suggestions</b> Rail transit is ridiculous, especially in this corridor. Barbur needs nothing. Pacific Coast hwy needs more road capacity between 217 west for 2 miles.	6/21/2013 9:00 PM
310	<b>Miscellaneous</b> <b>Outcome</b> <b>Supports HCT</b> This is not about the next decade! It is about the next generation. This part of the region needs the same access and mobility as the rest of the region. We need a variety of transit options to address congestion on 99W and the residential housing that needs connections to employment on Metro's suburban edge.	6/21/2013 8:45 PM
311	<b>Miscellaneous</b> If Metro is to be a viable regional government it needs to get out of being a control "vehicle" used by Multnomah County/City of Portland. Metro needs to increase its assistance to Clackamas and Washington Counties and their suburban cities.	6/21/2013 8:42 PM
312	<b>Outcome</b> Mass transit/ light rail and pedestrian/ bike avenues would greatly add to property values and quality of life.	6/21/2013 8:41 PM
313	<b>Supports HCT</b> I am a frequent user of transit and would welcome additional options for rapid transit in SW Corridor.	6/21/2013 8:39 PM
314	<b>Outcome</b> Cost is most important. What is the return for money spent.	6/21/2013 8:34 PM
315	<b>Miscellaneous</b> <b>Outcome</b> In order for any type of transit to be used, there must be advantages--drive time and convenience need to be positive forces to encourage use. Clackamas County needs to participate in all ways, including a sizable financial contribution.	6/21/2013 8:30 PM
316	<b>Destination</b> <b>Miscellaneous</b> First, a freeway bypass must be build from I-5 south of the metro, running west of Hillsboro, to I-5 north of Vancouver, Wa.	6/21/2013 8:26 PM
317	<b>Suggestions</b> Please, please try as much as possible to keep high-capacity transit separate from normal traffic. This is one of the biggest problems with MAX in that its efficiency/effectiveness is destroyed due to its logging through downtown surface streets. The same goes for any form of BRT.	6/21/2013 8:14 PM
318	<b>Miscellaneous</b> Focus more efforts on improving basic infrastructure than building up even more public transit.	6/21/2013 8:14 PM
319	<b>Miscellaneous</b> I don't live in this corridor but I answered as though you were proposing something where I do live.	6/21/2013 8:08 PM
320	<b>Miscellaneous</b> <b>Outcome</b> <b>Suggestions</b> I use Max to travel to downtown Portland and the eastside. But I take my car sometimes because I fear getting towed. Current car parks are completely inadequate--too far to walk from home, and a major schlep from a bus. Why can't there be a car park at each of the transit centers? Much safer for evening outings, especially for women and older people.	6/21/2013 8:06 PM
321	<b>Destination</b> <b>Miscellaneous</b> <b>Suggestions</b> Please do not take out a lane on Barber. Traffic is already bad on Barber, and the loss of a lane would be awful. The mass transit option should not be at the expense of those who drive cars. There needs to be cost-effectiveness in whatever option is selected and a respect for drivers.	6/21/2013 7:56 PM
322	<b>Miscellaneous</b> keeping additional vehicles off existing roadways is a great idea.	6/21/2013 7:52 PM
323	<b>Destination</b> <b>Supports HCT</b> I don't live in the Tigard area anymore, but I sure would like to see another MAX rail line added to the Metro area that serves the SW Corridor. (I live in Beaverton near a MAX stop, and often do park and ride.) I think Americans are just toooooo attached to their cars, and need to learn the ease of public transit.	6/21/2013 7:51 PM
324	<b>Miscellaneous</b> This area is so congested it is scary to drive to or shop in.	6/21/2013 7:51 PM
325	<b>Miscellaneous</b> I fervently hope the extensive decision-making process you envision will lead to the best possible outcome!	6/21/2013 7:46 PM

# Southwest Corridor transit options

326	<b>Destination</b> <b>Opposes LRT</b> <b>Suggestions</b> <b>Supports BRT</b> As is the chronic flaw with Opty-IN, the "survey" is keyed to elicit responses which support Merto's alewady pre selected policy alternatives and the results will always be invalid. The only solution to "congestion" in SW Corridor is bus rtapid transit buoilt on exclusive roadway on newly acquired ROW, not on I-5 / 99 ROW. Max is a joke as a solution but that will be selected. Max won't work because of the hills and the weather on the SW ridge. IT will be excessively out of service in our typical freezing wet winters due to ICE issues. Were the region stooopid enough to choose the Max option, it, too, would require a dedicated separate new ROW. Using I-5 and Barbur / 99 for a Max linwe will gurantee instant gridlock when I-5 plugs up, as it routinely does 6 of every 10 commute times. Max will not relieve I-5 congestion. We've proven that already with the Hillsboro and OR 26; Gresham and I-5; and Expo Center - I-5 north experiments. Three strikes - Max is out. I grew up 1n the 1950s and 60s riding SERIOUS rail mass transit in NYC, and I'm a nostalgic train buff. Light rail Max is cute in a game of SimCity , but it is no solution to moving people in the real world, as TriMet has already amply demonstrated.	6/21/2013 7:46 PM
327	<b>Miscellaneous</b> <b>Outcome</b> <b>Suggestions</b> If a bus rapid transit system uses transport vehicles that burn fossil fuel, they should use natural gas or bio-diesel made from non-food source plants. However, for better carbon reduction and less reliance on fossil fuel, light rail would be a better alternative.	6/21/2013 7:46 PM
328	<b>Miscellaneous</b> <b>Suggestions</b> <b>Supports BRT</b> <b>Supports LRT</b> Sadly - but clearly - WES doesn't work. Please consider cutting our losses, and using any \$\$ saved - by eliminating WES - to fund light rail or rapid transit bus.	6/21/2013 7:45 PM
329	<b>Miscellaneous</b> <b>Opposes HCT</b> You assume that I am in fav or of the corridor. I am not, yet. Your first question should ask if one is in favor or not and if not then the rest of the survey can be skipped. A question should be asked if the public wants to help fund this or not.	6/21/2013 7:43 PM
330	<b>Miscellaneous</b> <b>Suggestions</b> restoring bus line 51 to mid-day service would be helpful to the other southwest corridor that seems to have been forgotten in your planning.	6/21/2013 7:41 PM
331	<b>Miscellaneous</b> <b>Outcome</b> Improving transit to the edges (Tualatin and especially Sherwood) presents the same problem that easing traffic in any other way (e.g. road widening) does: increasing sprawl. People will move to an area because it is served by transit, but end up driving (and the straight shot between Sherwood and Intel for example is through country roads, not transit).	6/21/2013 7:31 PM
332	<b>Miscellaneous</b> <b>Outcome</b> <b>Suggestions</b> For those of us who live in areas no where near any transit options, we would have to drive to an area, leave our cars and then take public transportation into the city . There is a need for parking options. There are many people who can't walk far distances/go up and down hills/prefer not to walk long distances in the rain/sleet. Parking spots are vital if this is going to work.	6/21/2013 7:30 PM
333	<b>Miscellaneous</b> The fact I will be dead most likely before anything is done makes taking a survey ludicrous. Five years, just to start building? You people are crazy . You want everyone to either walk or ride a bike, hello China a few decades ago. Now they can't move. Where is leadership when you need it. Doing stuff by committee isn't democracy , it is a dictatorship because that way nothing gets done.	6/21/2013 7:25 PM
334	<b>Destination</b> WE need to build the SW by pass from I-5 to Sherwood.	6/21/2013 7:25 PM
335	<b>Miscellaneous</b> <b>Opposes LRT</b> These questions are totally rigged! There was no option for "other" on any questions. I do not support, nor do I believe the any projections on light-rail / street car! Ridership and fare-box recovery rates have both proven to be totally "pie in the sky" numbers as those numbers never proved themselves in the real world. Maintain our roads, improve our roads, widen our roads, increase the number of roadways -- THESE SHOULD BE YOUR FIRST PRIORITIES. We will not get out of our cars. It is the love of freedom to travel that cars invoke in us suburbanites.	6/21/2013 7:24 PM
336	<b>Destination</b> Still think your missing the big picture. I just don't see the volume of people going to Portland increasing. Transit is running to the wrong location. North-South transportation cooridor through Washington County is still a bigger problem.	6/21/2013 7:15 PM
337	<b>Miscellaneous</b> <b>Opposes HCT</b> High capacity transit is not the solution. The cost overruns and obligations like WES are killing us. We are losing \$ 50,000 per month on worthless systems that cause more people to stop at crossings than are riding on the train. Light rail subsidizes the spread of indigents and gangs. Busses are cheaper and more flexible. We have to walk one mile (either direction) to get to a bus stop from our house. That can change. Light rail or dedicated lanes are very difficult to change and are not conducive to promoting business.	6/21/2013 7:12 PM
338	<b>Destination</b> <b>Opposes HCT</b> The overall problem is that NO MATTER what you do, since the jobs and where people live is pretty much random, any dedicated transit that thinks people go to PORTLAND and no where else to work - will just fail and be expensive and actually not help one darn bit.	6/21/2013 7:09 PM
339	<b>Miscellaneous</b> <b>Outcome</b> Public transit options should be so good as to cause people to question choosing private transport.	6/21/2013 7:08 PM
340	<b>Miscellaneous</b> I rode 36 and 96 buses to work for years but could only do so during commuter hours, five days a week. In retirement I do a lot of volunteer work and entertainment trips into Portland. I HAVE TO DRIVE.	6/21/2013 7:02 PM
341	<b>Supports HCT</b> A transit option is need to aleaviate congestion on major thoroughfare.	6/21/2013 7:01 PM
342	<b>Opposes LRT</b> <b>Suggestions</b> <b>Supports BRT</b> Express buses, in a "BRT" or guideway system is okay , but buses that can operate in an exclusive ROW AND mixed traffic is needed. No more Lite Rail. This survey assumes I think some form of rapid transit is needed in the PDX/Tigard/Tualatin corridor, when, it maybe is not.	6/21/2013 6:58 PM
343	<b>Opposes LRT</b> No more max or wes trains. No one rides them and they bring crime	6/21/2013 6:56 PM

# Southwest Corridor transit options

344	<b>Miscellaneous</b> As a resident of the deeeeeep east county , I'm probably not qualified to answer these questions...but, as such, I'm not much interested in paying for infrastructure to further enhance the southwest area, where things are already over-build and too expensive.	6/21/2013 6:55 PM
345	<b>Destination</b> <b>Supports HCT</b> We need public transit from Beaverton to Salem	6/21/2013 6:54 PM
346	<b>Miscellaneous</b> Like any private company that is struggling financially , I would like to see Tri-Met use any available resources to balance its budget before attempting to grow bigger.	6/21/2013 6:49 PM
347	<b>Supports HCT</b> After living in both central and Southern California my experience tells me that we should minimize investment in roads and maximize investment in transit and transit oriented development. In my 40 years of using and observing roads and transit systems I've yet to see a road expansion project that didn't result in increased traffic.	6/21/2013 6:45 PM
348	<b>Destination</b> I don't travel in this corridor often, but I do so occasionally to make deliveries. I chose Portland to Sherwood option as it will be less costly in the long run to get it all done at once, and the farther reaches are gaining population fast.	6/21/2013 6:44 PM
349	<b>Miscellaneous</b> We should go for the best solution, and not start out by compromising. We're not Clackamas County , we're better than that.	6/21/2013 6:43 PM
350	<b>Miscellaneous</b> <b>Outcome</b> The only Bus option I would support are buses that use Natural Gass...NO Diesel Fuel or Bio-Diesel	6/21/2013 6:38 PM
351	<b>Miscellaneous</b> Be Bold! I'd spend some effort figuring out how to move faster, how to cut through whatever layers are causing this to take so many years. We know we need this; we know that virtually any solution will help transportation and that, in turn, will add 'fluidity' to how people live. And the more efficient transportation infrastructure will eventually bring prosperity. Find a way to move more quickly. It will pay off in the end.	6/21/2013 6:36 PM
352	<b>Destination</b> <b>Miscellaneous</b> <b>Suggestions</b> Culture of ridership must be won/earned with good, reliable transit options. Need park and ride. Need full day schedule. WES, for example, misses the mark by: no weekends, no midday, no parking at Beaverton terminal. Don't repeat those mistakes.	6/21/2013 6:36 PM
353	<b>Miscellaneous</b> I didn't answer the questions because it seemed like an intelligent answer required a fair amount of advance information. Why not present more background about how this project is projected to work, its context, and how it fits into a larger regional plan. Short of more detail this is a homeless, rudderless project.	6/21/2013 6:32 PM
354	<b>Miscellaneous</b> I need better bikeways, and more frequent bus service.	6/21/2013 6:29 PM
355	<b>Destination</b> <b>Miscellaneous</b> <b>Outcome</b> <b>Suggestions</b> <b>Supports BRT</b> more buses. more lanes of traffic. add two more major freeway s. portland is the 30th largest community in the u.s. with the 6th worst traffic commute times. We need to get real and build more east west freeways. In san diego I can drive in rush hour twenty miles in twenty minutes. In portland it takes an hour to go 8 miles, sometimes it is longer than that. More roads will add more prosperity, jobs, better life. p.s. could you build a highway to mt hood too. thanks.	6/21/2013 6:26 PM
356	<b>Miscellaneous</b> <b>Opposes HCT</b> When are you clowns going to learn that MOST of us taxpayers want more roads, NOT your mass transit. Hopefully we will get the opportunity to vote all of you out of your jobs someday and then you'll have to listen.	6/21/2013 6:22 PM
357	<b>Destination</b> <b>Supports HCT</b> TRANSIT NEAR GEMINI DRIVE	6/21/2013 6:22 PM
358	<b>Miscellaneous</b> Consider strongly Eugene's bus express experience, since Eugene is likely more similar to Portland in terms of ridership, alternative transportation attitudes, and broad demographics than are other places with similar services.	6/21/2013 6:19 PM
359	<b>Opposes HCT</b> There should NOT be an increase in light rail or mass transit in this corridor. Fix the roads, develop new roads, stop building bike lanes where they are never used, and stop waisting money.	6/21/2013 6:18 PM
360	<b>Destination</b> <b>Miscellaneous</b> <b>Suggestions</b> <b>Supports BRT</b> More people would ride the bus if it were more frequent, cleaner, faster, and less harrowing. Bus transit has greater flexibility than light rail, so I prefer that. The current light rail is limited in scope and too slow for use over long distances, such as downtown to Sherwood, even in traffic. We used to use it between Lloyd District and downtown; it was faster to drive and park, and about the same cost, plus no gangsters or drug dealers or crazy people.	6/21/2013 6:14 PM
361	<b>Destination</b> <b>Opposes HCT</b> More money is spent in SW Portland than in any other part of the city. Enough already.	6/21/2013 6:11 PM
362	<b>Miscellaneous</b> Again, I don't believe the residents of this area currently support any of this. They are in love with their cars, are hostile to bike riders and pedestrians and don't want to pay for mass transit. Put the money into creating set asides/securing right of ways for when they finally see the light and will pay their fair share.	6/21/2013 6:00 PM
363	<b>Opposes LRT</b> NO LIGHTRAIL!!!!	6/21/2013 6:00 PM
364	<b>Destination</b> Do not make Hall Road a corridor. Too many children nearby.	6/21/2013 5:46 PM
365	<b>Miscellaneous</b> From my perspective only low income persons and famlies would use this UNLESS, there is a direct fast ride opportunity to downtown Portland. I believe middle income and couples without children would take advantage of being able to go into the city on Friday or Sat night or for weekend day trip.	6/21/2013 5:02 PM



# Southwest Corridor transit options

366	<b>Destination</b> <b>Miscellaneous</b> Please be realistic regarding ridership ..not all jobs are in the downtown core esp out in the SW area so maybe a transit center and the ones going downtown would switch ..and not have the bus system or light rail go all the way . Also be realistic toward ridership as w/ the street car on the East side (it is empty except for about an hour in the AM and PM ) and the one that is super light rail that still doesn't have the ridership that all the studies showed after many years in service.	6/21/2013 4:53 PM
367	<b>Destination</b> <b>Miscellaneous</b> The west side by pass connecting Hillsboro to Interstate 5 is needed. Widening of existing roads is needed.	6/21/2013 4:36 PM
368	<b>Destination</b> <b>Miscellaneous</b> <b>Outcome</b> <b>Suggestions</b> <b>Supports BRT</b> <b>Supports HCT</b> I think we need to really concentrate on cars and mass transit. Bikes have more than they need already , and with our weather and commuting distances, bike travel is such a minor issue. We need to be able to get folks who live in town out to the burbs, and visa versa, for work. I've been a bus commuter for 37 years, and it is great! But not frequent enough, especially during the middle of the day when there's nothing (I live in Tualatin).	6/21/2013 4:30 PM
369	<b>Destination</b> <b>Miscellaneous</b> <b>Opposes HCT</b> I don't want to see any more rails, max, wes, streetcars. If you want to help the west side, Washington Co. needs the 605 freeway built asap.	6/21/2013 4:25 PM
370	<b>Opposes BRT</b> <b>Supports LRT</b> I would strongly recommend light rail for the Southwest Corridor. Tying it into the MAX system would avoid the need for a different set of infrastructure requirements. Metro residents understand MAX and how it works. The experience of Maryland transit planners in drawing up Baltimore's Red Line and the Washington, D.C., suburbs' Purple Line are evidence of light rail's superiority to rapid-transit busing.	6/21/2013 2:20 PM
371	<b>Destination</b> <b>Outcome</b> <b>Supports HCT</b> Don't leave Tualatin out! There are so many businesses that need employees to get to work on time. There is a huge community with large parts with no bus at all or through the day or weekends. And many of us who live in Tualatin who trek into Portland every weekday and some weekends who would love to take mass transit and not have to go via Beaverton either on the bus or WES (when it operates). And I would like to work part-time in Portland and still take the bus and be home for when my kid gets off the school bus.	6/21/2013 10:50 AM
372	<b>Destination</b> <b>Miscellaneous</b> <b>Outcome</b> <b>Supports LRT</b> A light rail expansion is critical at this moment when portland must realize it is in the big city league and will need to compensate for the inevitable surge in growth. A light rail loop and easy access to McMinnville will be important in the near future with the completion of a light rails away from city center toward all the cardinal directions and with the expanded growth in the outer rural areas of the Portland metro.	6/21/2013 7:54 AM
373	<b>Destination</b> <b>Miscellaneous</b> <b>Opposes HCT</b> <b>Outcome</b> You will kill this area if you stick mass transit in the middle of barbur. Where will the car traffic go if you eliminate lanes? This is one of the only alternative routes to i-5 for southwest. Would you like to divert all traffic to the 20 mile per hr capital hwy? Barbur hardly has any middle lanes anyway , so how will be get to all the shops? Make u-turns? I don't think so. Also, think of what you will do to the neighborhoods. If you make barbur smaller, everyone will move to the sidestreets and create a hellish environment. I'm sorry, but people who do not live in this neighborhood should not be messing with this. You just want to throw money and make money. Good luck. You will ruin this area. My family has lived here for generations. Who should you listen to? Us, or the hip kids?	6/20/2013 8:23 PM
374	<b>Miscellaneous</b> <b>Opposes HCT</b> High capacity transit is needed around here about like a lead balloon! All it does is raise taxes. The current system is a long way from being at capacity. If such a system is to be built, then NO tax or bond funds are to be used. The system must fund itself; that is it must be a private system and be profitable. It must be funded by those wishing to use it and any entrepreneurs with deep pockets. Keep your hands out of my pocket!!!	6/20/2013 6:43 PM
375	<b>Miscellaneous</b> These investments and decisions are multi-generational in that we are influencing systems that will largely benefit others in the future which is the responsibility of society.	6/20/2013 12:41 PM
376	<b>Opposes LRT</b> <b>Supports BRT</b> Probably DO NOT NEED a Southwest Corridor at all. However if you insist, NO MORE LIGHT RAIL!! Buses work much better on our current roads, and if you find that there is LOCAL demand for faster, then you can try to fund exclusive lanes for the buses. DO NOT TRY TO FORCE MORE LIGHT RAIL ON PEOPLE. The fiasco in Clackamas county has probably already engendered a permanent split in Metro, and any more "railroading" attempts will make the dissolution of Metro a sure thing.	6/20/2013 12:19 PM
377	<b>Outcome</b> Southwest values its "green" very highly and whatever transit option is chosen must be cognizant of that	6/20/2013 10:09 AM
378	<b>Miscellaneous</b> <b>Outcome</b> This is a tremendous opportunity to reduce polluted erosive stormwater runoff by using green infrastructure.	6/20/2013 8:51 AM
379	<b>Opposes LRT</b> <b>Supports BRT</b> The bus way is the way to go. I do not want to see light rail in this corridor as the cost will be way to high compared to a bus way . We have enough light rail. Let's put some money into a real bus dedicated way and see how people like it. If we have busses coming every 5 minutes, they will like it. In Oaxaca, Mexico, you can stand on a corner and watch taxis, busses, and 'collectivos' go by every minute of the day and have your pick of which vehicle you want to use to get to work or home. How come we don't have that here???	6/19/2013 8:59 PM
380	<b>Opposes HCT</b> I am totally opposed to rapid transit so I know my position can go to Hell	6/19/2013 12:54 PM
381	<b>Destination</b> Strongly prefer the OHSU tunnel option. Taking the long view, the higher cost should not be a problem. Eventual high rise/density housing on the current hilltop OHSU campus will make a direct (underground) transit connection a significant economic benefit. What is now 'pill hill' could easily become the population center of the Portland area by 2050.	6/19/2013 12:08 PM

# Southwest Corridor transit options

382	<b>Destination</b> <b>Miscellaneous</b> <b>Outcome</b> <b>Suggestions</b> Beaverton, Tigard, Tualatin have serious traffic congestion problems. Dense housing developments are going in and very little is being done to address all of the added traffic. Beaverton has significant traffic congestion on Walker, Jenkins, Cedar Hills Blvd., Farmington and TV Hwy. Frequency is a critical need, not want, to make public transportation work. These areas have horrible service making public transportation less of an option. Improving frequency on our existing system is a must. Hopefully the end product won't be an option that only runs during the week and rush hour. People are being discouraged from using cars and owning cars. Housing and retail developments are being built with little or no parking to force residents/customers to use a public transportation that is constrained and crippled.	6/19/2013 8:43 AM
383	<b>Destination</b> <b>Supports HCT</b> Because the Gen Y demographic and younger are less likely to drive, these cities should be doing everything they can to get transit. It will influence who lives there (only those who drive: baby boomers who can still drive as they age and... ??? anyone else???) and which companies base their employment there. Without a comprehensive plan that includes safe, efficient and comfortable transit, Tigard, Tualatin and Sherwood will be ghost towns in twenty years. My hope is that the transit will bring TOD to these towns, offering a variety of living options to its ridership.	6/18/2013 5:02 PM
384	<b>Opposes BRT</b> <b>Supports LRT</b> Do more with trains less with buses.	6/18/2013 9:23 AM
385	<b>Miscellaneous</b> <b>Suggestions</b> If bus stops permit the bus to pull out of the traffic lanes to load and unload, there is land along all the corridors to permit these stops and safety. There should be no system put in place that cannot pay for itself once the initial equipment and pull offs are established. Methods to get people in areas to the bus stops need to be considered by the local communities. You do not need the mess that Clackamas Co. is facing nor the extreme costs and subsidizing that must continue forever with limited riders. The cost to Sherwood in your example for so few riders is not beneficial. Why not allow businessmen to work with you and quit dreaming the Federal Government grants when it is broke, borrowing from China and the Federal Reserve. Then you have a high subsidy for operating costs. We don't have the jobs nor the tax dollars for light rail, tunnels, etc. Other towns work out highways, hub and spoke methods of handling far more traffic than you are envisioning for Oregon. Take the politics out and look at this as a business. There was a time when transportation systems actually were profitable, instead of being a drain on the economy. You could make it happen again, if you could get your eyes off questional grants. Keep talking and listening to the people, the local city councils and mayors, and tax payers. Thank you!	6/17/2013 6:32 PM
386	<b>Opposes LRT</b> No MAX! We don't need the crime that light brings to communities.	6/17/2013 4:01 PM
387	<b>Outcome</b> <b>Supports BRT</b> I would recommend an electric rapid bus. We want to get away from petroleum fumes in traffic and the rapid bus would not cost as much as light rail. It would also be more flexible.	6/17/2013 11:21 AM
388	<b>Destination</b> <b>Supports LRT</b> I prefer a MAX line over BRT. I feel that adoption would be much higher since it's a more desirable way to take public transportation and doesn't have to compete with traffic, which is a huge plus. My ride versus drive consideration is time and convenience. getting from point "A" to point "B" needs to be about the same as driving during rush hour (+ or - 15 minutes) and needs to be close to my house (walk / bike to MAX station). Consider not running a MAX through neighborhoods, but rather more main roads. Tunnels and elevated tracks would help reduce the impact of interruption of auto traffic and noise pollution. I live close to PCC Sylvania and the student traffic through our neighborhoods is outrageous. If we could close the rear entrance/exit and replace it with a tunnel or a direct MAX line into the school with out creating a canal through our parks and residential streets, that would be a HUGE win.	6/15/2013 6:59 PM
389	<b>Destination</b> <b>Suggestions</b> <b>Supports LRT</b> Light rail to Tualatin should be an extension of the Yellow Line from the Rose Quarter via the east side, the new bridge and a tunnel under OHSU. It should also serve PCC Sylvania via tunnel and share WES right-of-way between Tigard and Tualatin.	6/15/2013 1:18 PM
390	<b>Destination</b> <b>Suggestions</b> It would be a huge mistake to do anything short of grade-separated light rail all the way to Tualatin. Both Tigard and Tualatin have huge potential for dense and well-designed developments, but only with the right investments in transit infrastructure. Also, I think OHSU would be able to offset some of the local \$\$\$ needed for a tunnel to properly serve Marquam Hill. A grade-separated ROW along Barbur to Burlingame is going to be as costly, if not more so, as a tunnel would be.	6/14/2013 6:37 PM
391	<b>Opposes HCT</b> All of your answer options are based on having this "transit corridor". Why is there "none of the above" to select from. As a Tigard area citizen and homeowner I DO NOT WANT ANY OF YOUR TRANSIT OPTIONS. All it is going to do is ruin our neighborhoods with crime and gang problems as it has ruined Portland and Clackamas neighborhoods. Every one calls MAX the "Crime Train" and it IS. WE DON'T WANT THE "CRIME TRAIN" IN TIGARD, KING CITY, TUALATIN, OR SHERWOOD!!!!!!!!!!!!	6/14/2013 4:11 PM
392	<b>Miscellaneous</b> Without increased property taxes and demand for travel in the corridor, most of these investments don't make sense	6/14/2013 10:51 AM
393	<b>Suggestions</b> We need a fully separated bikeway on the route because of traffic speeds. Think a two way bike and ped shared road, like the Springwater Corridor. Plan should complement WES, not duplicate in any way.	6/14/2013 10:45 AM
394	<b>Miscellaneous</b> <b>Opposes HCT</b> <b>Outcome</b> I really think the cost is too much for what we will get. It just seems like a nice thing to have but we need more focus on jobs. If we have no jobs we don't need light rail or rapid buses.	6/14/2013 9:41 AM
395	<b>Opposes HCT</b> Enough! Stop wasting money on what we can not afford. Start taking care of what we already have.	6/14/2013 4:34 AM
396	<b>Destination</b> <b>Supports LRT</b> Please keep light rail on the table for further study! It's what's best for Tigard.	6/13/2013 8:56 PM

# Southwest Corridor transit options

397	<b>Destination</b> <b>Suggestions</b> It is important to me that it have as little impact as possible on neighborhoods. Keeping the route primarily in commercial areas would help businesses along the route. I believe shuttle buses should be used to transport PCC commuters from a Barbur Blvd route. I don't want the park and trees to be destroyed along Haines Street.	6/13/2013 8:47 PM
398	<b>Miscellaneous</b> <b>Outcome</b> We know that the city needs to improve transportation, but we do not want the route to go down Haines ST as this will ruin our neighbourhood, damage old growth trees and disrupt a natural forest area (Lesser Park)	6/13/2013 8:43 PM
399	<b>Miscellaneous</b> Please avoid disruption of established residential neighborhoods.	6/13/2013 6:27 PM
400	<b>Destination</b> I don't see the benefit of extending the transit option to Tualatin. Tualatin's central core is served by WES. The possible alignment from Tigard passes through a lower density area.	6/13/2013 5:04 PM
401	<b>Destination</b> <b>Suggestions</b> Since I prefer, and fully support, the OHSU tunnel option for the Lair Hill, Homestead portion of a light rail corridor, I feel the human costs of building in the center of Barbur Boulevard from I-405 to the Terwilliger/Barbur intersection needs much better exploration and/or mitigation.	6/13/2013 3:33 PM
402	<b>Destination</b> <b>Suggestions</b> The tunnel option to serve the employment base of OHSU, the city of Portland's largest employer, must be studied as part of the Southwest Corridor transit options as all the other options offered do not directly connect to the employment center on the hill and only come close to or only serve the edge of the hill which completely is ignoring the purpose of studying this corridor and providing access to employees and employers. If the OHSU tunnel option is not advanced for further analysis I will have considered the SW Corridor study a complete waste of effort, time and money.	6/13/2013 3:13 PM
403	<b>Miscellaneous</b> <b>Opposes BRT</b> <b>Outcome</b> <b>Supports LRT</b> I am much more in favor of LRT than BRT. I'd love to see full light rail as far as Sherwood in the future, I travel that way frequently. Overall though improving active transportation options and safety within communities along corridor is more important.	6/13/2013 3:01 PM
404	<b>Opposes LRT</b> <b>Supports BRT</b> Bus, not light rail please. Fixed rail is short sided given unknown future events.	6/13/2013 2:58 PM
405	<b>Destination</b> <b>Suggestions</b> <b>Supports HCT</b> <b>Supports LRT</b> Solution is obvious: put a MAX line on Barbur, with frequent bus service between Barbur TC and PCC Sylvania campus (every 7-8 minutes). Get rid of 44 line but improve the 45 line vastly (every 15 min). Please don't mess up the bicycle lanes by crossing them with RR tracks - dangerous!	6/13/2013 2:56 PM
406	<b>Outcome</b> Please consider the following important aspects and know that failure to get the details right as to common sense will doom the project and this has been a theme for Metro projects, self-dooming! 1) The most important thing about buses is that they be CLEAN. Dirty diesel buses with no accountability for air pollution are worse than autos. Buses should be subject to emission standards and should be natural gas. The second most important thing to get people on board is to recognize that people who don't live near the projected transit perceive themselves as gaining no benefit but spending a lot. A long-term projection for reaching every part of the community with park and ride lots near everyone should be part of the plan. Obviously this is not the near term plan but it gives a reason for people in all areas to support the initial part of the plan. 2) The DEIS should show the benefit in terms of cleaner air, less cost as gas prices skyrocket (previous DEIS reports have assumed that gas prices will never go up and this was said to be a requirement of state law to make this bogus assumption, that is self-defeating and just stupid, there is no point in having a DEIS if crazy assumptions have to be made in it) and more jobs (and this means construction jobs which do count and should not be viewed as "temporary" but as simply jobs, previous DEIS from Metro assumed that because the only jobs that were considered real were the ones associated with operation, there were virtually no jobs created. Again, just flat wrong and self defeating. And finally the impact on community health, not habitat, we don't care if some crickets are killed, should be a vital part of the DEIS. This means that transit developments reduce obesity and therefore a wide variety of disorders and it also means that if you calculated correctly the air will be cleaner and have less carcinogens from diesels. If your "science" or "legal" people do not agree, over-ride them with common sense being the priority in all considerations. Don't build a self-defeating case!	6/12/2013 4:35 PM
407	<b>Suggestions</b> Perhaps get OHSU to contribute funding for the tunnel that it would benefit so much from?	6/12/2013 2:52 PM
408	<b>Suggestions</b> If high capacity transit is going to succeed in this corridor it must be separated enough from traffic so that the transit service is reliable enough to depend on.	6/12/2013 12:56 PM
409	<b>Destination</b> Whatever HCT is built, please make it fast and have very few stations between Portland and Tualatin. Perhaps also consider express bus options along I-5, but throughout the day and on the weekends.	6/12/2013 11:06 AM
410	<b>Opposes BRT</b> <b>Outcome</b> <b>Supports LRT</b> Please strongly consider light rail over BRT. There are substantial network effects to having a single, unified light rail system, including scale efficiency and better ease of use. Though I obviously am not an expert, I think ridership and cost models sometimes ignore the benefits of having a single system -- both for users (who only have to learn one thing), to the drivers and maintenance workers. I currently live in Washington DC temporarily for grad school, and using the metro subway here is wonderful in part because we have a total system. A single line like the light rail blue line is great, but it doesn't become truly useful until you have a city-wide system. I want to my grandmother to easily be able to ride from the Hollywood District to Bridgeport shops -- and not have to switch between multiple modes of transit etc. Thus please strongly consider building light rail -- I know it costs 20-30% more, but that investment will be paid back for the decades to come.	6/12/2013 7:24 AM
411	<b>Destination</b> <b>Supports LRT</b> I moved to SW Portland 6 years ago, and have dreamed of light rail down Barbur every day! It is perfect for better bike access, fewer cars, and light rail.	6/11/2013 4:23 PM



# Southwest Corridor transit options

412	<b>Destination</b> <b>Supports LRT</b> I would like to see MAX in Tigard placed in the green space on Hwy 99 to Sherwood. I live across the street from King City and this would allow transportation to downtown, the airport and other communities within the Portland metro area. I have traveled the world and Washington D.C., Paris France and Barcelona Spain are good examples of an efficient transit system that serves the citizens and tourists alike. We have received high marks from many organizations that have held events on Portland for our MAX transit system. I feel it is time to extend this to the SW side of the metro area. Thank you!	6/11/2013 9:47 AM
413	<b>Miscellaneous</b> <b>Opposes LRT</b> <b>Supports BRT</b> No more rail. Express buses please sharing the same ROW. Cheapest and most effective. Least impact on bicycles. Leaves more funds available for other needed transportation projects.	6/10/2013 6:13 PM
414	<b>Supports LRT</b> Do what is simplest. I favor light rail because it is already part of our existing system and it will enhance what we already have and be consistent with existing habits.	6/10/2013 6:06 PM
415	<b>Miscellaneous</b> I am concerned that the current political environment will result in no project at all. I wonder if this should be placed on the shelf until we enter more enlightened times.	6/10/2013 4:07 PM
416	<b>Suggestions</b> We need a safer connection for biking on Barbur. Nothing deters trips by bike between Portland and SW more than those two bridges.	6/10/2013 12:19 PM
417	<b>Destination</b> <b>Miscellaneous</b> <b>Outcome</b> Traffic between Tigard to Portland in heavily congested during rush hour now. The sooner a plan is put in place, the better.	6/10/2013 11:57 AM
418	<b>Miscellaneous</b> <b>Outcome</b> Cost to taxpayer (i.e., from government / subsidies) should be no more than the cost to build / maintenance roads for cars per person / rider.	6/8/2013 12:11 PM
419	<b>Miscellaneous</b> <b>Supports HCT</b> I support faster transit plus safer bikeways along the corridor to provide viable transportation options.	6/7/2013 1:40 PM
420	<b>Destination</b> <b>Supports HCT</b> I would love to see light rail down 99W, it would make it so much easier to get to Portland for jobs, entertainment, etc. without having to drive.	6/5/2013 3:58 PM
421	<b>Destination</b> <b>Opposes HCT</b> Definitely NOT interested in this happening in Sherwood.	6/4/2013 8:12 AM
422	<b>Suggestions</b> <b>Supports HCT</b> Above all, transit quality should remain a primary consideration of this HCT in the Southwest corridor. Whether this transit takes the form of LRT or BRT, it must be reliable, accessible, and consistent. Transit must be able to compete with personal automotive transportation if it is to be an sort of realistic alternative in the decades to come.	6/4/2013 1:43 AM
423	<b>Destination</b> <b>Opposes HCT</b> I appose MAX or any light rail or rapid transit coming to Sherwood or thru Sherwood. Our buses are already excessive in Old Town, and they aren't necessary here.	6/3/2013 11:31 PM
424	<b>Opposes LRT</b> NO LIGHTRAIL!!	6/3/2013 4:30 PM
425	<b>Destination</b> <b>Opposes HCT</b> The SW Corridor Plan has stated a desire to protect parks, yet it is considering destroying the better part of Lesser Park as part of the plan to develop BRT "Direct to PCC". In addition, dozens of homes would be adversely impacted and potentially destroyed via ROW acquisitions for the route, not to mention trails and tree canopy outside of the park proper. While an alternate route for BRT through Sylvania (north side of the campus, across Lesser Rd. with a new bridge across I-5 north of the Haines St. bridge) has been suggested which would have a significantly lower adverse impact on the n'hood, the increase in ridership (both from other buses and new ridership) will not be as high as projected with any of the "Direct to PCC" routes. People in this area are fiercely independent, have a need to get to places not well served by Tri-Met faster than BRT and transfers can get them there before or after classes at PCC, and will continue to use their SOV's for that reason, rather than use BRT no matter how frequent the schedule. Plus, the campus does not have the capability of handling the larger BRT buses even on the north-side alternate route. If Tigard wants to be served by BRT/LRT it needs to accommodate the route(s) within its borders, not within Portland city limits.	6/2/2013 4:04 PM
426	<b>Miscellaneous</b> <b>Outcome</b> While high capacity transit is an important component, please do NOT prioritize these developments over roadway improvements that are desperately needed. While it is true that wider roads brings more usage, this implies to me that the demand for these roads is there but is vastly underserved by the current system. Light rail and BRT are great for people commuting in those directions on those specific routes, but the vast majority of the SW corridor, especially in the Tualatin/Sherwood area, would not be well served by these systems...the needs of the people living in these areas are too diverse to be well served by a few BRT or Light Rail lines. We need these roadway improvement to continue the economic development of region.	5/31/2013 10:38 AM
427	<b>Supports LRT</b> Invest in light rail now - it will pay dividends in the future, once right of ways are harder to come by	5/30/2013 10:48 AM
428	<b>Outcome</b> <b>Supports HCT</b> Very excited about the prospect of rapid transit connecting SW Portland with downtown and the rest of the city. It will give us a better sense of community and connection to our neighbors and has the potential for positive economic impacts (retail, restaurants etc)	5/29/2013 11:04 PM
429	<b>Miscellaneous</b> <b>Opposes HCT</b> Washington County is stung by the financial and fiscal failure of WES, MAX and Tri-Met. I think cars are the most sensible option. Building freeways to address car needs will best serve the area. Keep Corridor H and the 605 Freeway (West Site Bypass) ALIVE!!!!!!!!!!!!!!	5/29/2013 9:48 PM
430	<b>Supports LRT</b> Much prefer Light Rail!	5/29/2013 6:18 PM

# Southwest Corridor transit options

431	<b>Opposes LRT</b> <b>Suggestions</b> <b>Supports BRT</b> I don't like the imposition of European light rail on citizens. Buses are cheaper and can vary their routes as needed. You don't need a whole, separate, and extremely expensive infrastructure.	5/28/2013 4:04 PM
432	<b>Supports BRT</b> I think BRT would be a much better option, and would be able to be implemented much sooner than light-rail. In addition, it would save our region lots of money to steer away from building new light-rail lines and instead prioritize our spending on increased bus service (regular & BRT).	5/28/2013 2:36 PM
433	<b>Miscellaneous</b> Not sure what survey was trying to accomplish!	5/28/2013 1:48 PM
434	<b>Destination</b> <b>Suggestions</b> <b>Supports HCT</b> Because major destinations in SW are not laid out in a linear fashion, a multi-corridor solution with sensibly planned transfer points would be ideal, and this can be implemented in phases as budgetary constraints allow. For example, while Barbur LRT with an underground stop serving OHSU would be great, I'd also support a downtown-to-Tualatin express bus via Barbur, Multnomah Blvd, Oleson Rd, Greenburg Rd, Hall Blvd and Boones Ferry Rd; major stops would include Burlingame, Multnomah Village, Garden Home, Washington Square and Tigard TC.	5/28/2013 12:59 PM
435	<b>Miscellaneous</b> <b>Outcome</b> Stations located near where the freeway is in a trench should consider the option of covering the freeway with a lid to create more station-area real estate, whether for parks, plazas or new real estate development opportunity sites.	5/28/2013 10:32 AM
436	<b>Destination</b> <b>Miscellaneous</b> Please follow the example of Community Transit of Snohomish County. They have 26 110 passenger buses that were about 900,000 dollars apiece. They just use some basic park and ride lots, have cut the unproductive routes, and now are on the verge of significantly expanding their service. Even when you combine the cost of pre-existing facilities, they are probably doing it all for less than \$100 million. And the express service between Everett and Seattle is probably faster than light rail. Also link Sherwood and Tualatin to I-5, and then Tigard, and then Barbur to Portland.. Maximize the ridership and reduce costs.	5/27/2013 9:15 PM
437	<b>Opposes BRT</b> <b>Supports LRT</b> We deserve MAX as much as the rest of the area. Don't short change us with half assed BRT.	5/27/2013 2:49 PM
438	<b>Destination</b> <b>Miscellaneous</b> The Barbur corridor should be upgraded with grade-separated or fully separated bikeway and pedestrian facilities. Think a Springwater Trail at the Barbur grade, in addition to the River grade. Barbur grade would serve expanded bike accessible housing on the PSU-PCC Sylvania corridor. It could be extended from Barbur West along Multnomah Blvd to Multnomah Village.	5/27/2013 1:57 PM
439	<b>Destination</b> <b>Suggestions</b> <b>Supports HCT</b> The lowest cost way to put HCT in the SW corridor is to take a lane on Barbur Blvd (99W) between SW 4th in downtown and Tigard. Do what was done on N. Interstate Avenue. Regardless of vehicle type (LRT or BRT), "High Capacity Transit" must have an exclusive right of way in order to work...i.e attract and carry more riders. It could be done for under a billion based on the Yellow Lines \$350M pricetag ten years ago. Of course there are objections to removing one lane in each direction for private motor vehicles...probably starting with ODOT. So the high cost of HCT here is due largely to the perceived need to keep all existing capacity in the corridor for PMVs. That is costly to say the least. That said, I think OHSU must have a station, hence a tunnel is essential...you can't just bypass the City's largest employer and the region's only research university. But it could be a shorter version, barely a mile in length from roughly Dunaway Park to the ravine just south of Hamilton. Barbur to route 10 is 5 lanes, so there is some room to accommodate transit ROW to the point where it emerges from the tunnel and keep four lanes there. I'm guessing here, but probably something like half of the traffic on Barbur north of route 10 comes off the latter's ramp, so cutting Barbur down to two lanes from there to Terwilliger would do little harm. In the Burlingame area, four lanes could be managed, narrowing again to two at Bertha and on out to West Portland aka Crossroads. Then its up Capitol Hwy to PCC and so on. Might be an opportunity to reconnect route 10 to SW Salv in Road to Corbett St.; replace the overpass/ramp with a simple traffic signal. This would provide another option to John's Landing, South Waterfront, etc. For the end of the line, I still think the Bridgeport Village and/or Kruse Woods may make more sense than Tigard or Tualatin. The former has more retail traffic than either of the two "town centers", and the latter is the most dense concentration of office/commercial employment in SW. Only if the two town centers committed to zoning and planning that would speed higher density development would HCT be worthwhile. It may make more sense to serve those points with that other HCT need...replacing WES with an extension of the Red Line.	5/27/2013 7:29 AM
440	<b>Miscellaneous</b> <b>Opposes LRT</b> Since TriMet isn't able to provide working ticket vending machines at platforms and now aggressively fines people who are unable to purchase tickets, we need to find a new mechanism for selling fares - and smartphones aren't the option for people who don't have them, don't have credit or debit cards. There has to be a better way to deal with good old fashioned money. TriMet clearly enjoys using payment against the poor. Therefore I no longer support extension of MAX in the Portland area.	5/26/2013 4:34 PM
441	<b>Destination</b> <b>Suggestions</b> I fully support a tunnel under OHSU.	5/26/2013 1:01 PM

# Southwest Corridor transit options

442	<p><b>Destination</b> <b>Miscellaneous</b> <b>Suggestions</b> This questionnaire again was loaded and focused on just one outcome. There is no discussion or consideration of creating a local transit hub in Tigard using smaller, more efficient (possibly 100% electric buses?) connected to Portland and other communities by express bus. Once Tigarders leave Portland on the 12 bus, very few of them get on/off the bus at any point until downtown Portland. (Look at the success of the 94 and 96 bus lines!!!) Same with Tualatin, which currently has next to zero local transit (especially west-east service). Same with Sherwood - large parts of the town have nothing. Building an expensive "corridor" service just means that there will not be any money left to build up local transit. This is PROVEN time and time again - nearly all of the local service funded by Westside MAX is gone. ALL of the "added" service with Interstate MAX - is gone. TriMet reneged on its promise of local bus service with WES - merely adding some Sunday trips to the 76 line. The Green Line got no added bus service. Why should I believe that building a MAX line will magically add local service - we know Metro does not support local bus service at all... Let's see OTHER alternatives - including those Metro does not support, but the local community does. Let's see SPECIFIC models of local bus service in Tigard and S.W. Portland. Let's see things that do not involve "corridor" planning but rather "hub and spoke" planning. And finally - what IS the corridor? The corridor IS Barbur Boulevard and Highway 99W. Beaverton, Durham, Lake Oswego are not in this corridor at all. Let's whittle those away and clearly define the scope and need of the process, because in other planning documents, BRT was heavily cost-weighted by pedestrian and bicycle improvements in Murray hill that have absolutely nothing - repeat, NOTHING - to do with BRT.</p>	5/26/2013 7:17 AM
443	<p><b>Destination</b> <b>Suggestions</b> Do the tunnel under OHSU! In a winter storm event, nobody can get up the hill to OHSU and the VA. These hospitals are an important community resource. The tram can only handle a small fraction of the people who need to get up there.</p>	5/25/2013 10:43 AM
444	<p><b>Miscellaneous</b> Learn some lessons from Clackamas Cty. When was the last time the public voted "FOR" light rail or buses? Tri-met can't operate what is has now. How does spending billions on more infrastructure fix that? Fix Tri-met expenses -- admin salaries, union benefits, PERS first.</p>	5/25/2013 10:24 AM
445	<p><b>Miscellaneous</b> Need to consider impact of autonomous vehicles: 1. Will make buses - particularly articulated buses - cheaper to operate per passenger than LRT 2. Availability of shared robotic autos (taxis, Zip Cars, privately owned Getaround.com, etc) should take most, if not all, of the off-peak market from public transit. The point: If it's not more attractive off-peak than a robotically chauffeured auto, it will probably be a waste of money.</p>	5/25/2013 9:06 AM
446	<p><b>Destination</b> <b>Suggestions</b> Direct access to OHSU from downtown and SW is critical for this project to succeed.</p>	5/25/2013 8:44 AM
447	<p><b>Miscellaneous</b> Best of luck.</p>	5/25/2013 6:16 AM
448	<p><b>Destination</b> <b>Supports LRT</b> I believe the SW Corridor should be light rail all the way to Sherwood.</p>	5/25/2013 3:05 AM



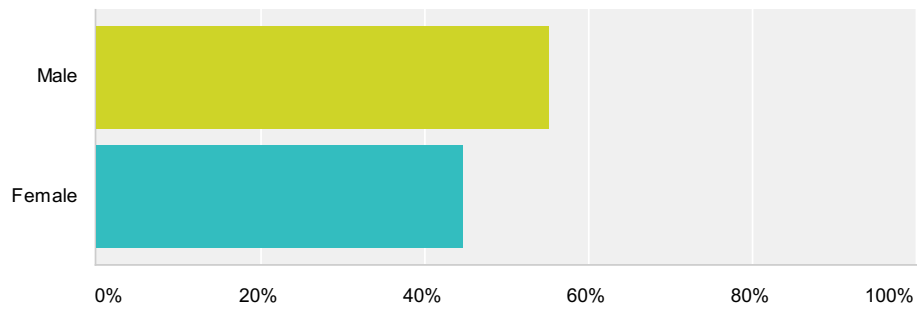
**Q6 5. Month and year you were born**  
**(optional)**

Answered: 1,189 Skipped: 526

Metro requested optional demographic information in order to better understand whether public involvement tools such as this survey reach as many people from the general population as possible. The responses to the demographic questions did not influence the consideration of the responses to the rest of questions of the survey.

## Q7 6. What is your gender? (optional)

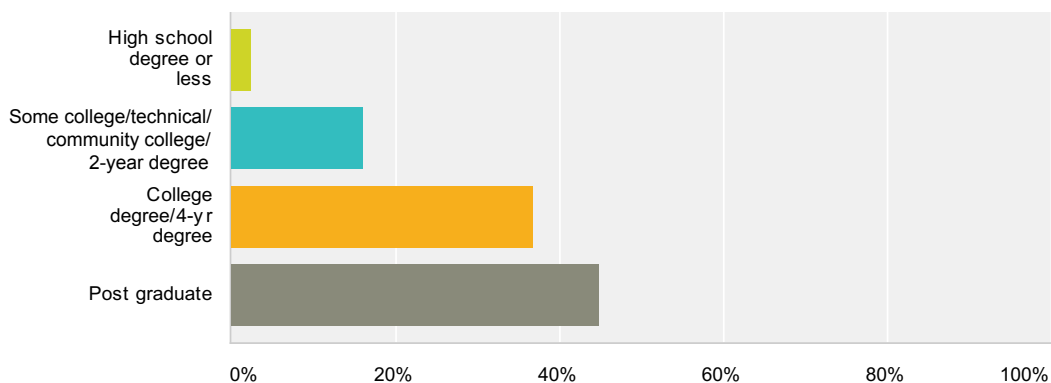
Answered: 1,315 Skipped: 400



Answer Choices	Responses	
Male	55.29%	727
Female	44.71%	588
Total	1,315	

# **Q8 7. What is the highest level of education you have had the opportunity to complete? (optional)**

Answered: 1,368 Skipped: 347

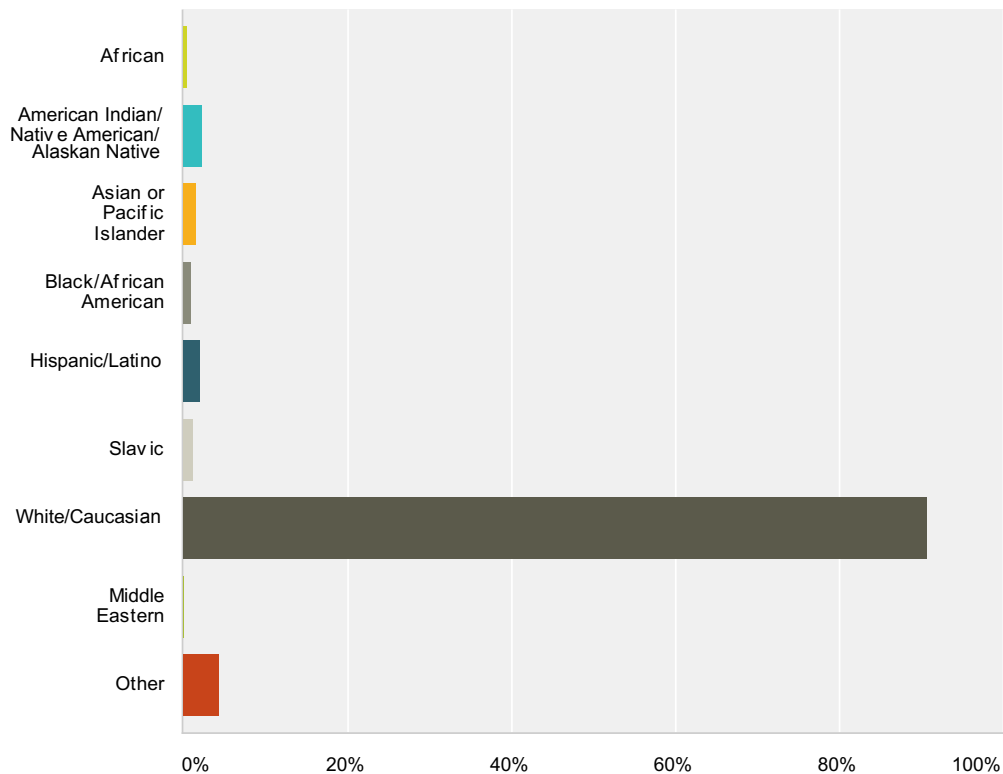


Answer Choices	Responses	
High school degree or less	2.34%	32
Some college/technical/community college/2-yr degree	16.01%	219
College degree/4-yr degree	36.77%	503
Post graduate	44.88%	614
Total	1,368	



## Q9 8. What is your race or ethnicity? (optional)

Answered: 1,261 Skipped: 454



Answer Choices	Responses	
<b>African</b>	<b>0.40%</b>	5
<b>American Indian/Native American/Alaskan Native</b>	<b>2.30%</b>	29
<b>Asian or Pacific Islander</b>	<b>1.51%</b>	19
<b>Black/African American</b>	<b>0.95%</b>	12
<b>Hispanic/Latino</b>	<b>1.98%</b>	25
<b>Slavic</b>	<b>1.11%</b>	14
<b>White/Caucasian</b>	<b>90.72%</b>	1,144
<b>Middle Eastern</b>	<b>0.08%</b>	1
<b>Other</b>	<b>4.28%</b>	54
Total Respondents: 1,261		

## **Appendix B: Comments on the staff draft recommendation**





**Q1 What is your ZIP code? (required)**

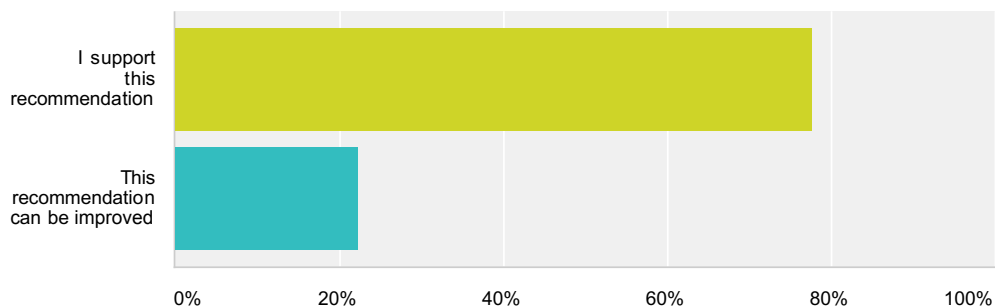
Answered: 954 Skipped: 0

Answer Choices	Responses	
<b>1. ZIP</b>	<b>100%</b>	954
Total Respondents: 954		

Respondents from ZIP codes inside the Southwest Corridor Plan study area	49.48%	472
Respondents from ZIP codes outside the Southwest Corridor Plan study area	50.52%	482

**Q2 HIGH CAPACITY TRANSIT MODE Both light rail and bus rapid transit are recommended to be studied in greater detail in the next phase of the Southwest Corridor Plan. This recommendation is based on (1) the high ridership potential of both modes and (2) additional design needed to produce more accurate capital cost estimates that will clarify tradeoffs among cost, operating efficiency and the potential to support local aspirations.**

Answered: 800 Skipped: 154



Answer Choices	Responses	
I support this recommendation	77.75%	622
This recommendation can be improved (describe below)	22.25%	178
Total	800	

#	Please be specific	Date
1	<b>BRT only</b> <b>Local transit service</b> I support bus rapid transit (BRT); I do NOT support light rail. Light rail has proven to be too costly. When light rail breaks down, it's a headache. But buses, flexible and versatile, come to their rescue. Has anyone considered using considerably more Express buses between Portland and Tigard, Portland and Tualatin, Tigard and Tualatin, and Portland and PCC, in lieu of or as a form of high capacity transit? Has any city ever tried saturating certain routes between cities with Express buses? It could be an experimental interim solution that could be tried relatively very cheaply, with no additional infrastructure needed. This could be done before investing billions of dollars in new infrastructure for BRT or light rail. Now is the time to try something really bold. It's low risk and if it didn't work, you can always move on to BRT or light rail, and use those Express buses elsewhere in the system. But if it DID work, you could use the billions saved to restore high frequency buses throughout the metro area, on the most popular routes, and become HEROES in the eyes of the citizenry!! You could also create more paths through nature, fill the pot holes, create safer intersections at certain places, etc., etc. Wow! P.S.: Offer free rides the first month to kickstart the idea.	6/27/2013 2:14 PM
2	<b>Decision-making</b> bus rapid transit should only be considered if there are lanes dedicated to transit (and possibly HOV)	6/27/2013 12:22 AM
3	<b>Decision-making</b> <b>Opposes HCT</b> <b>Roadway</b> Build for cars and not "high ridership" which is not what most of us choose.	6/26/2013 1:59 PM
4	<b>\$</b> <b>Decision-making</b> Quit studying and build it! Delay means higher cost!	6/26/2013 1:34 PM
5	<b>Decision-making</b> There will not be that high of ridership for a long time look at WES	6/26/2013 10:30 AM

# Southwest Corridor Plan draft recommendation

6	<b>Safety</b> Take the money you can receive from the Federal government and spend it on creating and improving our walkways, lack of smooth roadways, and smaller quiet electric buses that can go throughout side streets of the metro areas. Do you people ever really think about what is good for the community instead of your pocketbooks? If we were to have an earthquake or electric storm then what would be able to commute people in an emergency? A light rail system who's tracks would be destroyed and would have no electricity? or Small high centered quiet earth friendly electric buses with gas generator backups? Please stop pretending you have the communities "best interest" at heart when really all you care about is your pocketbook. Please use your knowledge to keep citizens and communities safe from natural disasters and emergency crises situations as well as keeping our cities enjoyable and safe. What is each cities liability if a child, person or car were to be hit by your light rail system that is computer ran and doesn't employ a live conductor? I guess some people have to learn the hard way and unfortunately at everyone's expense along the way!	6/26/2013 7:14 AM
7	<b>LRT only</b> I fully support independent light rail. It drives me crazy to see the Portland Street Car have to move at the speed of traffic. It is obviously a bid at making Portland seem "Green", but in all actuality a very expensive waste of energy and efficiency. Independent light rail operating at maximum speed even during rush hour traffic is only going to make drivers curse the fact that they're not on the train speeding by during rush hour full of relaxed passengers reading the morning newspaper and drinking coffee as the landscape of polluting-pissed-off-drivers whiz past.	6/25/2013 10:33 PM
8	<b>\$</b> The word "potential" in the above statement causes significant concern. That seems a very soft approach considering the considerable costs of high capacity transit.	6/25/2013 10:15 PM
9	<b>\$</b> As long as it doesn't cost us the tax payers any more money at the state/local level	6/25/2013 9:52 PM
10	<b>Decision-making</b> LRT option has been given short-shrift; process is skewed to favor BRT.	6/25/2013 7:58 PM
11	<b>BRT &amp; LRT</b> I suspect that light rail will change to bus rapid transit as transit moves further away from the urban core.	6/25/2013 6:56 PM
12	<b>BRT only</b> <b>Route</b> Eliminate high-cost new builds and use existing ROWs = BRT only	6/25/2013 6:11 PM
13	<b>Decision-making</b> We should only be studying carbon-neutral options; any option studied should thus run entirely on electricity or another option that is 100% free of fossil fuels.	6/25/2013 5:46 PM
14	<b>\$</b> Limit the design. Keep it simple. Look at Boston's system. Reduce cost by less pavers, rock, plants, covered stations, etc.	6/25/2013 5:16 PM
15	<b>\$</b> WES is a bust, don't repeat.	6/25/2013 5:00 PM
16	<b>Route</b> Purchase new right-of-way, do not reduce capacity for freight and passenger vehicles.	6/25/2013 2:47 PM
17	<b>Route</b> Add physically separated bikeways parallel to BRT/LRT right of way. Extremely efficient users of space and funds, great improvement of local and regional mobility. Also provides redundancy in transit system for disaster and emergency situations, and/or when outages in service occur.	6/25/2013 12:25 PM
18	<b>\$</b> Costs must be shaved. Some connecting infrastructure should be spun off as separately funded projects. Transit passengers and bicyclists heed to bear the burden of helping to pay for any new transit and bicycle infrastructure. Be it federal, state or local dollars, the costs must not be just dumped on highway users and other taxpayers.	6/25/2013 11:42 AM
19	<b>Route</b> Look at the ridership on WES. Do you really think there is a high ridership potential for rail south of Tigard	6/25/2013 11:37 AM
20	<b>Decision-making</b> Concentrate on the main issue. The recommendation is filled with irrelevant wish list" items from biased special interests, both in and outside of government - such as why do the Tualatin River keepers and such organizations get special treatment for requesting pet projects? Or what the heck does the Fanno Creek Trail really have to do with transit options for the corridor? You wonder why the people don't want to approve these things or trust you with funds?	6/25/2013 11:00 AM
21	<b>BRT &amp; LRT</b> The study should focus on how to combine these modes most efficiently to provide a functional transit system responsive to growth mostly driven by market forces not aspirational planning goals.	6/25/2013 10:50 AM
22	<b>Route</b> when light rail is out of traffic it makes it far more desirable to ride it and watch it zoom by slow or stopped street traffic. the light rail stopping at points of interest, the zoo for example, is a major plus for ridership. it may affect paid parking but I believe that is a healthy change for the future	6/25/2013 10:23 AM
23	<b>\$</b> Clearly state that any governmental entity (county, city, etc.) that does not wish to participate financially, will not receive benefits of the implemented transportation corridor. Many in the metro area are tired of their Sellwood Bridge-type positions.	6/25/2013 9:15 AM
24	<b>LRT only</b> Be consistent. LRT only.	6/25/2013 8:20 AM
25	<b>LRT only</b> recommend light rail only	6/25/2013 6:06 AM
26	<b>\$</b> Not only capital costs, but operational costs must be determined and compared.	6/24/2013 10:40 PM
27	<b>BRT only</b> No light rail. Too expensive to build and inflexible. It brings more crime. (We used to live near the 162nd Avenue stations so I know.)	6/24/2013 10:31 PM
28	<b>Local transit service</b> Other options, such as enhancing local bus service and adding more express bus service (not just to downtown Portland), need to be considered.	6/24/2013 9:46 PM



# Southwest Corridor Plan draft recommendation

29	<b>BRT &amp; LRT</b> Having better rapid transit options along the propose route would open up many opportunities for the current residents and future residents. It would also cut down on the amount of cars on the road now. Tualatin-Sherwood is a "parking lot" at least twice a day. If even a portion of that were moved to mass transit, it would be a blessing by cutting petrol usage, pollution and traffic.	6/24/2013 6:42 PM
30	<b>\$</b> Anticipated funding for the continued maintenance of these lines is unlikely to materialize. In the Regional Transportation Commission of Southern Nevada, this very problem is currently causing significant problems - reflecting in the shrinkage of service to regular routes where the economically disadvantaged live, while expanding inefficient BRT service. Consider closely this matter - unless Oregon Metro is absolutely certain it can maintain or expand service to traditional clients with traditional service, then shiny new toys with very, very deeply hidden costs should remain a pipe dream. The Federal government is no friend to the Oregon taxpayer - hybrid BRT buses are currently a terrible product, and the monies made available for purchasing these buses are just another way to support businesses that are no friend to the Oregon taxpayer. Be warned, unless you and yours are maintaining some deep and subtle belief that you have been charged with the destruction of public transportation. You will have no choice, as the RTC had no choice, but to scavenge and cannibalize from regular service.	6/24/2013 5:42 PM
31	<b>LRT only</b> I support light rail, but not bus transit. I would love to see light rail from the Tualatin/Tigard area straight into Portland without the need to use buses. If this light rail transit was available during evening and weekend hours, my husband and I would shop, dine, and enjoy downtown Portland on a regular basis. As it is, we travel to downtown twice a year, if that.	6/24/2013 5:24 PM
32	<b>Roadway</b> FOR YEARS AT NAC AND OTHER MEETINGS, COUNTY REPRESENTATIVES HAVE STATED THAT THEY ARE VERY AWARE OF PROBLEMS IN TRAFFIC CONTROL AND SIGNAL SYNCs THAT CONTROL SAID FLOWS. ONE WOULD THINK THAT WASH. CO. COULD HIRE SOMEONE SMART ENOUGH TO RE-CONFIGURE THE SIGNALS, SO ONE TRAVELLING THE SUGGESTED SPEED, DOES NOT HAVE TO STOP AT EVERY SIGNAL ON ROADS SUCH AS CORNELL, ETC. HOW THEN CAN YOU EXPECT THE PUBLIC TO HAVE CONFIDENCE IN YOUR ABILITY TO TAKE ON MUCH LARGER ISSUES?	6/24/2013 4:31 PM
33	<b>LRT only</b> I can support light rail but not bus rapid transit. Any bus plan would need to operate in conjunction with regular traffic to get my support	6/24/2013 4:26 PM
34	<b>\$</b> Concerned that you are walking down a path that we as tax payers can not afford. I never see recommendations by Washington county or Tigard to improve what we already have in place such as needed sidewalks along many roads.	6/24/2013 3:33 PM
35	<b>Route</b> WES commuter rail, could be an option to Sherwood and McMinnville.	6/24/2013 3:04 PM
36	<b>Route</b> You already have great buses which have no steps to enter the buses. These move people, wheelchairs and baby carriages much faster and therefore speed up loading and unloading of people. Both you and C-Tran have very weird ideas of BRT. BRT should not be fixed route. How many rail tracks are paved over in Portland (this is a test - the answer is too many)	6/24/2013 2:40 PM
37	<b>Local transit service</b> Simply adding more busses along existing bus routes would be more than adequate, and would not drastically and negatively impact the existing residents and high traffic along Barbur Boulevard and Highway 99.	6/24/2013 2:32 PM
38	<b>Local transit service</b> <b>Roadway</b> Roads are crowded at rush hour (Scholls Ferry west of Murray, Murray, Roy Rogers), speeds are high, and transit is non-existent.	6/24/2013 2:09 PM
39	<b>Decision-making</b> <b>Opposes HCT</b> <b>Roadway</b> The options should start with the goal of making main arterial roads (freeways) linking the towns first (99W is a result of terrible planning in this regard). Then allowance can be made for other HCT after that. Part of what makes American's exceptional is our individuality. Forcing us to pack into HCT just sucks the motivation out of many of us and we will move elsewhere. If you want to reduce emissions, promote electric vehicles or scooters, but don't force HCT down our throat as the only option.	6/24/2013 1:43 PM
40	<b>BRT only</b> Only bus rapid transit should be studied for the next phase. Light rail is more expensive and we need to preserve funds for improvements to roads, which have been neglected. Highway 217 is a glaring example.	6/24/2013 12:39 PM
41	<b>\$</b> Cost and probability are already an issue with TriMet. This sounds like more of the same hopeful spending.	6/24/2013 12:00 PM
42	<b>BRT only</b> Bus rapid transit only	6/24/2013 11:45 AM
43	<b>BRT &amp; LRT</b> LRT should only be considered as a long-term option; BRT should be the focus in the near term	6/24/2013 11:36 AM
44	<b>Roadway</b> While transit is important and a component of addressing the overall traffic congestion issue, very little, if any, attention is being paid to the freight mobility issues in the SW Corridor plan. Unless this is changed and more attention is given to this area, as a targeted industrial growth area, then the transit options and tasks will come to naught and there will be no noticeable improvement in traffic and travel in the area.	6/24/2013 11:19 AM
45	<b>BRT &amp; LRT</b> All valid options need reviewing if they can achieve the goals. Some areas may lend themselves to on option over the other	6/24/2013 11:19 AM
46	<b>Decision-making</b> What about asking through the ballot? See what happened on the east side.	6/24/2013 11:14 AM
47	<b>LRT only</b> Planning for light rail that goes to Tualatin at the same time that WES service exists and might be expanded to service the same route seems to be duplicative I support study of LRT from Portland to Tigard to hookup with WES., not beyond to Tualatin.	6/24/2013 11:12 AM
48	<b>Decision-making</b> We have to make lifestyle changes to keep air and water quality at acceptable levels.	6/24/2013 11:03 AM

# Southwest Corridor Plan draft recommendation

49	<b>\$</b> These areas are being served fine with the current transit structure. Changes will only waste tax payers' money .	6/24/2013 10:33 AM
50	<b>Decision-making</b> It is difficult to study this huge plan all in one go. You should break this down into segments that a person could study and comment on rather than trying to read and comprehend 32 pages of fine print all at on go.	6/24/2013 10:29 AM
51	<b>\$</b> But please don't get into a situation where the study is incoherently expensive relative to the benefit; similar to the interstate bridge debacle.	6/24/2013 10:29 AM
52	<b>Opposes HCT</b> No light rail.	6/24/2013 10:24 AM
53	<b>Route</b> 1) Include an option extending LRT to Tualatin. This ought not to cost \$9000 million. Consider using the WES ROW for part of it. 2) Investigate a direct LRT connection to PCC 3) Consider a range of options to serve OHSU directly , including inclined elevators from a station on Barbur, a short (2000 ft) tunnel, a longer tunnel that includes a surface stop in Hillsdale. The ODOT Passenger Rail Study may include a future South Metro Stop in the Tigard Triangle or Tualatin. This should be on the SW Corridor horizon.	6/24/2013 9:52 AM
54	<b>Route</b> Commuter rail and/or light rail along the Tillamook Branch alignment to better recognize suburb to suburb commuting behavior, as opposed to just radial transit service to downtown.	6/24/2013 9:41 AM
55	<b>\$</b> People want their cars. Please stop spending money on light rail/bus options.	6/24/2013 9:40 AM
56	<b>Route</b> Fixed route transit of any kind is a bad idea and will in the future have little impact on congestion.	6/24/2013 9:39 AM
57	<b>Roadway</b> removing projects related to road diets	6/24/2013 9:38 AM
58	<b>Roadway</b> We also need to improve standard auto traffic and capacity .	6/24/2013 9:38 AM
59	<b>BRT only</b> I do not believe light rail is feasible given the design constraints and costs of the SW Portland hills. Bus rapid transit will be a much more effective tool.	6/24/2013 9:28 AM
60	<b>Opposes HCT</b> Neither option is acceptable. Increase buses as needed. No light rail, no bus rapid transit.	6/24/2013 9:26 AM
61	<b>Decision-making</b> Take it to a vote, put it on the ballot.	6/24/2013 9:15 AM
62	<b>BRT only</b> Focus on bus options. Light rail infrastructure cannot be adjusted for other uses or easily connected to additional areas.	6/24/2013 8:54 AM
63	<b>\$</b> would like to see costs and pros/cons of additional highway construction for comparison	6/24/2013 8:49 AM
64	<b>Decision-making</b> Only consider high end BRT. Some BRT implementations are not attractive to transit riders.	6/24/2013 8:49 AM
65	<b>\$</b> Cost is too high and benefits too low.	6/24/2013 8:14 AM
66	<b>Local transit service</b> <b>Route</b> No rail to Tualatin or Sherwood...add more express bus routes.	6/24/2013 8:01 AM
67	<b>BRT only</b> Light rail takes so long to implement and has NO flexibility if population density changes	6/24/2013 7:51 AM
68	<b>\$</b> A feasibility study should be performed first on both options to determine if capital and operating budget impacts will allow for both or whether only incremental expansion can be supported. If expansion in both modes is not feasible under current budget constraints, then study only the option that passes feasibility . In general, as detailed studies can still only produce marginally meaningful/predictive models, an incremental approach to expansion, followed by careful measurement is probably best. My expectation is that a feasibility study will show that only an initial expansion in one mode or the other makes sense as a beginning. Measurement of traffic and ridership patterns following that first phase could then provide much more meaningful input data for a second phase.	6/24/2013 7:43 AM
69	<b>BRT only</b> Concentrate on cost efficient bus rapid transit using existing roadways and transit facilities.	6/24/2013 7:20 AM
70	<b>\$</b> <b>Decision-making</b> Increases liveability of suburban Portland and increases property values.	6/24/2013 1:51 AM
71	<b>BRT &amp; LRT</b> We want high quality transit that operates uninterrupted by auto traffic. Preferably light rail.	6/23/2013 9:26 PM
72	<b>\$</b> <b>BRT only</b> Light rail should be removed from this study as it will be cost prohibitive and usually balloons to factors well beyond original estimates. Riders for buses would be best served with more lanes on roads.	6/23/2013 8:11 PM
73	<b>Decision-making</b> A substantial inclusion of riders dependent on transit need to be included. Too many decisions are made without rider input before implementation.	6/23/2013 7:09 PM
74	<b>Opposes HCT</b> You will destroy the treed canopy . Stay away from the SW corridor. You will not enhance property values - you will destroy that too in your wake. Considering what you are doing to Milwaukie - STAY AWAY!!!	6/23/2013 6:49 PM
75	<b>\$</b> <b>Decision-making</b> Stop wasting money on the studies and start building	6/23/2013 6:44 PM
76	<b>LRT only</b> Emphasize light rail. Once it is built it is cheaper to operate.	6/23/2013 5:35 PM

# Southwest Corridor Plan draft recommendation

77	<b>\$ Decision-making Opposes HCT</b> There is a time and place for everything. In this economy , this is not the time. When schools (and many other items) are struggling, this money would be better spent else where. It's called prioritizing. Something most politicians seem to forget once in office, since it's not their own personal money . They want something, they just take more from the public. Even when the public has v oted that they don't want to spend the money on mass transit at this time. Elected officials don't listen to what the majority of the people voted for, unless the v ote went in the favor of what they personally want. That being said, our family's opinion below is based on the fact that you don't care, haven't listened, and will do what ever you want. Any of you in support of mass transit at this time, despite what voters have said, will not be receiving our votes in the future.	6/23/2013 4:43 PM
78	<b>BRT &amp; LRT</b> I support the light rail option first.	6/23/2013 3:35 PM
79	<b>BRT &amp; LRT</b> Both should be considered. Rail seems to be the direction the federal government wants to go, but while bus carries fewer riders be driver, and is subject to the vagaries of traffic, it remains a more adaptable, flexible solution to long term development needs .	6/23/2013 2:23 PM
80	<b>BRT &amp; LRT</b> Rail is superior in many ways but will depend highly on fed dollars, no predicting. Bus is something we can do at some level with less fedbucks.	6/23/2013 1:57 PM
81	<b>Roadway</b> The transit options should not impact the operations of the existing roadway and highways in the Southwest Corridor.	6/23/2013 1:38 PM
82	<b>BRT only</b> Bus rapid transporttion only	6/23/2013 12:05 PM
83	<b>Local transit service</b> We need more SAFE bike lanes!! Especially along highway 43 along the river, and along Barbur Blv d.	6/23/2013 11:57 AM
84	<b>Opposes HCT</b> stop this...we don't need the crime...and we paid for everybody else to get max now they better pay for us...I won't vote for new taxes and will v ote against politicians who raise taxes and ram this down our throats...stay out of hall/72nd/bonita/durham area....you are going to ruin our neighborhood...	6/23/2013 11:00 AM
85	<b>Decision-making</b> What the heck is Six Corners shopping area? Been here all my life and never heard of it and neither has google? Makes me think this whole thing is a bunch of bullcrap....	6/23/2013 10:53 AM
86	<b>Opposes HCT</b> Stop this process and give up so crime doesn't invade our community ...besides I don't trust anything in this draft...in page 2 it talks about a major shopping area called Six Corners...I have lived here for decades and have never heard of it and googled it and the only thing that comes up is in Chicago, Illinois...so every thing is probably a bunch of liberal tree hugging bunk!!!!!!	6/23/2013 10:37 AM
87	<b>Roadway</b> Highway capacity is maxing out.	6/23/2013 9:10 AM
88	<b>Route</b> Do not allow light rail construction option into downtown Tualatin. Keep light rail options on I1-5 and 99 W.	6/23/2013 9:01 AM
89	<b>Local transit service</b> Local bus service with local connectivity has been lacking for decades. The continued focus on light rail and corridor Transit to Portland is a big mistake and has never been justified.with any factual evidence that supports this focus over widespread bus service enhancement.	6/23/2013 8:45 AM
90	<b>\$</b> Too costly	6/23/2013 8:21 AM
91	<b>Decision-making</b> be aware of the destruction caused by roadway widening--trees and habitat loss, noise increases.	6/23/2013 8:16 AM
92	<b>\$</b> Privatize TriMet; stop wasting tax dollars on misspent monies.	6/23/2013 8:13 AM
93	<b>BRT only</b> bus is fine. we all know that light rail is a failure.	6/23/2013 7:20 AM
94	<b>Decision-making Roadway</b> Individual passenger cars and light trucks always seem to get ignored or pushed to a low priority . Should be a much higher priority to keep these vehicles moving smoothly .	6/23/2013 6:52 AM
95	<b>BRT only</b> Light rail is already a heavily subsidized system in the close-in suburbs. BRT is far more flexible and practical than light rail. Why waste time and energy considering light rail?	6/23/2013 5:11 AM
96	<b>BRT only</b> just lpg bus	6/22/2013 10:44 PM
97	<b>Roadway</b> We need to spend more money on improving roads for cars and less on mass transit. It is too difficult to get to work for most people, without a car. Cars are here to stay and Portland needs to realize this and get their act together!!!	6/22/2013 9:42 PM
98	<b>BRT only</b> BRT is less expensive. Stop your infatuation with rail.	6/22/2013 7:02 PM
99	<b>Decision-making Safety</b> Please make all seats on public transit a material that is easily sanitized. The streetcar seats are all cloth and the older street car seats make my children and I itch when we are seated on them with shorts or skirts on. It is a huge health concern for our family , as the street car is our main form of transportation. Thank you and we love the new pink street car.	6/22/2013 6:47 PM
100	<b>Decision-making</b> drop fictitious ridership	6/22/2013 6:38 PM
101	<b>LRT only</b> Let's concentrate on light rail and streetcar options. We've done those before. They work well and we know how to construct and operate them.	6/22/2013 5:19 PM
102	<b>BRT only</b> I do not support rail.	6/22/2013 3:45 PM



# Southwest Corridor Plan draft recommendation

103	<b>Roadway</b> Light rail and bus are recommended only because people think they move large numbers of commuters efficiently. Real data do not prove this assumption. Improving intersections, light timing, turn lanes could reduce congestion.	6/22/2013 3:42 PM
104	<b>BRT only</b> I personally don't think that light rail is the way to go. I favor rapid bus service.	6/22/2013 3:41 PM
105	<b>\$</b> long term operating costs need to be part of decision making process, as does long term adaptability to address ridership increases as population increases and operating costs of passenger vehicles increases	6/22/2013 3:33 PM
106	<b>LRT only</b> Drop the BRT study. Light rail has demonstrated itself a cost-effective mode of transit, and has the secondary benefits of providing anchors for business and commerce around each and every station.	6/22/2013 2:29 PM
107	<b>\$</b> The light rail will need to be funded without affect on the rest of the current line. So if that means where the lines with go in, those places pay special tax or increased fares then put that in place first. The project should not take away from paving roads, filling potholes & adding sidewalks.	6/22/2013 1:03 PM
108	<b>Decision-making</b> Park and ride garages need to be available at regular intervals along the route. (The park and ride locations on the east end of max are full and infrequent.)	6/22/2013 12:48 PM
109	<b>Roadway</b> Traffic would decrease significantly in Portland if there were a west side by pass.	6/22/2013 12:37 PM
110	<b>BRT only</b> I would suggest canceling any further study of light rail, we know it will be much more expensive, and instead look at bus transit against additional roads a freeway lanes	6/22/2013 12:34 PM
111	<b>Route</b> These plans are based on fixed assets along fixed routes. The plan needs to be more flexible with movable routes.	6/22/2013 12:32 PM
112	<b>BRT only</b> No more light rail	6/22/2013 12:25 PM
113	<b>LRT only</b> Please stop adding buses. They pollute. Let's move to light rail. It works.	6/22/2013 12:20 PM
114	<b>BRT &amp; LRT</b> Only an idiot (ie: David Madore) doesn't want light rail and mass transit to be part of this.	6/22/2013 12:10 PM
115	<b>BRT &amp; LRT</b> We should not take light rail off the table, despite the cost. It is an investment that shapes the long term, not a short term band-aid.	6/22/2013 11:56 AM
116	<b>BRT only</b> reduce light rail...very expensive and not as accessible...boondoggle on funds.	6/22/2013 11:56 AM
117	<b>BRT only</b> I do not support light rail.	6/22/2013 11:39 AM
118	<b>BRT only</b> I do not support light rail.	6/22/2013 11:35 AM
119	<b>BRT only</b> By deleting reference to light rail. In this area it has proven to be a prohibitively expensive alternative. Buses aren't sexy but they get the job done at a fraction of the cost.	6/22/2013 11:23 AM
120	<b>LRT only</b> Light rail as priority. Not spend time and money on studying out-dated transportation methodologies. Look to other countries for models...not US anymore unfortunately.	6/22/2013 11:19 AM
121	<b>Route</b> The trouble with MAX is that it runs along streets and is slow. Try moving it above traffic or below ground.	6/22/2013 11:15 AM
122	<b>Decision-making</b> Where is the surface, or subsurface, personal vehicle plan? Your showing an increase of nearly 120000 jobs, but only 20-22k in ridership?	6/22/2013 11:13 AM
123	<b>BRT &amp; LRT</b> The Light rail is a great idea, BUT the Rapid Buses should get priority right now. It will happen FASTER! Light rail construction takes too long!	6/22/2013 11:06 AM
124	<b>\$</b> Stop spending all this public money and let people decide how they want to travel.	6/22/2013 11:06 AM
125	<b>BRT only</b> Focus on BRT since it will have lowest cost of new infrastructure.	6/22/2013 11:03 AM
126	<b>Route</b> but I don't approve of tunneling due to cost vs benefit ratios.	6/22/2013 10:57 AM
127	<b>\$</b> <b>BRT only</b> LIGHT RAIL MUST BE STOPPED NOW. Light rail offers no benefits and is destroying the economic viability of the Portland metro area. The massive debt will not stay on the sidelines forever. The economic costs of the debt will explode as rates rise placing a burden on tax payers that is unfair for future generations.	6/22/2013 10:28 AM
128	<b>BRT &amp; LRT</b> This corridor as it exists today is a complete mess and most options to improve it will be a positive change	6/22/2013 10:18 AM
129	<b>Opposes HCT</b> by cancelling it.	6/22/2013 10:02 AM
130	<b>Decision-making</b> Consideration should be given to maximum theoretical capacity of the mode chosen for the corridor, not just projected utilization. A sudden energy price shock or larger-than-expected growth in car-free households could drive a greater utilization of transit. A major investment like this should have the ability to accommodate unforeseen growth without needing to be shut down for costly upgrades/expansion.	6/22/2013 9:42 AM
131	<b>BRT only</b> Regular buses are fine. No light rail.	6/22/2013 9:24 AM
132	<b>Local transit service</b> <b>Opposes HCT</b> Current service is great! Don't want to see new mass transit program. Have ridden the number 12 line (Tigard to Portland and back, using 99W) for several decades now, and it is simply great and fits in best with community.	6/22/2013 9:02 AM

# Southwest Corridor Plan draft recommendation

133	<b>Route</b> I believe the focus for a growth area should be subway development. Don't be shortsighted and think only of the next 10 years, many other countries have leaped way ahead of us in these area, particularly japan and China ( just got back and amazed what they accomplished in the last 10 years!)	6/22/2013 9:00 AM
134	<b>Roadway</b> Extremely high vehicle traffic in these area needs to be addressed.	6/22/2013 8:52 AM
135	<b>\$ BRT only</b> For a equitable and honest conversation we must consider that federal subsidies are not free. They are composed of tax dollars from working citizens and cannot be treated as "Free". In the past our local leadership has prostituted themselves to get this money . This funding always comes with a price to the region. The myriad of requirements and obligations this funding places on us is untenable. It is far better to use simple proven methods (buses) to help transport people than to overreach for a pie-in-the-sky solution (light rail) that in all honesty is nothing more than one big overpriced photo op for the local politicians.	6/22/2013 8:03 AM
136	<b>BRT only</b> No more light rail. There's never express lines so it's stupid slow for getting around.	6/22/2013 7:32 AM
137	<b>Local transit service</b> Just put more busses on the street. Less expensive option and more flexibility with routes to serve more people.	6/22/2013 7:17 AM
138	<b>\$ BRT only</b> Light rail is not needed and is too costly .	6/22/2013 6:55 AM
139	<b>Roadway</b> H.O.T lanes should be considered. They are superior to either BRT or LRT both from a cost and an efficiency . Why have empty "lanes" (be them road or rail) when transit vehicles are not present?	6/22/2013 6:40 AM
140	<b>BRT &amp; LRT</b> However Bus Rapid transit will never match light rail in getting cars off the road. If people have a choice between car and light rail, they will choose light rail. If it is between car and bus, they will stay in the car.	6/22/2013 6:31 AM
141	<b>Route</b> Develop off traffic lane corridor; look at Copenhagen model with walk to from every block.	6/22/2013 6:11 AM
142	<b>BRT only</b> Busses only	6/22/2013 6:04 AM
143	<b>BRT only</b> No light rail boondoggles, PLEASE! Completely non-sustainable from any viewpoint!	6/22/2013 4:32 AM
144	<b>\$ BRT only</b> Study only one of these two; study the least costly alternative.	6/22/2013 1:40 AM
145	<b>LRT only</b> rail is faster and cleaner. buses have to deal with traffic and are not as clean (energy-wise).	6/22/2013 1:31 AM
146	<b>\$</b> Consider the expense up front, and don't invest in more "study" until it's clear that the funding can actually be realized.	6/22/2013 12:53 AM
147	<b>BRT only</b> Limit your time and energy to bus rapid transit.	6/22/2013 12:05 AM
148	<b>LRT only</b> We should also consider that we already have a light rail system, and experience with it. If another light rail line is built, it is easily integrated into the existing system, and future expansion of the existing system.	6/21/2013 11:49 PM
149	<b>LRT only</b> Forget about bus rapid transit -- it is a waste of time and money . We need rail transit, lots of it and built as soon as humanly possible.	6/21/2013 11:39 PM
150	<b>BRT &amp; LRT</b> I think light rail is great but the cost of putting it in is so high and for the SW Corridor, I think bus rapid transit would be a more cost effective way of implementing better public transportation options.	6/21/2013 11:16 PM
151	<b>\$ BRT only</b> Lt rail too expensive	6/21/2013 11:06 PM
152	<b>BRT only</b> Light rail's inflexibility seems to make it a bad choice.	6/21/2013 11:03 PM
153	<b>BRT only Roadway</b> Potential does not mean NEED. There is no need at this time to ruin a perfectly useable hwy . There is a lot of traffic on Barbur-Pacific Hwy . Do a better job of timing lights and work on solving bottlenecks. The Express between PDX and Sherwood is all that is needed at this time. Bus over lightrail. Lightrail is slow takes lanes out of use and is costly! We don't want it!!!!	6/21/2013 10:58 PM
154	<b>BRT &amp; LRT</b> Bus should be used while light rail is implemented, but the bulk of planning should be on light rail.	6/21/2013 10:48 PM
155	<b>BRT only</b> Dump light rail - It is not cost effective. Buses are more cost effective and more flexible.	6/21/2013 10:43 PM
156	<b>Local transit service</b> Just improve existing bus service.	6/21/2013 10:37 PM
157	<b>Roadway</b> Light rail is BULLSHIT. Dump it and expand roads you JACKASSES!!!	6/21/2013 10:24 PM
158	<b>BRT only</b> Stay with a bus system. It is fflexible and can bechanged as ridership demand changes.	6/21/2013 10:24 PM
159	<b>Roadway</b> No more choo-choo trains. WES is very rarely at capacity . We drive cars, please build and widen roads.	6/21/2013 10:18 PM
160	<b>BRT only</b> Do not study light rail. Too controversial and too expensive. Make use of express buses rather than the high capital cost of other transit options. The region cannot afford to divert more investments to light rail at the expense of other priorities.	6/21/2013 10:17 PM
161	<b>BRT &amp; LRT</b> There need to be multiple interchanges between buses and rail lines. TriMet has had a bad habit of shorting buses where light rail has come in, and quite often, areas are left unserved by bus or train.	6/21/2013 10:04 PM
162	<b>Roadway</b> Need more road lanes.	6/21/2013 9:53 PM

# Southwest Corridor Plan draft recommendation

163	<b>BRT only</b> Light rail requires the use of specialized infrastructure (the rail lines) whereas buses use generalized infrastructure (the roadways). The future is too uncertain to lock our communities into anything other than the most flexible infrastructure available. Abandon any study of light rail.	6/21/2013 9:43 PM
164	<b>Roadway</b> U need a more Balanced approach--you need an integration of roadway upgrades for autos and more local bus sevice especially cross- town service in addition to public transit service.	6/21/2013 9:34 PM
165	<b>\$ BRT only</b> Light rail is far too expensive	6/21/2013 9:33 PM
166	<b>BRT only</b> The cost of light rail is prohibitive. All studies should only consider bus transit, which is adaptable to changing needs.	6/21/2013 9:30 PM
167	<b>Roadway</b> Cars are more flexible and cost-saving. Put the gas tax and transportation income into more roads for cars.	6/21/2013 9:10 PM
168	<b>\$ BRT only</b> Light rail is stupid and doesn't have a small fraction of revenue for operating costs and nothing for capital costs.	6/21/2013 9:07 PM
169	<b>BRT only</b> Based on the lack of participation on light rail and the fact that how expensive it is and also that people really do not want to give up their cars, it really makes no sense.	6/21/2013 8:55 PM
170	<b>BRT only</b> <b>Local transit service</b> <b>Route</b> Bus rapid transit needs its own dedicated corridor/right of way . Light rail is too expensive and too inflexible to be a viable option. There is no clear support for improved intra city transit to serve the individual urban cities/communities adjacent to the SW corridor.	6/21/2013 8:51 PM
171	<b>BRT only</b> Do not do light rail. Metro/Tri-Met is so taken with light rain that they are incapable developing a safe cost effective project. Done right light rail is good it is just Metro can't do it right.	6/21/2013 8:43 PM
172	<b>BRT only</b> More bus. We don't need light rail.	6/21/2013 8:21 PM
173	<b>BRT only</b> The cost/benefit analysis of light rail should have excluded it from further consideration.	6/21/2013 8:17 PM
174	<b>Opposes HCT</b> Phony survey . Assumes that all support the concept of HCT to start with.	6/21/2013 8:03 PM
175	<b>LRT only</b> I am more in favor of MAX/Light Rail development overall than bus rapid transit. Fewer people ride the Bus than MAX. People don't like riding buses as much as MAX. Also according to your information the operating costs are higher for bus rapid transit, which would seem to be offset by the initial higher cost of rail over many years of operation.	6/21/2013 7:47 PM
176	<b>BRT &amp; LRT</b> priority should be on what is the most eco-friendly option to operate and sustain.	6/21/2013 7:45 PM
177	<b>BRT only</b> I do not support light rail at all. It should be a separate consideration altogether. Further, please be sure to support your ridership and fare-box recovery "projections" with the facts as to previous projections and actual ridership / fare-box recovery numbers.	6/21/2013 7:41 PM
178	<b>Decision-making</b> Remove all illegals from the state of Oregon!	6/21/2013 7:41 PM
179	<b>Decision-making</b> Leadership by committee shows me we have some really stupid people in charge. Then again, not so stupid because that way nothing gets done, they get paid huge salaries with even better retirement, they pretend like they are working but in reality don't have the guts to make any decisions, nice work. Where do I sign up?	6/21/2013 7:28 PM
180	<b>Route</b> I don't think workday commuting growth is going to downtown Portland.	6/21/2013 7:21 PM
181	<b>BRT only</b> Light rail is much less flexible than bus rapid transit. We can move buses to other parts of the region if needed, but trains can only run on tracks. Light rail also would appear to increase Tri-Met O&M costs because Tri-Met owns and is responsible for that infrastructure.	6/21/2013 7:14 PM
182	<b>BRT only</b> no light rail	6/21/2013 7:12 PM
183	<b>LRT only</b> I am not a fan of bus rapid transit. I prefer the efficiency , reliability , and comfort offered by light rail.	6/21/2013 7:09 PM
184	<b>LRT only</b> I am not a fan of bus rapid transit. I prefer the efficiency , reliability , and comfort offered by light rail.	6/21/2013 7:09 PM
185	<b>BRT only</b> Buses only - NO WES or MAX - no one rides it because there are no jobs.	6/21/2013 6:58 PM
186	<b>Opposes HCT</b> trolley s only no rapid anything especially NO rail	6/21/2013 6:56 PM
187	<b>BRT &amp; LRT</b> We need to have reliable, useful transit options in order to move commuters away from a single-car culture. Stick to it!	6/21/2013 6:50 PM
188	<b>Local transit service</b> More service to and from tualatin	6/21/2013 6:30 PM
189	<b>Decision-making</b> Tri-Met isn't working now, a more basic practical solution is needed	6/21/2013 6:28 PM
190	<b>Decision-making</b> Please take into account the opinion of the public involved: Vancouver has repeatedly voted AGAINST light rail.	6/21/2013 6:21 PM
191	<b>Opposes HCT</b> Just say no to light rail and bus rapid transit---don't waste the time or money	6/21/2013 6:21 PM
192	<b>BRT only</b> Bus Only Way more cost effective Use Diamond lanes for transit	6/21/2013 6:17 PM
193	<b>BRT only</b> NO LIGHTRAIL!	6/21/2013 6:05 PM

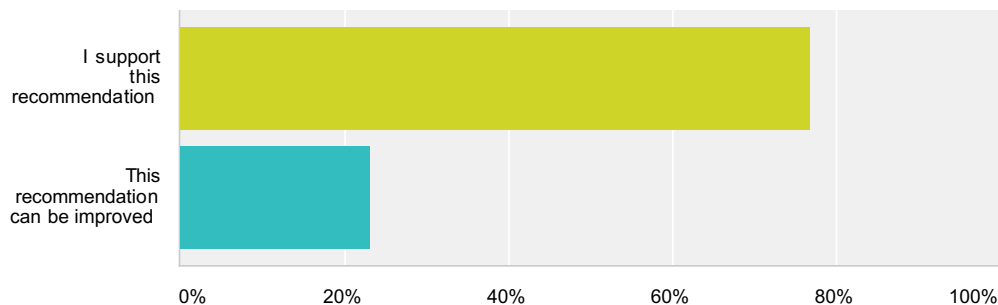


# Southwest Corridor Plan draft recommendation

194	<b>BRT &amp; LRT</b> I support both light rail & bus BUT the residents in the SW suburbs currently DON'T. I am sickened by how Clackamas County residents use the services and roads of Portland but don't want to pay their fair share - prime example being their fight against the Sellwood Bridge. I see the same with Washington County residents. The suburban lifestyle (exclusive use of cars) is antagonistic to public transit, so is their political leadership. I say the best plan for now is to create set-asides (parkland, dedicated open space) that can also incorporate bike paths connecting to public transit lines. When the suburbanites are finally gridlocked and ready to pay their share, then start building the mass transit lines with their funding.	6/21/2013 5:32 PM
195	<b>BRT only</b> Light rail requires expensive subsidies to operate. Bus is a better option.	6/21/2013 4:48 PM
196	<b>Opposes HCT</b> <b>Roadway</b> NO more max, wes, or streetcars, Build the 605 freeway north and south, that would help.	6/21/2013 4:29 PM
197	<b>LRT only</b> You can save some time and money by assuming light rail is going to be the better option. WMATA already did this with the Purple Line just a couple of years ago. Think of this as another MAX project.	6/21/2013 2:24 PM
198	<b>BRT only</b> <b>Roadway</b> I just don't think you can implement light rail without destroying the usefulness of barbur. Many many people commute on this road and if you stick mass transit in the middle, where do you think the traffic will go? This is a high traffic alternative to i-5 and this should be considered. People aren't just going to get rid of their cars. Especially people who *actually* live here.	6/20/2013 8:29 PM
199	<b>BRT &amp; LRT</b> Include more benefits that derive from availability of a high capacity transit system to communities, businesses and lessened impact of the earth/ecology.	6/20/2013 12:48 PM
200	<b>BRT only</b> Take Light Rail out of the recommendations. Isn't it clear already that the residents of the SW corridor and especially Washington County want NOTHING more to do with Light Rail? Stop wasting time and money on options that will only ANGER the people that YOU SERVE!	6/20/2013 12:29 PM
201	<b>Decision-making</b> Consider the carbon footprint.	6/20/2013 9:06 AM
202	<b>Roadway</b> focus on improving roadways	6/19/2013 2:03 PM
203	<b>LRT only</b> Forget BRT. An efficient SW Corridor high capacity mode must operate for some of its length in a tunnel due to the topography and the major destinations to be served. Fossil fuel buses are not compatible with tunnel operation and are less efficient for carrying large passenger loads.	6/17/2013 10:44 AM
204	<b>LRT only</b> Bus rapid transit does not need to be considered further because the Portland metro area already has a light rail system in place that its citizens already used to and know how to use. Unless the BRT utilizes overhead electrical wires, light rail is far more environmentally friendly being 100% electric. A light rail line would simply be an extension from the current terminus at the south end of PSU whereas a BRT line would need its own brand new hub in the city center.	6/14/2013 6:02 PM
205	<b>BRT only</b> Do not put in light rail. People who live here do not want light rail.	6/14/2013 2:09 AM
206	<b>BRT &amp; LRT</b> I support light rail as the best choice and bus rapid transit as a second choice.	6/13/2013 8:21 PM
207	<b>Roadway</b> It doesn't address Tualatin-Sherwood Road, it needs to be widened.	6/13/2013 5:09 PM
208	<b>BRT only</b> Drop the light rail option. Too costly, federal budget is way over-stressed already. Buses offer flexibility that rail cannot offer.	6/13/2013 3:15 PM
209	<b>Local transit service</b> Keep current bus service	6/13/2013 3:04 PM
210	<b>BRT only</b> No need for light rail. Bus transit is sufficient.	6/13/2013 2:52 PM

**Q3 BUS RAPID TRANSIT QUALITY** It is recommended that we further study bus rapid transit that has between 50 and 100 percent of the route within an exclusive right of way. This recommendation is based on (1) the federal funding that becomes available for bus rapid transit projects that operate mostly out of regular roadway traffic and (2) the operational efficiency of transit outside of congested roadways. Examples in the U.S. and internationally suggest that bus rapid transit with a higher level of exclusive right of way would best support local aspirations in the corridor.

Answered: 785 Skipped: 169



Answer Choices	Responses	
I support this recommendation	76.82%	603
This recommendation can be improved (describe below)	23.18%	182
Total	785	

#	Please be specific	Date
1	<b>Support</b> I mostly support this. BRT with 50% of the route within an exclusive right of way sounds good to me. More than that seems desirable at first glance, but I'm concerned it's the living-way-beyond-our-means thinking that is driving the National Debt out of sight. Build the exclusive transitway where it's most effective at avoiding traffic congestion. How much federal funding becomes available at the 50% mark?	6/27/2013 2:14 PM
2	<b>Local transit service</b> Included in this study should be the accuracy and reliability of schedules and the effectiveness of transfers. Allow busses to arrive early and wait until the scheduled stop time to facilitate transfers and maintain dependable schedules.	6/27/2013 8:55 AM
3	<b>Oppose</b> <b>Support</b> 50% is too low.	6/27/2013 12:22 AM
4	<b>Support</b> Quit studying and build it! Delay means higher cost!	6/26/2013 1:34 PM
5	<b>Oppose</b> All vehicles should use the new lanes; not just buses.	6/26/2013 12:51 PM
6	<b>Oppose</b> Do not screw with Tualatin Sherwood road. We need more capacity for freight not bus only lanes.	6/26/2013 10:30 AM
7	<b>LRT only</b> <b>Oppose</b> Light rail is faster and better for the environment. The infrastructure is more expensive initially, but expansion of the MAX into the SW suburbs will attract more individuals and businesses. I'd rather see light rail expansion than put more vehicles, even buses, on the road.	6/26/2013 8:27 AM
8	<b>Oppose</b> I have mentioned above how the federal funding should be used. Is no one smart enough to convince or request to use this federal money for alternative green transit paths --- I.E., Sideways that people can walk and ride bikes on -- doesn't get much greener than this (not to mention the enjoyment and health benefits it can bring to our people).	6/26/2013 7:14 AM

# Southwest Corridor Plan draft recommendation

9	<b>Support</b> See note above about exclusive rapid transit versus Portland street car style in-the-flow-of-traffic transit.... Exclusive right of way Rapid Transit also makes a lot of sense. Even Car Pool Lanes for 3 people or more would be awesome.	6/25/2013 10:33 PM
10	<b>Roadway Support</b> This recommendation will only be viable if additional roadways are built to accommodate this possibility.	6/25/2013 10:15 PM
11	<b>\$</b> As long as it doesn't cost us the tax payers any more money at the state/local level	6/25/2013 9:52 PM
12	<b>Local transit service Route</b> BRT does not serve Marquam Hill, home of Portland's largest employer (OHSU) and VAMC, or South Waterfront. BRT will create negative impacts to close-in SW Portland neighborhoods without adequately serving its needs.	6/25/2013 7:58 PM
13	<b>Roadway Support</b> The SW Corridor especially has some wide streets such as Barbur which would already have the area needed for exclusive lanes.	6/25/2013 6:56 PM
14	<b>Roadway</b> Parcel segments of existing roadway for exclusive transit use instead of building all new roads.	6/25/2013 6:11 PM
15	<b>\$ Support</b> Bus Rapid Transit should also require prepayment; the operator should not collect payment at the time of boarding. This also allows boarding through all doors. However; see above. BRT should only be studied if an option can be provided that is 100% fossil-fuel-free.	6/25/2013 5:46 PM
16	<b>Oppose</b> Drop this option	6/25/2013 5:00 PM
17	<b>Support</b> 75% and 100% should only be considered.	6/25/2013 3:39 PM
18	<b>Support</b> Purchase new right-of-way, do not reduce capacity for freight and passenger vehicles.	6/25/2013 2:47 PM
19	<b>Support</b> Would like to see percentage of separation be raised to 75%-100%.	6/25/2013 12:25 PM
20	<b>\$ Oppose</b> To save costs, the project should operate mostly within existing roadways with separated by-passes where necessary and bus stop pullouts.	6/25/2013 11:42 AM
21	<b>Support</b> A completely new corridor could work but you will take the easy route and use a lane on Tualatin Sherwood Road or worst yet put the bus in the center and limit left turns.	6/25/2013 11:37 AM
22	<b>Support</b> 80-100% dedicated right of way	6/25/2013 11:29 AM
23	<b>LRT only Oppose</b> While the funding at the 50% of exclusive bus lanes is tempting, I doubt that funding big busses on highway 99 (which has no space for special lanes) is the way to go. If you are really looking ahead, why not just plan RAIL all the way to Sherwood?!!!	6/25/2013 11:00 AM
24	<b>\$ Local transit service Support</b> I support a study that identifies the most cost effective way to use BRT which exceeds 50% exclusive right-of-way, but not one geared to meeting local aspirations, they are over done and not likely to gain substantial market support, better use BRT to support functional transportation and transit improvement in the corridor.	6/25/2013 10:50 AM
25	<b>Support</b> when light rail is out of traffic it makes it far more desirable to ride it and watch it zoom by slow or stopped street traffic. I use to ride light rail all the time and be glad that I was not in that traffic	6/25/2013 10:23 AM
26	<b>\$ Oppose</b> Transit in existing right of way is less expensive.	6/25/2013 10:04 AM
27	<b>\$</b> As above, operational costs must be determined and compared.	6/24/2013 10:40 PM
28	<b>Oppose</b> Other options, such as "BRT-Lite" (example, LACMTA's Metro Rapid buses), and express buses, need to be considered; these options are fully supported by FTA grant programs contrary to Metro's claim they are not.	6/24/2013 9:46 PM
29	<b>\$</b> Explore using buses that are fueled by renewable energy sources which will outlive petro extinction/higher cost.	6/24/2013 8:52 PM
30	<b>LRT only Support</b> Bus rapid transit is useless without exclusive right of way. I believe that this is the final leg of what should be a light rail line. after this is built, we can move BRT to the agenda for all the next corridors. This is a crucial area for light rail, and it would shine.	6/24/2013 6:17 PM
31	<b>\$ Oppose</b> "Local aspirations" suggest that said residents will not make use of public transportation, nor will they tolerate it. Have you met these residents? No technocrat leftists, them. An increase in the regular service of buses, including express service to transit centers, would serve this demand admirably. Costs associated with eminent domain, environmental impact, and maintenance would be more readily reabsorbed if they were, in large part, non-existent. I will do what is possible and within the realm of legality to deny your agency the possibility of shoveling even more taxpayer money on wealthy landowners at the expense of the region's actual ridership demographic.	6/24/2013 5:42 PM
32	<b>LRT only Support</b> Please make it 100% exclusive. Traffic in the SW Corridor is terrible already. People with cars are not going to park them to take buses. They may park them to ride a light rail line, but definitely not buses. Bus ridership will only be increased by people who don't have cars or other means of transportation. I would rather see all the money used to create "exclusive" light rail which would run in the evenings and on weekends. (Not like WES - where no one other than commuters can use it!)	6/24/2013 5:24 PM
33	<b>Miscellaneous</b> SEE ABOVE	6/24/2013 4:31 PM
34	<b>Oppose</b> I do not support that amount of dedicated infrastructure for bus traffic	6/24/2013 4:26 PM

# Southwest Corridor Plan draft recommendation

35	<b>Oppose</b> <b>Route</b> Buses are not the ideal way it already takes an hour and a half to get from Sherwood to Portland during non rush hour times and that is going straight down 99	6/24/2013 3:58 PM
36	<b>LRT only</b> This recommendation pre-determines that the investment will be primarily in bus rapid transit. I strongly prefer, and would regularly use, light rail rather than bus.	6/24/2013 3:48 PM
37	<b>LRT only</b> Buses cause congestion with cars and bicycles. Light rail is the best option.	6/24/2013 3:46 PM
38	<b>\$</b> Again, are you chasing the money that the federal government would provide or do you really think this is the best for our area. I have been to Europe and yes they have trains and such but they also have great highway systems. Oregon does not have adequate highways because the stat has chosen not to accept that people like their cars.	6/24/2013 3:33 PM
39	<b>LRT only</b> The recommendation should include ways that bus rapid transit will not depend on fossil fuels. Light rail is a more efficient and cost-effective solution for the long-term.	6/24/2013 2:44 PM
40	<b>\$</b> Do you really believe days of the Golden Goose will return? Our incomes are stagnant, there is no relief in sight for the many under/unemployed people. These are the people most likely to take the bus.	6/24/2013 2:40 PM
41	<b>Roadway</b> You do not identify what "rapid transit" means, and this must be made clearer for the average member of the public to maximize reading comprehension. Does this recommendation mean that Trimet is looking to build brand new light rail along existing roadways? There does not exist the room on the existing landscape.	6/24/2013 2:32 PM
42	<b>Roadway</b> I support this, as long as lanes are added for the bus rapid transit, not taken away from drivers.	6/24/2013 2:17 PM
43	<b>Local transit service</b> We need express bus service west of Murray between Sherwood and points north using Scholls Ferry Road and Roy Rogers Road.	6/24/2013 2:09 PM
44	<b>Support</b> I reocemnd aiming closer to 50% within an exclusive right of way so that it would still qualify for the Federal dollars but keep construction costs down and possibly provide overall roadway improvements for all vehicles not just bus. Further study is good.	6/24/2013 2:01 PM
45	<b>\$</b> The reason federal spending is out of control is that EVERYONE wants federal funding. The result is that we all pay for it any way. If it can't be paid for locally in a city of this size, it should not be built. I don't need someone in Florida paying for my road. Where is your personal responsibility and self respect, people?	6/24/2013 1:43 PM
46	<b>\$</b> The study must clarify the difference between local buses and BRT, because they are commonly confused with each other. BRT is only really effective if it has mostly exclusive infrastructure. I don't think most people understand this. BRT is also more costly to operate over the long term than light rail.	6/24/2013 12:47 PM
47	<b>Route</b> BRT should be incorporated on existing ROW for a majority of the route	6/24/2013 11:45 AM
48	<b>\$</b> <b>Support</b> Use the option if it works and is a cheaper option.	6/24/2013 11:19 AM
49	<b>Oppose</b> No way! Too much!	6/24/2013 11:14 AM
50	<b>Support</b> We need to study BRT that will serve the area as is, which may mean not 50% dedicated right of way. I support evaluating incremental increase that might gets to at Least 50% dedicated right of way. Transportation planning to fulfill "aspirations" is a formula for building too much transit does supply enough transportation flexibility.	6/24/2013 11:12 AM
51	<b>\$</b> <b>Local transit service</b> These areas are being served fine with the current transit structure. Changes will only waste tax payers' money.	6/24/2013 10:33 AM
52	<b>Support</b> There is an agenda to push people into mass transit and remove the convenience of using personal vehicles. Be careful as any alternative must consider the growing population, destinations and the fact that we will continue to have more cars on the road that must be accommodated	6/24/2013 10:29 AM
53	<b>Support</b> Much better idea than light rail.	6/24/2013 10:24 AM
54	<b>Route</b> As long as regular traffic does not flow, buses should not have an exclusive right of way.	6/24/2013 9:41 AM
55	<b>Support</b> BRT should be 100 percent exclusive right-of-way to function optimally.	6/24/2013 9:40 AM
56	<b>Oppose</b> You will penalize other drivers and roads are expensive enough to make for them to be under utilized.	6/24/2013 9:40 AM
57	<b>Support</b> But only if we insist on having some kind of public fixed route transit.	6/24/2013 9:39 AM
58	<b>Oppose</b> Further study ways to make current transit options more affordable.	6/24/2013 9:26 AM
59	<b>Oppose</b> I don't agree with this as an option. Too much dedicated right of way.	6/24/2013 9:15 AM
60	<b>Oppose</b> Cost is too high and benefits too low.	6/24/2013 8:14 AM
61	<b>Roadway</b> any exclusive corridor needs to be a new roadway...do not add express lanes to I5 or 217, as traffic would fail.	6/24/2013 8:01 AM
62	<b>Support</b> YEAH!! No light eail!!	6/24/2013 7:51 AM
63	<b>Oppose</b> Utilize existing infrastructure.. Build more stops not special roadways!	6/24/2013 7:20 AM
64	<b>Support</b> I think the percent of time within an exclusive right of way should be closer to 75-100.	6/24/2013 6:59 AM



# Southwest Corridor Plan draft recommendation

65	<b>Roadway Support</b> The international and downtown Portland examples of exclusive right of way , are in already very high density areas. A lot of the route within the area under survey is not in an inner city situation which would not make best use of roadways if we take an exclusive right of way option. Exclusive right of way between certain peak operating times in certain locations - such as Hwy 99 and Tualatin Sherwood Hwy would be acceptable if those lanes opened for regular traffic outside of those time windows. We need to use what we have optimally , and not just keep on building wider roads that cover more of our land with black top and concrete.	6/24/2013 1:08 AM
66	<b>Support</b> If bus rapid transit then 100% exclusive right of way	6/23/2013 9:26 PM
67	<b>Oppose Roadway</b> This idea is ridiculous, buses would occupy this road at a 15 minute distance apart at best and would thus occupy the road for about 2% of the time. The road should be widened and thus give more usefulness to all parties involved. (also more efficient/green in fuel usage).	6/23/2013 8:11 PM
68	<b>Support</b> While a higher percentage of roadway shared will improve the speed, reliability , and attractiveness of BRT, this measure does not incorporate the most important feature of successful BRT systems. The areas where BRT most needs separated lanes are the areas of highest constraint/congestion. So in addition to the 50-100 percent figure, some statement about prioritizing separate BRT lanes at choke points is also important.	6/23/2013 7:42 PM
69	<b>Miscellaneous</b> See above.	6/23/2013 7:09 PM
70	<b>\$ Oppose</b> you will abuse the money as you have done in the past. Do not do this.	6/23/2013 6:49 PM
71	<b>Oppose</b> Skip BRT and look at subways or Els.	6/23/2013 6:44 PM
72	<b>Support</b> Emphasize exclusive right of way because of the efficiency benefits of avoiding traffic.	6/23/2013 5:35 PM
73	<b>Oppose</b> More detail about how this option would work is needed.	6/23/2013 3:35 PM
74	<b>\$</b> It's a cost tradeoff, but success is critical. You need to study the best system that you think can get funded. You are closer to knowing the odds of funding than I am.	6/23/2013 1:57 PM
75	<b>Roadway Support</b> The transit options should not impact the operations of the existing roadway and highways in the Southwest Corridor.	6/23/2013 1:38 PM
76	<b>Support</b> I lean toward most EXCLUSIVITY.	6/23/2013 12:03 PM
77	<b>\$ Oppose</b> stop this...we don't need the crime...and we paid for everybody else to get max now they better pay for us...I won't vote for new taxes and will vote against politicians who raise taxes and ram this down our throats...stay out of hall/72nd/bonita/durham area....you are going to ruin our neighborhood...	6/23/2013 11:00 AM
78	<b>Oppose</b> Stop...don't bring us crime...	6/23/2013 10:53 AM
79	<b>Oppose Roadway Route</b> Explain what this means? I live near 72nd and Hall in Tigard. Are we going to lose lanes on either of these roads? We don't have enough now...if we lose lanes...forget about adding BRT or light rail...we have 198,000 people here and growing by 14% a year and 22 years from now 22,000 people will ride...that is a very small slice of people...how about fixing/building roads for the 99.9% of us who won't/can't ride a bus or light rail....	6/23/2013 10:37 AM
80	<b>Route Support</b> Use a higher percentage right of way for the routes- especially for 'Express' trips. Makes Mass Transit more attractive and marketable.	6/23/2013 9:28 AM
81	<b>Oppose Roadway</b> With limited amount of road space, I'm not sure I feel great about 100% dedicated exclusive lane for high speed busses only ... but think they certainly could share the HOV carpool lane. That should take care of it.	6/23/2013 9:10 AM
82	<b>Local transit service Roadway Route Support</b> Keep exclusive right of way on 99W to Sherwood. Add park and rides on 99W. Keep exclusive right of way out of downtown Tualatin.	6/23/2013 9:01 AM
83	<b>Oppose</b> This approach is wrong.	6/23/2013 8:45 AM
84	<b>Oppose</b> We should not spend money for lanes that only experience partial use. This is "transit discrimination". It is not fair to cars, and is a waste of resources.	6/23/2013 8:21 AM
85	<b>Oppose</b> Safety and security of passengers is of paramount importance. Drug trafficking, theft, riders under the influence, including criminals, are major concerns.	6/23/2013 8:13 AM
86	<b>Roadway</b> Car is still the best way . Build some better roads. If you want to push for right away you need more space anyway .	6/23/2013 7:20 AM
87	<b>LRT only</b> I believe efforts and funding should be used towards light rail system and study .	6/23/2013 7:10 AM
88	<b>Roadway</b> Remember the individual car!!	6/23/2013 6:52 AM
89	<b>LRT only Oppose</b> Only rail no polluting buses	6/23/2013 4:45 AM
90	<b>LRT only Oppose</b> If you're going to the trouble of exclusive rights of way , might as well go with the superior vehicle as well. Light rail. Interoperability of vehicles with existing lines seems like it'd be good for the transit agency , and as a rider immutability of rail routes is a huge driver of my preference for them and likelihood of using them. I don't both with buses if I can avoid it since they're rereouted, off timing, or skipping stops so often.	6/23/2013 12:02 AM
91	<b>Support</b> more exclusive ROW	6/22/2013 10:56 PM

# Southwest Corridor Plan draft recommendation

92	<b>Support</b> It should be 70-95% exclusive ROW	6/22/2013 9:12 PM
93	<b>Support</b> 50% is too low. For bus rapid transit to be better than conventional bus transit, it has to be a lot better than driving. A lot of the commuters in the corridor who work in downtown Portland will be difficult to convince to leave their cars at home.	6/22/2013 8:19 PM
94	<b>Oppose</b> it sucks, drop it	6/22/2013 6:38 PM
95	<b>Support</b> Move to 100%. That is the only way that bus rapid transit would move quickly enough to encourage ridership.	6/22/2013 5:19 PM
96	<b>LRT only</b> <b>Oppose</b> I think that expansion of the max infrastructure would be better and easier in the long run, but know nothing of brt or exclusive right of ways .	6/22/2013 4:28 PM
97	<b>Local transit service</b> <b>Roadway</b> <b>Route</b> If Pacific highway has to be widened to accommodate exclusive bus rights of way , yes, it would be a good way of removing and rebuilding some of the tacky tacky businesses along it. But if this means pushing commercial activity deeper into family neighborhoods on each side, I am totally against that. It is wrong to destroy people's homes and neighborhoods by adding more traffic and denser development. If people wanted to live that way , they would live in a place that is already like that.	6/22/2013 3:45 PM
98	<b>Oppose</b> Dedicating a lane to bus traffic only will only increase congestion.	6/22/2013 3:42 PM
99	<b>Support</b> The bus absolutely needs exclusive right of way . It makes no sense for the bus to have to sit in a traffic jam caused by too many cars with only one person inside.	6/22/2013 3:41 PM
100	<b>Support</b> This most of travel is most likely to attract high levels of ridership if commute times are decreased as much as possible (certainly quicker than the time passenger vehicles take)	6/22/2013 3:33 PM
101	<b>Roadway</b> Traffic would decrease significantly in Portland if there were a west side by pass.	6/22/2013 12:37 PM
102	<b>\$</b> Stop depending on federal money , it is not going to be there after you are addicted to it.	6/22/2013 12:32 PM
103	<b>Roadway</b> <b>Support</b> I support as long as current traffic lanes are not removed.	6/22/2013 12:25 PM
104	<b>LRT only</b> <b>Oppose</b> Please stop adding buses. They pollute. Let's move to light rail. It works.	6/22/2013 12:20 PM
105	<b>\$</b> <b>Support</b> Bus rapid transit without exclusive right of way would be a waste of money .	6/22/2013 11:56 AM
106	<b>Oppose</b> <b>Route</b> I don't think drivers in the area would appreciate losing possible lane space to a bus. I think maybe supplying a more narrow but totally separate bicycle lane would be better. Bicycling is dangerous there and separate safe lanes for bicycles would increase usage.	6/22/2013 11:52 AM
107	<b>Oppose</b> I do not think busses need exclusive right of way .	6/22/2013 11:39 AM
108	<b>Oppose</b> I do not think there needs to be exclusive right of way .	6/22/2013 11:35 AM
109	<b>Oppose</b> I do not think there needs to be exclusive right of way . Keep the system as flexible as possible.	6/22/2013 11:28 AM
110	<b>Local transit service</b> <b>Roadway</b> <b>Route</b> I suggest that rapid bus transit efficiency can be achieved by using a combination of existing streets and exclusive corridors. Traffic on I-5 can be reduced significantly by imposing significant tolls during high traffic period, thus permitting use of bus rapid transit using the main arterial between the areas served.	6/22/2013 11:23 AM
111	<b>Oppose</b> Expanding r-o-w for exclusive bus transit is archaic.	6/22/2013 11:19 AM
112	<b>Oppose</b> Where is the surface, or subsurface, personal vehicle plan? Added buses will make increase personal vehicle travel times. Your showing an increase of nearly 120000 jobs, but only 20-22k in ridership?	6/22/2013 11:13 AM
113	<b>Support</b> Go 100 % exclusive right of way!	6/22/2013 11:06 AM
114	<b>\$</b> Stop spending money on "studies" when you know what you are going to shove down our throats anyway .	6/22/2013 11:06 AM
115	<b>Oppose</b> No more buses! They are sooo early 20th century-- they are loud, stinky , slow, and unless they are electric, they are doomed to extinction as we will certainly have to move away from fossil fuels. Furthermore, the buses that run down our street in this 19th century neighborhood vibrate and shake the historic houses. The buses fill the homes with nauseating exhaust fumes that get captured in the tree canopy . So please, please, please, lets move forward--not back! No more buses... Please see the article in the LA Times Op-Ed dated January 20th 2013 "The City That Isn't" A brilliant analysis of missed opportunities.	6/22/2013 11:06 AM
116	<b>\$</b> <b>Support</b> Bus is proven to be hundreds of times cheaper than light rail. This should be the only proposal to be considered WHEN financing is available.	6/22/2013 10:28 AM
117	<b>Support</b> there is far too much congestion in this area to allow rapid transit to work unless it were in dedicated roadway	6/22/2013 10:18 AM
118	<b>Oppose</b> cancelling it	6/22/2013 10:02 AM
119	<b>Oppose</b> No BRT. Regular bus service.	6/22/2013 9:24 AM
120	<b>Oppose</b> I do not want an exclusive right of way for rapid transit. There is express bus service and has been in the past, and it is adequate just the way it is. In fact, I think it is great and best fits in with our Tigard community .	6/22/2013 9:02 AM

# Southwest Corridor Plan draft recommendation

121	<b>Oppose</b> Forget buses! Old school, behind the times, breakdowns, unreliable, past history shows inefficiencies, low tech- we are not moving forward enough.	6/22/2013 9:00 AM
122	<b>Roadway</b> Extremely high vehicle traffic in these area needs to be addressed.	6/22/2013 8:52 AM
123	<b>\$ Oppose</b> Bus is not a desirable alternative for riders. It is not a good use of Federal dollars.	6/22/2013 8:35 AM
124	<b>LRT only Oppose</b> This is not forward thinking...the way of the future is light-rail so we should be spending our money to develop this and not building roadways for buses.	6/22/2013 8:28 AM
125	<b>Support</b> No light rail. Building tracks limits flexibility and is prohibitively expensive. Adding bus lines is a far better way to move people and get them where they need to be. In spite of the propaganda that has been pushed over the last twenty years, light rail does not encourage economic growth. The only way to develop business along light rail tracks is to subsidize it at great cost to the people. What light rail does spread is crime. Light rail is not a solution. It is a problem.	6/22/2013 8:03 AM
126	<b>Local transit service Route</b> Build on our expenditure on WES by increasing its service times. Moving it from a primary commuter configuration frequency service (one and half or closer) throughout the day. Make easier interchange between WES and local nodes around the stations.	6/22/2013 7:42 AM
127	<b>Local transit service Oppose</b> Waste of money, just run more express and local busses	6/22/2013 7:32 AM
128	<b>Oppose</b> buses are lame.	6/22/2013 7:22 AM
129	<b>Oppose</b> Expanding bus service is not needed/	6/22/2013 6:55 AM
130	<b>Oppose</b> The ROW should not be exclusive but be available with a toll based on traffic.	6/22/2013 6:40 AM
131	<b>Oppose</b> Interim solution only.	6/22/2013 6:11 AM
132	<b>Support</b> Increase the exclusive right-of-way for the study to 70-100%.	6/22/2013 2:12 AM
133	<b>\$ Support</b> Study bus rapid transit that is chiefly within existing roadways. The expense of building 50 to 100 percent exclusive rights of way will cripple other transportation projects.	6/22/2013 1:40 AM
134	<b>Support</b> making it 100% exclusive right of way. Think about future traffic patterns and congestion. As the population grows, there will be more cars. Places that are not traffic problems now, will be in the future.	6/22/2013 1:31 AM
135	<b>\$</b> Same as above: consider the expense up front, and refrain from investing in more studies until it's clear the funding can be obtained.	6/22/2013 12:53 AM
136	<b>LRT only Oppose</b> Seems like you've already decided BRT. Why is this better for SW when MAX is implemented for all other regions?	6/22/2013 12:47 AM
137	<b>Local transit service Route</b> If you are looking at Barbur consider the traffic problems inherent in its design today and improve that along with enhanced buses. It is too small for added bus only lanes, however rethinking the number of stop lights, absence of crosswalks, etc would go a long way to promote faster traffic and faster buses.	6/22/2013 12:05 AM
138	<b>LRT only</b> We should also consider that we already have a light rail system, and experience with it. If another light rail line is built, it is easily integrated into the existing system, and future expansion of the existing system.	6/21/2013 11:49 PM
139	<b>LRT only</b> Bus rapid transit, if built should be on as exclusively transit right-of-way as possible, but, as I said above, it is a waste of time and money. We need rail transit.	6/21/2013 11:39 PM
140	<b>LRT only Oppose</b> look at rail.....we have WES..develop it to Sherwood. BY putting more on the roads you do more harm.	6/21/2013 11:08 PM
141	<b>\$ Oppose</b> We don't NEED it! The Federal gov doesn't need to spend OUR money on this boondoggle. NO!!!!	6/21/2013 10:58 PM
142	<b>LRT only</b> See above. Frequent, efficient light rail is so much more desirable than a bus.	6/21/2013 10:48 PM
143	<b>Support</b> Only if the exclusive right of way is new and does not remove any existing vehicle traffic lanes.	6/21/2013 10:43 PM
144	<b>Roadway Support</b> Exclusive right of way is fine, but don't take existing travel lanes from 99w	6/21/2013 10:37 PM
145	<b>\$ Oppose Roadway</b> DUMP Buses. Build roads, Only low life Welfare types who can't afford cars ride them	6/21/2013 10:24 PM
146	<b>\$ Oppose</b> Don't spend money for bus only roads. If demand changes you are locked into your routes.	6/21/2013 10:24 PM
147	<b>\$ Oppose</b> I would need more information about the "exclusive right of way" but this sounds like a waste of money.	6/21/2013 10:18 PM
148	<b>Support</b> 100% exclusive right-of-way.	6/21/2013 10:04 PM
149	<b>Miscellaneous</b> See statement above.	6/21/2013 10:04 PM
150	<b>Roadway</b> Need more road lanes.	6/21/2013 9:53 PM
151	<b>Roadway Support</b> As long as exclusive right of way does not reduce auto vehicle capacity on the corridor (e.g. SW Barbur Blvd.)	6/21/2013 9:37 PM
152	<b>Roadway</b> The current four lanes of Highway 99 for automobile travel must remain available for that use.	6/21/2013 9:30 PM

# Southwest Corridor Plan draft recommendation

153	<b>LRT only</b> <b>Oppose</b> Many people will not ride the bus, no matter where. More people would take light rail, IMHO	6/21/2013 9:29 PM
154	<b>\$</b> <b>Roadway</b> Cars are more flexible and cost-saving. Put the gas tax and transportation income into more roads for cars.	6/21/2013 9:10 PM
155	<b>Oppose</b> You don't have enough to support lanes restricted to buses.	6/21/2013 9:07 PM
156	<b>Local transit service</b> <b>Oppose</b> Please look at how smaller capacity transportation units can fit into this more efficiently than large ones that are not fully utilized	6/21/2013 8:54 PM
157	<b>Miscellaneous</b> See my notes above	6/21/2013 8:51 PM
158	<b>Support</b> Must be dedicated right of way	6/21/2013 8:47 PM
159	<b>\$</b> <b>Support</b> Instead of letting federal funding drive your decision, it is important to consider what's best for the community. Using the roadway for express bus transport should be considered.	6/21/2013 8:25 PM
160	<b>Roadway</b> <b>Route</b> <b>Support</b> I am less than impressed with the current crop of TriMet bus drivers who seem to think that because they drive a bus they can play bumper cars with other vehicles and people. I worked for Portland's 9-1-1 BOEC center and took numerous calls of drivers hitting parked cars, and moving cars, bikes, and people. Quite frankly, I think we need to take all transit off the roads and rely on separate throughways.	6/21/2013 8:18 PM
161	<b>Support</b> Please make it 100% exclusive right of way.	6/21/2013 8:16 PM
162	<b>Support</b> More exclusive right of way is better, even if it is at the expense of general purpose travel lanes. Consider electrified bus technology with electrical lines (like streetcar)	6/21/2013 8:06 PM
163	<b>Support</b> If HCT is, as Metro has demonstrated, a done deal, (because TriMet needs to keep sucking capital construction funds from the feds to fund and maintain the survival of survive incompetent management and union greed) then bus rt is the only viable option in SW because of terrain and weather. Rail will ice up and be inoperable in winter on the grades in SW.	6/21/2013 8:03 PM
164	<b>Local transit service</b> <b>LRT only</b> <b>Route</b> I prefer an option that would provide MAX service to Tigard or Tualatin with Bus Rapid Transit to Sherwood and with the understanding that Bus Rapid Transit rights of way could be converted in the future at some point to MAX or high speed rail.	6/21/2013 7:47 PM
165	<b>Oppose</b> <b>Support</b> is buses, they need to operate on clean fuels to reduce pollution from exhaust gases and particles	6/21/2013 7:45 PM
166	<b>\$</b> <b>Roadway</b> The GAS TAX is the main funding for Oregon roadways. That means that CARS and TRUCKS (commercial, personal and public sector) are that which have the GREATEST NEEDS to be met by providing BETTER ROADWAYS. A more extensive roadway network, along with wider and better maintained roads would mean that the buses could move faster too. Please don't redistribute my gas tax money to a low-use, overly expensive, pie-in-the-sky political pet project.	6/21/2013 7:41 PM
167	<b>Miscellaneous</b> Remove all illegals from the state of Oregon!	6/21/2013 7:41 PM
168	<b>Roadway</b> <b>Support</b> Increase exclusive right of way to 75% or more (preferably 100%) to improve ridership - otherwise just more cars on the road which will then also have to be expanded	6/21/2013 7:13 PM
169	<b>Support</b> In the long term, it is a mistake to mix right of ways for personal and public transportation. I worked on both BART and WMATA and shutter to think of what those systems would be like today had the people of San Francisco and Washington DC caved in to the Herb Caens of the world.	6/21/2013 7:09 PM
170	<b>Support</b> In the long term it is a mistake to mix right of ways for personal and public transportation. I worked on both BART and WMATA and shutter to think of what those systems would be like today had the people of San Francisco and Washington DC caved in to the Herb Caens of the world.	6/21/2013 7:09 PM
171	<b>\$</b> <b>Local transit service</b> <b>Oppose</b> Barbur is a spillover road....NO ONE uses it,...turn all of Barbur into a bike and pedestrian roadway....slow it down, kkep all of the woods areas natural and undeveloped....NO MORE bigger roads....just because you might get federal money doesn't mean you should	6/21/2013 6:56 PM
172	<b>LRT only</b> <b>Support</b> This should be closer to 100 percent than 50 percent. BRT without exclusive ROW on much of this corridor would not be significantly better than current bus service during much of the day--in such a case, LRT would be the clear choice.	6/21/2013 6:55 PM
173	<b>Oppose</b> Tri-Met isn't working now, a more basic practical solution is needed	6/21/2013 6:28 PM
174	<b>\$</b> <b>Support</b> 50 to 80 -- including 100 at the top delivers a possible more expensive 100 %	6/21/2013 6:25 PM
175	<b>\$</b> <b>Oppose</b> Just say no to light rail and bus rapid transit---don't waste the time or money	6/21/2013 6:21 PM
176	<b>Oppose</b> Buses should not be considered. I have read what's written above, but do not believe it will decrease congestion.	6/21/2013 6:11 PM
177	<b>LRT only</b> Make it light rail	6/21/2013 6:11 PM
178	<b>Oppose</b> NO exclusive right away. Stop hating cars!	6/21/2013 6:05 PM
179	<b>\$</b> <b>Support</b> See my answer above. Secure the right of ways, but don't proceed with expansion until Clackamas & Washington counties are ready to pay their share.	6/21/2013 5:32 PM



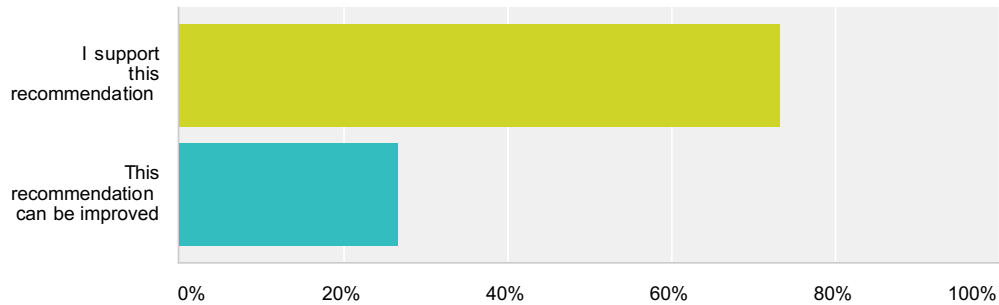
# Southwest Corridor Plan draft recommendation

180	<b>Oppose</b> <b>Roadway</b> HOV lane with both cars and buses should be studied, but not an exclusive bus lane. Adding lanes within existing rights of way should also be studied.	6/21/2013 4:48 PM
181	<b>Support</b> I don't suport any new rail transit	6/21/2013 4:29 PM
182	<b>Oppose</b> <b>Roadway</b> Please don't build additional roadway s for buses.	6/21/2013 2:24 PM
183	<b>Local transit service</b> a local bus option similar to the one used in Wilsonville that will connect to the business areas and housing areas seems like a better option than expanding service that has limited hours (like WES) which is only designed for the working generation, not the aged generation or those working in Tualatin's business areas.	6/20/2013 11:07 PM
184	<b>Route</b> <b>Support</b> This would be fine. More bus stops would be appreciated. This will not disrupt the high traffic flow of barbur.	6/20/2013 8:29 PM
185	<b>\$</b> <b>Oppose</b> Mixed with traffic might be slower, but will get more ridership, and cost a LOT less in capital expenditures, which will be VERY important as you have no money now, and should not count on getting any in the foreseeable future.	6/20/2013 12:29 PM
186	<b>\$</b> 21st Century transit should not run on diesel. Buses or trains under consideration should be electric.	6/20/2013 12:04 PM
187	<b>Support</b> Make transit to downtown RAPID. Speed it up.	6/20/2013 9:06 AM
188	<b>\$</b> <b>Oppose</b> i don't like recommendations that are made based on getting more cash from the feds, make the recommendations based on what is best for the community	6/19/2013 2:03 PM
189	<b>Oppose</b> However, the reduced ridership concerns me as it means there will be more traffic in roadway s.	6/18/2013 6:06 PM
190	<b>LRT only</b> Although I would still prefer to see light rail.	6/18/2013 5:05 PM
191	<b>\$</b> <b>LRT only</b> <b>Oppose</b> I believe the long term benefits of light rail outweigh the cost savings.	6/17/2013 12:40 PM
192	<b>Oppose</b> Forget BRT. See above.	6/17/2013 10:44 AM
193	<b>Support</b> This corridor needs fully exclusive ROW, not 40%, 50% or 80%. The congestion in that corridor is bad now, and is only going to increase.	6/14/2013 6:43 PM
194	<b>Support</b> I think the route should be 100 percent exclusive right of way or we are compromising the efficiency of the transportation system.	6/13/2013 8:21 PM
195	<b>Local transit service</b> <b>Route</b> Analysis need s to be done concerning to where displaced traffic will go if current I automobile traffic lanes are restricted or removed (including the Barbur "road diet". We do not want Portland local neighborhood quality sacrificed to diverted traffic in order to provide a more pleasant commuting experience for people from the suburbs..	6/13/2013 7:34 PM
196	<b>Local transit service</b> <b>Route</b> I would like to see a combination of BRT and LRT. LRT being the main line down Barbur to Tigard, and BRT down Barbur and down to Tualatin and Sherwood.	6/13/2013 3:39 PM
197	<b>Oppose</b> How about 0 - 25% on exclusiv e right of way - near choke points in traffic where it makes the most sense. During rush hour, use carpool/bus lanes; or let buses use the shoulder of a highway like they do in Minneapolis.	6/13/2013 3:15 PM
198	<b>Oppose</b> Less exclusiv e right of way	6/13/2013 3:04 PM
199	<b>Oppose</b> No need to build extra lanes for buses.	6/13/2013 2:52 PM

## Q4 HIGH CAPACITY TRANSIT

**DESTINATION** It is recommended that we further study a high capacity transit connection from Portland, through Tigard, to Tualatin. This recommendation is based on ridership potential, operational efficiency, and plans for increased housing and employment in Tigard and Tualatin. This would mean that transit connections between other communities, such as Sherwood, would be made through local bus service.

Answered: 787 Skipped: 167



Answer Choices	Responses
I support this recommendation	73.32% 577
This recommendation can be improved (describe below)	26.68% 210
Total	787

#	Please be specific	Date
1	<b>Local transit service</b> <b>Tualatin</b> Service from Portland to Tigard and Tualatin seems most important. Local bus service between Sherwood and other cities makes sense at this time.	6/27/2013 2:14 PM
2	<b>Local transit service</b> East-West routes are well established, but North-South on both sides of the river are severely inadequate.	6/27/2013 8:55 AM
3	<b>Sherwood</b> HCT to Sherwood should also be considered.	6/27/2013 12:22 AM
4	<b>Support</b> you guys need to take seriously rapid transit - i.e. the lack of express service really kills this for long distance commuters such as myself. and if i see another WES train with seats half full at rush hour i think i will puke.	6/26/2013 7:58 PM
5	<b>Sherwood</b> <b>Support</b> I support this recommendation, and also recommend that the plan clearly articulate a future vision and strategy for eventual HCT extension to serve Sherwood.	6/26/2013 1:49 PM
6	<b>Sherwood</b> Go to Sherwood and even Newberg	6/26/2013 1:34 PM
7	<b>Sherwood</b> Please try to include Sherwood into any possible future designs.	6/26/2013 1:05 PM
8	<b>Tigard</b> Transit to Tigard may work but beyond there you already have WES that has limited ridership. I guess I do not understand how you expect high ridership when the last project WES has failed to attract riders	6/26/2013 10:30 AM
9	<b>Miscellaneous</b> Include park and rides for Sherwood commuters	6/26/2013 10:07 AM
10	<b>\$</b> Try "SAVING" money and install subway systems in the future. Use federal funds to layout subway plans now and submit for more funds to create subway systems. I know the term SAVING is unknown to you. You might have to look it up in the dictionary. Subway systems: for people who make the decision to work far away from home instead of people who look for jobs in their local community. Why should every person pay for their ignorant decision to commute on a rail system that is extremely more expensive than other means of transport?	6/26/2013 7:14 AM

# Southwest Corridor Plan draft recommendation

11	<b>Sherwood</b> I voted for Sherwood in the transit plan- is this no longer a recommendation?	6/26/2013 7:03 AM
12	<b>Land use</b> My only complaint is the idea that people will be living in these developing suburbs in order to work downtown. Is that the idea? To service people living further away from their place of work? It is highly inefficient to live far away from your place of occupation and I would encourage the city to encourage people to live near where they work. If every one did just that, there would probably be little issues with traffic and transit. Look at the roots of issues to determine the most effective change for the least amount of energy /money exerted/spent...	6/25/2013 10:33 PM
13	<b>\$</b> Tualatin and Tigard already have WES. If these plans are not better thought out than the WES plan for ridership we are spending money that we will never see return on.	6/25/2013 10:15 PM
14	<b>Sherwood</b> I think Sherwood should be included in the high capacity transit system. It could help Sherwood grow and be more accessible like Hillsboro is now that the MAX goes all the way out there.	6/25/2013 10:11 PM
15	<b>\$</b> As long as it doesn't cost us the tax payers any more money at the state/local level	6/25/2013 9:52 PM
16	<b>Miscellaneous</b> Sure, whatever. I live in Inner SW Portland and do not feel qualified to make a judgement about where the route should end.	6/25/2013 7:58 PM
17	<b>Tigard</b> In desperate need for Tigard, less sure about Tualatin or Sherwood.	6/25/2013 6:56 PM
18	<b>Land use</b> Ensure that growth is slow and doesn't outpace resources or detract from balanced growth throughout the region. Restrict new growth through land-use policies that are based in active-transportation and discourage automobile use.	6/25/2013 6:11 PM
19	<b>Sherwood</b> Commuter rail and other options for providing high-capacity carbon-neutral transit to Sherwood should also be studied as longer-term options. Like Forest Grove, Sherwood will likely suffer economically if it is left off the alignment forever...	6/25/2013 5:46 PM
20	<b>Local transit service</b> TriMet must get its house in order first	6/25/2013 5:00 PM
21	<b>Roadway</b> Purchase new right-of-way, do not reduce capacity for freight and passenger vehicles.	6/25/2013 2:47 PM
22	<b>Sherwood</b> I believe Sherwood should be included as well. The long-term view needs to be taken here - Sherwood could be the west side's next Hillsboro in another 10-15 years.	6/25/2013 2:26 PM
23	<b>Sherwood</b> It would be great to have an option of BRT service to Sherwood. This is a growing community and becoming a more popular place to live. it would be nice to have it well connected into the transit system.	6/25/2013 2:04 PM
24	<b>Sherwood</b> Extending to Sherwood in the future should be designed into the process.	6/25/2013 1:56 PM
25	<b>Sherwood</b> I would like to see high capacity rapid transit studied throughout the region, including connections to Sherwood. The further the time frame the planning covers, the more efficient any capital expenditure on infrastructure. In other words with projected population growth it would be smart to evaluate the possibility of extending high capacity rapid transit further out in the system.	6/25/2013 1:07 PM
26	<b>Tigard</b> It should go only to Tigard where passengers can make the over-priced Wes connection to Tualatin.	6/25/2013 11:42 AM
27	<b>Local transit service</b> I love this idea, but reality is that TriMet is so messed up they can not even afford to run the buses they have now.	6/25/2013 11:37 AM
28	<b>Sherwood</b> GO TO SHERWOOD. REBUILD 99 THE WHOLE WAY DOWN! Tualatin already has the (heavy rail) train link!	6/25/2013 11:00 AM
29	<b>Tualatin</b> HTC to Tualatin is alright but LRT is not absent study of substantially increase WES usage, LRT to Tigard only the cost of double tracking from Tigard to Tualatin cannot be supported.	6/25/2013 10:50 AM
30	<b>Land use</b> I don't believe that increased housing is any kind of a plus. I truly believe that population growth is actually one of our worst enemies and that most people will not realize the impact of it until it is already here. We, you, have the opportunity to influence that now.	6/25/2013 10:23 AM
31	<b>Sherwood</b> transit should continue through to Sherwood	6/25/2013 6:46 AM
32	<b>Local transit service</b> <b>Tualatin</b> I think a dedicated express bus from the sherwood park and ride to the tualatin park & ride at the WES station could be added to get the majority of sherwood to the rapid bus transit in tualatin to get even more people off of 99W & Tualatin/sherwood rd.	6/25/2013 6:45 AM
33	<b>Mode</b> <b>Sherwood</b> Sherwood need express service to Beaverton, Hillsboro and Portland under this scenario.	6/24/2013 10:40 PM
34	<b>Local transit service</b> Tualatin does not have a corridor that can support HCT, nor a centralized city hub, nor local bus service to its varied residential neighborhoods to feed traffic into a HCT point. Tualatin needs better local bus service first, otherwise HCT will serve as nothing more than a glorified parking lot for downtown commuters while clogging local streets.	6/24/2013 9:46 PM
35	<b>Sherwood</b> Consider extending service to Sherwood in the future if ridership numbers increase to levels that make it feasible.	6/24/2013 9:01 PM
36	<b>Sherwood</b> This may be short-sighted. I would favor developing add-on numbers for extending the HCT network to Sherwood.	6/24/2013 7:45 PM
37	<b>Sherwood</b> Though it would be more expensive, please consider a loop route that would include, Tualatin, Sherwood, King City, and Tigard, the SW section of Metro is woefully underserved.	6/24/2013 6:44 PM

# Southwest Corridor Plan draft recommendation

38	<b>Local transit service</b> Dollar-for-dollar, there is nothing more efficient, in the long term, than local and express buses. I strongly encourage the use of existing fleet vehicles, alongside a Flexible Demand Response shuttle service, to maximize efficiency. More passengers in seats means better efficiency. There are many BRT vehicles that seat the same, if not less, than what an agency would find available in the standard forty-foot bus. I know what companies like Gillig and New Flyer and Wright Bus and Alexander Dennis and Neoplan promise, but none can deliver where the rubber meets the road. Don't get sold by salesmen or the US government...remember where you are and who you live with.	6/24/2013 5:42 PM
39	<b>Sherwood</b> NO bus service through Sherwood. I live in Sherwood and the traffic congestion can not tolerate a bus line. Please just put in a light rail!	6/24/2013 5:24 PM
40	<b>Miscellaneous</b> SEE ABOVE	6/24/2013 4:31 PM
41	<b>Sherwood</b> <b>Tualatin</b> To clarify, study a high capacity transit connection from Portland to beyond Tigard, preferably to Sherwood. If not to Sherwood, default to Tualatin rather than Tigard as the HCT end point.	6/24/2013 4:30 PM
42	<b>Sherwood</b> Tigard and Tualatin may become over crowded if Sherwood is not served, and these communities are already very congested.	6/24/2013 3:48 PM
43	<b>Support</b> to Salem?	6/24/2013 3:46 PM
44	<b>Local transit service</b> Confused. If you live in this area and work in this area you don't need rapid transit, you need local buses and or use your car. We have needed a bi-pass from I-5 to Highway 26 since the 1970. That is why Tualatin-Sherwood Rd is so busy and has been for years.	6/24/2013 3:33 PM
45	<b>Land use</b> I am not sure we want to encourage a lot of urban development as far out from the city as Sherwood and Tualatin.	6/24/2013 3:20 PM
46	<b>Sherwood</b> Include Sherwood as a main section of the corridor.	6/24/2013 3:18 PM
47	<b>Sherwood</b> More commuters will ride if they don't have to transfer buses or bus/trains. Sherwood is growing fast and plenty of the residents work in Portland.	6/24/2013 3:13 PM
48	<b>Local transit service</b> Sherwood needs a direct bus connection to tualitan.	6/24/2013 3:04 PM
49	<b>Local transit service</b> Frequency (all day) of bus connections to/from the high capacity line (rail or BRT) is key.	6/24/2013 2:59 PM
50	<b>Sherwood</b> Include Sherwood: Portland through Tigard to Tualatin AND SHERWOOD...	6/24/2013 2:49 PM
51	<b>Miscellaneous</b> See all my comments above.	6/24/2013 2:40 PM
52	<b>Local transit service</b> Under existing conditions, the routes designated as "frequent" suffer high ridership, and even at non-peak times, conditions are highly uncomfortable with a high probability of having to stand for more than 45 minutes at a time. It is optimal for Trimet's pocketbook, not so much for its users. Make more busses available along existing routes, because they will fill to capacity also.	6/24/2013 2:32 PM
53	<b>Local transit service</b> <b>Support</b> More integration with Light Rail & existing bus services.	6/24/2013 2:31 PM
54	<b>Oppose</b> Where exactly do you plan to put this. H217 and H99 are at over capacity at rush hour. Scholls Ferry Road and Roy Rogers Road are busier than ever.	6/24/2013 2:09 PM
55	<b>Sherwood</b> I would recommend further study as proposed and to include high capacity transit to Sherwood for comparison and benefit analysis.	6/24/2013 2:01 PM
56	<b>Sherwood</b> Should go all the way to Sherwood may be even Woodburn.	6/24/2013 1:54 PM
57	<b>Oppose</b> <b>Roadway</b> Make a freeway along the 99W route first. Freeway access invites the type of people that can create jobs (responsible). The rest can follow that. Mass transit usually attracts a lot of people that are less than desirable. Not because of socioeconomic status, but because they lack character (read gangs, serial welfare abusers, etc).	6/24/2013 1:43 PM
58	<b>Sherwood</b> high capacity transit should be provided through to Sherwood	6/24/2013 1:32 PM
59	<b>Sherwood</b> Include Sherwood in high capacity transit destination	6/24/2013 12:45 PM
60	<b>Land use</b> The Tualatin-Sherwood highway is a nightmare now. If funding permits, we need some type of solution as this area grows.	6/24/2013 12:19 PM
61	<b>Sherwood</b> Bring BRT right out on 99W to Sherwood	6/24/2013 11:45 AM
62	<b>Sherwood</b> The study should extend south to Sherwood & Wilsonville; final determination of southern terminus should be included in study results.	6/24/2013 11:36 AM
63	<b>Tigard</b> <b>Tualatin</b> Can't do everything so limit high capacity to Tigard & Tualatin based on space and population. Consider Sherwood as part of a Coast route solution.	6/24/2013 11:19 AM
64	<b>Land use</b> <b>Support</b> The Hub and Spoke BRT systems can better relate to the existing development found in the SW Corridor, better support market based rather than aspirational based growth and more equally treat all the communities in the SW Corridor.	6/24/2013 11:12 AM
65	<b>Sherwood</b> Would love to see a high capacity transit connection to Sherwood.	6/24/2013 10:40 AM



# Southwest Corridor Plan draft recommendation

66	<b>\$ Local transit service</b> These areas are being served fine with the current transit structure. Changes will only waste tax payers' money .	6/24/2013 10:33 AM
67	<b>Roadway</b> Same as above. You need to accommodate the increasing population and the fact that people WILL USE THEIR CARS.	6/24/2013 10:29 AM
68	<b>Tualatin</b> Include an LRT option to Tualatin. This should not cost \$900 million, particularly if the WES ROW is used for part of it, or single track is considered.	6/24/2013 9:52 AM
69	<b>Local transit service</b> Without local transit, this will fail.	6/24/2013 9:40 AM
70	<b>Land use</b> The ridership numbers for the Tualatin link were not provided. Need cost-benefit based on Urban Growth boundary residents. Providing transit for residents outside the UG Boundary is contrary to the intended purpose of the boundary .	6/24/2013 9:34 AM
71	<b>Sherwood</b> Should at least plan for HCT for Sherwood	6/24/2013 9:32 AM
72	<b>Miscellaneous</b> Extremely irritating to not have any other options than the two that you show.	6/24/2013 9:26 AM
73	<b>Sherwood</b> I think it should go through to Sherwood.	6/24/2013 8:55 AM
74	<b>Sherwood</b> I think it should go through to Sherwood.	6/24/2013 8:49 AM
75	<b>Tigard</b> stop at tigard	6/24/2013 8:47 AM
76	<b>Local transit service</b> <b>Sherwood</b> Extend to Sherwood and improve bus access to cities like Newberg, Dundee and McMinnville	6/24/2013 8:47 AM
77	<b>\$</b> Cost is too high and benefits too low.	6/24/2013 8:14 AM
78	<b>Land use</b> no rail to Tualatin. community is too small to support & growth is limited by UGB.	6/24/2013 8:01 AM
79	<b>Sherwood</b> <b>Tigard</b> <b>Tualatin</b> Again, because the modeling used is limited in predictive accuracy , I suggest an incremental approach. Certainly , expansion to Tigard can be done in such a way as to provide for future expansion to Tualatin and Sherwood, but this expansion should be done in a Phase 1 and then impacts measured carefully , before expanding to Tualatin. Expanding to both is likely biting off more than it is at least prudent to chew.	6/24/2013 7:43 AM
80	<b>Sherwood</b> Include Sherwood and plan for Newberg	6/24/2013 7:00 AM
81	<b>Mode</b> We already have light rail to Tualatin that goes into Beaverton and from there have options towards Portland.	6/24/2013 1:08 AM
82	<b>Sherwood</b> Study high capacity transit to Sherwood as well.	6/24/2013 12:06 AM
83	<b>Tualatin</b> Tualatin is better than Sherwood for this line	6/23/2013 9:26 PM
84	<b>Miscellaneous</b> See above.	6/23/2013 7:09 PM
85	<b>Oppose</b> I doubt the other communities will support your proposals, but that hasn't stopped you in Milwaukie!	6/23/2013 6:49 PM
86	<b>Sherwood</b> Subway through to Sherwood.	6/23/2013 6:44 PM
87	<b>Tigard</b> Beyond Tigard operational costs go up quickly but ridership increases little. There are questions about whether residents there want transit at all. Plan for an extension at some point in the future if the residents there want it.	6/23/2013 5:35 PM
88	<b>Tigard</b> Don't bite off more than you can chew in a down economy . Start with Tigard, if successful, you can expand. And how is this going to increase housing and employment in Tigard? As my father use to say , you politicians are so full of shit just trying to sell your point, your eyeballs are brown.	6/23/2013 4:43 PM
89	<b>Support</b> Portland is going to grow, roads can't handle it all, not all growth will be centralized., if Federal funding can support a large share of costs high capacity transit is feasible.	6/23/2013 1:57 PM
90	<b>Roadway</b> The transit options should not impact the operations of the existing roadway and highways in the Southwest Corridor.	6/23/2013 1:38 PM
91	<b>Sherwood</b> Sherwood the destination with commuter rail connection to Newberg	6/23/2013 1:20 PM
92	<b>Sherwood</b> I support connection with Sherwood	6/23/2013 12:03 PM
93	<b>Land use</b> <b>Sherwood</b> With the projected growth and development, wouldn't it make more sense to include Sherwood in the plan also?	6/23/2013 11:32 AM
94	<b>\$</b> <b>Oppose</b> stop this...we don't need the crime...and we paid for everybody else to get max now they better pay for us...I won't vote for new taxes and will vote against politicians who raise taxes and ram this down our throats....stay out of hall/72nd/bonita/durham area....you are going to ruin our neighborhood...	6/23/2013 11:00 AM
95	<b>Oppose</b> Stop...don't bring us crime...	6/23/2013 10:53 AM

# Southwest Corridor Plan draft recommendation

96	<b>Oppose</b> <b>Roadway</b> Explain what this means? I live near 72nd and Hall in Tigard. Are we going to lose lanes on either of these roads? We don't have enough now...if we lose lanes...forget about adding BRT or light rail...we have 198,000 people here and growing by 14% a year and 22 years from now 22,000 people will ride...that is a very small slice of people...how about fixing/building roads for the 99.9% of us who won't/can't ride a bus or light rail....	6/23/2013 10:37 AM
97	<b>Mode</b> <b>Support</b> Bus rapid transit is preferred over Max.	6/23/2013 9:33 AM
98	<b>Local transit service</b> <b>Mode</b> Do a potential ridership survey in other communities to see if limited rush-hour service would be adequately utilized.	6/23/2013 9:28 AM
99	<b>Support</b> Good idea; the area is growing and road capacity is not.	6/23/2013 9:10 AM
100	<b>\$</b> <b>Tigard</b> If funding is an issue, high capacity transit should go through Tigard with expansion potential for future budgets	6/23/2013 9:04 AM
101	<b>Sherwood</b> High capacity transit should be to Sherwood on 99W not through downtown Tualatin.	6/23/2013 9:01 AM
102	<b>Roadway</b> Better transit and road improvements have been deferred for years. This planning does not address them.	6/23/2013 8:45 AM
103	<b>Mode</b> <b>Oppose</b> Light rail is costly to build, and spreads crime.	6/23/2013 8:21 AM
104	<b>Sherwood</b> Include Sherwood or don't bother.	6/23/2013 8:13 AM
105	<b>Roadway</b> Build a new west side freeway to help lighten up traffic for the rest.	6/23/2013 7:20 AM
106	<b>Support</b> The time has come for easy to access rail. It fits the environmental concerns of many Oregonians.	6/23/2013 7:10 AM
107	<b>Local transit service</b> Busses should be considered for more of the options.	6/23/2013 6:52 AM
108	<b>Sherwood</b> continue to study Sherood	6/22/2013 10:56 PM
109	<b>\$</b> rail is not cost-efficient	6/22/2013 10:44 PM
110	<b>Sherwood</b> Sherwood should be included as well	6/22/2013 9:42 PM
111	<b>Sherwood</b> Find a way to go farther along the 99W corridor to Sherwood/Newberg	6/22/2013 9:12 PM
112	<b>Sherwood</b> Ignoring Sherwood is a mistake. Trimet ridership is low in Shewood because service is currently so poor.	6/22/2013 8:28 PM
113	<b>Sherwood</b> I believe it should be extended to Sherwood	6/22/2013 7:10 PM
114	<b>Sherwood</b> <b>Tigard</b> <b>Tualatin</b> I don't see why the Tigard-Tualatin segment needs more HCT at this time, since it is already served by WES which is underutilized. Either run HCT only to Tigard, or to Sherwood via Tigard along 99W (possibly switching between MAX and BRT at Tigard, if the anticipated Sherwood ridership will not support MAX).	6/22/2013 6:56 PM
115	<b>\$</b> are you nuts??? no direct routes, would cost a fortune	6/22/2013 6:38 PM
116	<b>Sherwood</b> I support the high capacity transit going all the way to Sherwood.	6/22/2013 6:14 PM
117	<b>Sherwood</b> Some kind of rail should extend to Sherwood. Whether that is Max, or a Wes type line to Newberg and McMinnville.	6/22/2013 5:14 PM
118	<b>Land use</b> <b>Tualatin</b> There is greater potential and land for future employment opportunities in Tualatin.	6/22/2013 4:15 PM
119	<b>Support</b> i believe the bus rapid transit is best	6/22/2013 3:59 PM
120	<b>Sherwood</b> connect direct thru Sherwood	6/22/2013 3:49 PM
121	<b>Sherwood</b> If the goal is helping the traffic situation, it makes no sense to stop before Sherwood. Some people can be moved from private cars onto easy transit, but if they have to make transfers they will refuse.	6/22/2013 3:45 PM
122	<b>Oppose</b> <b>Roadway</b> A "high capacity transit connection" will not reduce congestion on I-5 or 99W especially if it runs down the middle of 99W.	6/22/2013 3:42 PM
123	<b>Sherwood</b> <b>Tigard</b> <b>Tualatin</b> The bus should to TO Tigard, TO Tualatin, TO Sherwood, if it goes all the way through. No reason to bypass communities. I'm most interested in connections to Tigard.	6/22/2013 3:41 PM
124	<b>Oppose</b> High capacity transit takes up more land that can be put to better use.	6/22/2013 3:34 PM
125	<b>Support</b> If ridership to Sherwood is not large enough to support the investment at this time, it is reasonable to take Sherwood off the table	6/22/2013 3:33 PM
126	<b>Tigard</b> At this time I think we should only go as far as Tigard, Tualatin is currently served by WES with a connection to MAX in Beaverton and doesn't currently justify the costs by the ridership on WES.	6/22/2013 2:12 PM
127	<b>Sherwood</b> Should go to Sherwood	6/22/2013 12:45 PM
128	<b>Roadway</b> Traffic would decrease significantly in Portland if there were a west side by pass.	6/22/2013 12:37 PM
129	<b>Local transit service</b> We need a diversified and flexible bus system..	6/22/2013 12:32 PM

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130	<b>Mode</b> <b>Support</b> none of the previous rail systems have ever come close to the ridership projections used to sell the projects. Focus on bus transit.	6/22/2013 12:25 PM
131	<b>Mode</b> Light rail is a valuable tool that the region should invest in.	6/22/2013 11:56 AM
132	<b>Mode</b> reduce dependence on expensive light rail	6/22/2013 11:56 AM
133	<b>Sherwood</b> It needs to extend to Sherwood.	6/22/2013 11:34 AM
134	<b>Mode</b> A huge leap in vision in necessary for the best use of future dollars. Buses are not the answer.	6/22/2013 11:19 AM
135	<b>Mode</b> Where is the surface, or subsurface, personal vehicle plan? Your showing an incese of nearly 120000 jobs, but only 20-22k in ridership?	6/22/2013 11:13 AM
136	<b>Oppose</b> <b>Roadway</b> We don't want all this wasteful transit projects that cost overrun every time. Our part of Metro is happy with cars and roads. Don't bring Portland thinking here.	6/22/2013 11:06 AM
137	<b>\$</b> <b>Support</b> growing area need good public transit. establish at a lower cost while now not completely developed.	6/22/2013 10:57 AM
138	<b>Mode</b> <b>Oppose</b> WOW, look at the great success of WES????? insanity times more insanity should somehow equal common sense????	6/22/2013 10:28 AM
139	<b>Support</b> Whatever solution is implemented will need to address the entire corridor to be effective	6/22/2013 10:18 AM
140	<b>Sherwood</b> I'd prefer to see the connection extended through to Sherwood as I think that is a growing area that needs planning for transit connection to the north metro area.	6/22/2013 10:12 AM
141	<b>Oppose</b> by cancelling it.	6/22/2013 10:02 AM
142	<b>Sherwood</b> I believe you should consider expanding the plan to Sherwood. Too often Metro doesn't anticipate how rapidly the area is growing to the outer regions.	6/22/2013 9:52 AM
143	<b>\$</b> <b>Sherwood</b> Your numbers indicate that more people commute from Sherwood than from Tigard, and at greater cost. Is this decision made due to the cost of building a separate transit line to Sherwood? Shouldn't there be a more efficient way to get 28,000 people from Sherwood to Portland?	6/22/2013 9:44 AM
144	<b>Oppose</b> Kill it this idea.	6/22/2013 9:24 AM
145	<b>Oppose</b> Your dreaming. Nobody wants more Rockwood like developments or Business Round developments. Can't you folks just leave us alone, already.	6/22/2013 9:02 AM
146	<b>Mode</b> Again, forget the buses! Why are we think old school here, we are suppose to be leaders in new ways of thinking and future planning	6/22/2013 9:00 AM
147	<b>Roadway</b> Extremely high vehicle traffic in these area needs to be addressed.Drove thru this area 6/21/13 and was amazed at traffic and congestion on roads connecting to I-5 to I205.	6/22/2013 8:52 AM
148	<b>Tualatin</b> Don't go into Tualatin. Keep some small town places just that. Small town.	6/22/2013 8:27 AM
149	<b>Mode</b> The study should include WES service impact. Including more service on WES.	6/22/2013 7:49 AM
150	<b>Sherwood</b> I'd take it to Sherwood, or at least plan for that	6/22/2013 7:43 AM
151	<b>\$</b> Stupid. Especially considering major job centers are in Hillsboro and beaverton now. Big waste of money. The only people who will use it are downtown commuters, not that big of a percentage.	6/22/2013 7:32 AM
152	<b>Sherwood</b> I'm sure this is very complicated but I think this should extend as far as possible, into Sherwood and not rely on local bus service for them. I have seen many transit updates both in the Bay Area and Dallas/ Fort Worth and it seems to me, they are always shortsighted. By the time the system is finished, it's already outdated and needs expansion. We have to assume we are going to get climate refugees in great numbers as the southern half of the United States becomes more and more inhabitable,	6/22/2013 7:22 AM
153	<b>Local transit service</b> <b>Sherwood</b> Newberg is just as much of a bedroom community to Portland as Sherwood is. High capacity to Sherwood now, with better routine service on to Newberg would be a more idea option.	6/22/2013 7:22 AM
154	<b>\$</b> A study is not needed, it is a wasting money. Metro has already made its mind up	6/22/2013 6:55 AM
155	<b>Oppose</b> Transit makes little sense in outlying suburbs.	6/22/2013 6:40 AM
156	<b>Sherwood</b> <b>Tualatin</b> It may be popular to stop at Tualatin, but the train track to Sherwood should have a model similar to Wilsonville-Beaverton.	6/22/2013 6:11 AM
157	<b>Sherwood</b> Include Sherwood in the high capacity transit and not just by local bus routes. Sherwood's growth rate seems even higher than Tualatin's.	6/22/2013 3:26 AM
158	<b>Mode</b> <b>Tigard</b> <b>Tualatin</b> Can we study separately the tigard option and the tualatin option? a more expensive option, such as light rail, might be more feasible if the line is shorter.	6/22/2013 2:41 AM
159	<b>\$</b> <b>Tigard</b> I wonder if it would be more appropriate to end the high capacity transit at Tigard rather than Tualatin given the increase in cost with the decline in ridership as the transit moves from Tigard to Tualatin.	6/22/2013 1:50 AM
160	<b>Tigard</b> Study the connection from Portland to Tigard - not to Tualatin. The number of projected riders to Tualatin is not enough higher than projected ridership to Tigard to justify the greatly increased costs.	6/22/2013 1:40 AM

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161	<b>Tigard</b> Tigard only; moving away from the I-5 corridor induces sprawl that then overwhelms local roads.	6/22/2013 12:53 AM
162	<b>Mode</b> Buses.....	6/22/2013 12:05 AM
163	<b>Sherwood</b> We should consider High Capacity service to Sherwood if it is not feasible now.	6/21/2013 11:49 PM
164	<b>Mode</b> This is not a good alternative. It is fixed in place. Buses can be rerouted in light of changing conditions and ridership.	6/21/2013 11:44 PM
165	<b>Sherwood</b> Plans should be made for another connecting rail line to Sherwood and perhaps Newberg, possibly similar to the Westside commuter rail line.	6/21/2013 11:39 PM
166	<b>Land use</b> Destination on both ends is not necessary. Density of riders along the route is a better determinant.	6/21/2013 11:18 PM
167	<b>Sherwood</b> add Sherwood...there is great housing, a good source of employees. Put the rail in	6/21/2013 11:08 PM
168	<b>Support</b> I think this is very important	6/21/2013 11:01 PM
169	<b>Local transit service</b> No, no, no!!! Potential bah! Tri Met is broke. Light rail is being forced down our throat even when it is voted down by the people. Buses are faster and cheaper. Light rail is slow, takes longer to get to destination because it is straight line so need to take bus to get to it.	6/21/2013 10:58 PM
170	<b>Miscellaneous</b> See above.	6/21/2013 10:48 PM
171	<b>\$</b> Only if it generates enough revenue to cover its operational costs	6/21/2013 10:43 PM
172	<b>Sherwood</b> Sherwood should be added to this transit connection in light of the growth in that area and demands it places on the transportation network.	6/21/2013 10:40 PM
173	<b>Miscellaneous</b> BULLSHIT.	6/21/2013 10:24 PM
174	<b>Oppose</b> No more light rail.	6/21/2013 10:24 PM
175	<b>\$</b> WES is an utter failure. Please don't waste any more money on this type of pet project.	6/21/2013 10:18 PM
176	<b>Miscellaneous</b> End the project at Portland city limits	6/21/2013 10:17 PM
177	<b>Mode</b> Consider, at some point BRT in Tigard/WS/Beaverton corridor	6/21/2013 10:16 PM
178	<b>Sherwood</b> to Sherwood	6/21/2013 10:04 PM
179	<b>Roadway</b> Do not take away road lanes for this.	6/21/2013 9:53 PM
180	<b>Tigard</b> I do not support extending the transit connection passed Tigard. Doing so only adds to urban sprawl.	6/21/2013 9:43 PM
181	<b>Sherwood</b> Include Sherwood in the additional study	6/21/2013 9:37 PM
182	<b>Sherwood</b> why not to Sherwood?	6/21/2013 9:18 PM
183	<b>\$</b> use the most cost effective way to reach the goal.	6/21/2013 9:17 PM
184	<b>Roadway</b> <b>Sherwood</b> The incremental costs/benefits of extending HCT to Sherwood need to be examined. Commute trips have rendered Tualatin-Sherwood Road obsolete in terms of throughput and velocity and are adversely affecting freight mobility, particularly from traded sector industries.	6/21/2013 9:14 PM
185	<b>Roadway</b> Cars are more flexible and cost-saving. Put the gas tax and transportation income into more roads for cars.	6/21/2013 9:10 PM
186	<b>\$</b> It's hard to believe any responsible person would approve wasting so much money.	6/21/2013 9:07 PM
187	<b>Miscellaneous</b> Concerned about the focus on downtown Tigard and Tualatin. What about all of the residents that live west of 99W?	6/21/2013 8:51 PM
188	<b>Local transit service</b> Seems every thing is to route transit passengers to and from Portland. There is little to no input regarding viable local transit options to serve the population in communities/cities adjacent to the sw corridor.	6/21/2013 8:51 PM
189	<b>Sherwood</b> mass transit from Portland to Sherwood	6/21/2013 8:47 PM
190	<b>Sherwood</b> In the long run continuation to Sherwood would serve more people and provide better investment	6/21/2013 8:44 PM
191	<b>Sherwood</b> <b>Tigard</b> <b>Tualatin</b> West Tigard and Sherwood need more than limited local bus service. The focus on only East Tigard and Tualatin is not equitable within the corridor.	6/21/2013 8:35 PM
192	<b>Oppose</b> It is not needed.	6/21/2013 8:21 PM
193	<b>Miscellaneous</b> Include Gresham. This is a city of 100,000+ people!	6/21/2013 8:18 PM
194	<b>Local transit service</b> <b>Sherwood</b> <b>Tualatin</b> TriMet's current exclusion of Sherwood from directly serving destinations to Portland city center is an abject failure. The High Capacity plan should include Tualatin and King City with Limited and Express service and also include points like Sherwood and Newburg for local service.	6/21/2013 8:17 PM
195	<b>Sherwood</b> Sherwood should be included.	6/21/2013 8:13 PM



# Southwest Corridor Plan draft recommendation

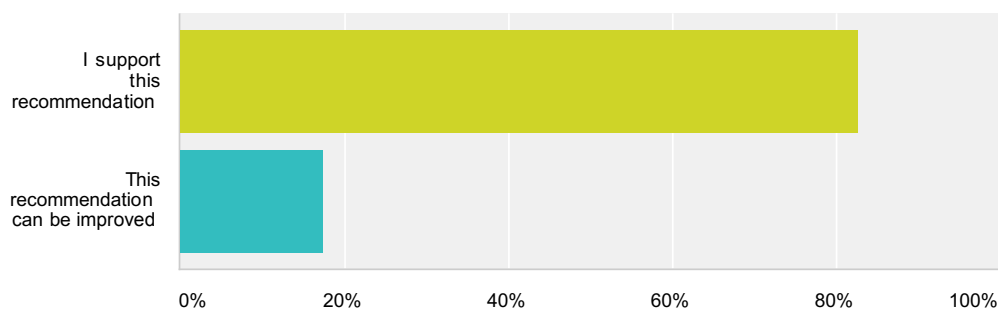
196	<b>\$</b> seems like the additional ridership (increase of +2500-4000, or 20% more riders) doesn't justify the potential cost increase at this time (~doubling the cost)	6/21/2013 8:10 PM
197	<b>Oppose</b> Again TriMet has demonstrated over 20 years that it has little interest in operating a working bus system in favor of it being a silly Toonerville Trolley. There will be little connectivity between rail and bus based on almost a quarter century of TriMet decisions Transfers to bus from train run into the run into the one seat - two seat - three seat problem that Fred Hanson was so fond of describing, but nevertheless routinely bought into. (Look it up.) This option and the entire phoney survey perpetuates the trolley folly. Where is the option to shitcan light rail in its entirety in SW?	6/21/2013 8:03 PM
198	<b>Support</b> I'm sure Sherwood would love to be part of this, but I totally respect your conclusion that the ROI on that last leg would not justify its inclusion.	6/21/2013 7:52 PM
199	<b>Roadway</b> It is recommended that you focus study on transportation improvements in the hwy 99, boones ferry, tualatin-sherwood "nexus". We have no interest in "connecting" to Portland. These should be mixed use traffic lanes. I do not support exclusive public transit lanes.	6/21/2013 7:41 PM
200	<b>Miscellaneous</b> Remove all illegals from the state of Oregon!	6/21/2013 7:41 PM
201	<b>\$</b> Provide complete information on the costs for extending to Tualatin. Without this I am confused as to how any one can make a decision.	6/21/2013 7:14 PM
202	<b>Miscellaneous</b> See previous comment	6/21/2013 7:09 PM
203	<b>Mode</b> I do not recommend any more WES. Ridership is down. There are no jobs.	6/21/2013 6:58 PM
204	<b>Sherwood</b> <b>Tigard</b> <b>Tualatin</b> We have a better chance of success if we focus first on Portland to Tigard, with just enough study of continuing to Tualatin that we know it's feasible. Once we have actually built the first phase and it's working, we start extending to Tualatin, Sherwood, etc.	6/21/2013 6:57 PM
205	<b>Oppose</b> Tigard and Tualatin. don't want ,ass transit...they want to dive their cars.....NO RAPID TRANSIT NO RAIL	6/21/2013 6:56 PM
206	<b>Support</b> I have thought this should be the alignment for years. I'm very pleased to see this. Having lived in Tualatin, Sherwood, Tigard, and Lake Oswego for 23 years, this alignment makes by far the most sense, prima facie, in terms of efficiency and ridership.	6/21/2013 6:55 PM
207	<b>Sherwood</b> Include Sherwood as part of the baseline study.	6/21/2013 6:49 PM
208	<b>Mode</b> If you're planning through 2035, you have to assume that things will be much, much more congested than they are now. Bus service to communities like Sherwood isn't going to compete with personally owned vehicles in the eye of the public; it will take too damn long to get to a destination for it to be feasible, much like the woeful current state of MAX service. Why didn't anyone see the need for express trains between Portland and Beaverton when the lines were first built?	6/21/2013 6:44 PM
209	<b>Sherwood</b> If you are going you might as well go all the way to Sherwood.	6/21/2013 6:43 PM
210	<b>Mode</b> I support studying any rapid transit or bus proposal, particularly as public transportation is wedded to covered bicycle parking.	6/21/2013 6:37 PM
211	<b>Sherwood</b> Would love if rapid transit existed between sherwood and tigard.	6/21/2013 6:32 PM
212	<b>Local transit service</b> Tri-Met isn't working now, a more basic practical solution is needed	6/21/2013 6:28 PM
213	<b>Tualatin</b> It didn't seem from the numbers that it is worth the investment to run the high capacity transit to Tualatin, so why include it?	6/21/2013 6:25 PM
214	<b>Oppose</b> Please, just say no to light rail and bus rapid transit---don't waste the time or money	6/21/2013 6:21 PM
215	<b>Tigard</b> Only to Tigard.	6/21/2013 6:05 PM
216	<b>Oppose</b> I don't support this option. I used to live in Lake Oswego, and worked at the junction of LO/Tigard/Tualatin. The residents there are politically and philosophically opposed to mass transit and will not use it, certainly will not pay for it. I do not support the years of litigation they would bring against Metro/Trimet and the cost to Multnomah county taxpayers.	6/21/2013 5:32 PM
217	<b>Roadway</b> HOV lane with both cars and buses should be studied, but not an exclusive bus lane. Adding lanes within existing rights of way should also be studied.	6/21/2013 4:48 PM
218	<b>Roadway</b> I don't think the people in these area want a max train, better to add lanes to 99W	6/21/2013 4:29 PM
219	<b>Mode</b> This does not take into account that the rails are being used during the mid-day hours.	6/20/2013 11:07 PM
220	<b>Sherwood</b> This should be edited to extend the high capacity transit option to Sherwood. Ending in Tualatin will cut off several key ridership possibilities.	6/20/2013 8:56 PM
221	<b>Roadway</b> Hmmm this will further ruin barbur :(	6/20/2013 8:29 PM
222	<b>Sherwood</b> <b>Tigard</b> <b>Tualatin</b> Not sure that a Portland centric destination is practical. Connect Tigard, Tualatin, Sherwood and BEAVERTON. Now there is a useful and winning ticket.	6/20/2013 12:29 PM
223	<b>Tigard</b> The increase in ridership by extending beyond Tigard is limited and should not necessarily be part of an initial service segment.	6/20/2013 12:04 PM

## Southwest Corridor Plan draft recommendation

224	<b>Mode</b> Light rail is cleaner and has a lower operating cost than bus.	6/20/2013 9:06 AM
225	<b>Oppose</b> the Wes train is already in place and is mostly empty, don't you think we have enough capacity with that loser of a project?	6/19/2013 2:03 PM
226	<b>Sherwood</b> I think the study should go to Sherwood although the build-out may be phased. Without the study, opportunities may be missed or in time, eliminated.	6/18/2013 5:05 PM
227	<b>Mode</b> <b>Oppose</b> Do not put light rail in.	6/14/2013 2:09 AM
228	<b>Sherwood</b> The notion that Metro would not study high capacity transit connection from Portland, through Tigard, to Tualatin and all the way to Sherwood, a city within the UGB, is completely short sighted. I believe Metro is making the same mistake that was made on the first MAX line to Gresham where the line was not taken all the way into downtown Gresham. Plenty of growth opportunities await to be served in Sherwood by a high capacity transit connection to this community in addition to the others and should be studied also. I'm very disappointed that the high capacity transit destination does not include Sherwood.	6/13/2013 3:23 PM
229	<b>Tigard</b> End it in Tigard. Improve WES from Tualatin.	6/13/2013 3:00 PM
230	<b>Mode</b> Rapid transportation is more than efficient as is. buses are mostly empty.	6/13/2013 2:52 PM

**Q5 LOCAL TRANSIT SERVICE** The following improvements to local transit service are recommended to TriMet to be considered in their 2013-14 Southwest Service Enhancement Plan. 1. Transit service that connects key Southwest Corridor locations quickly and reliably to one another and to a potential high capacity transit line. These include but are not limited to: Beaverton, Washington Square, Lake Oswego, King City, Durham, Tualatin industrial areas, and downtown Sherwood. This also includes improved local transit circulation from the Southwest Corridor throughout Washington County, including connections to northern Washington County. 2. Improved local transit connections to Westside Express Service (WES). 3. Capital improvements necessary to achieve higher transit system functioning, such as “queue jumps” and/or re-orientation of existing transit lines to better connect key corridor areas and a future high capacity transit system. 4. Identification of improvements cities and counties can make for better transit access (e.g., sidewalks and safe pedestrian crossings).

Answered: 790 Skipped: 164



Answer Choices	Responses	
I support this recommendation	82.66%	653
This recommendation can be improved (describe below)	17.34%	137
Total	790	

#	Please be specific	Date
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# Southwest Corridor Plan draft recommendation

1	<b>Planning suggestions</b> I agree that connections to northern Washington County are very important. It's also important to think about connections beyond the county. For instance, it would be nice to go directly across the metro area without having to spend 15 minutes or more in downtown Portland. How about an Express bus between Tualatin and Clackamas Town Center? How about a more direct connection from Tigard to, say, the Gateway Transit Center using the freeways. What are "queue jumps"? Please define these and other transit-speak terms in future surveys and documents so we all can communicate effectively. It would be helpful to explain what abbreviations, like ROW, stand for the first time they are used in a document.	6/27/2013 2:14 PM
2	<b>Planning suggestions</b> I would like to see park and water shed improvements included.	6/26/2013 4:51 PM
3	<b>WES</b> Most of us prefer our cars since these options do not allow for the flexibility needed for shopping and taking kids to games and other errands.	6/26/2013 1:59 PM
4	<b>\$ WES</b> Get rid of WES! It's a money pit, losing huge amounts of money every day!	6/26/2013 12:51 PM
5	<b>Active transportation</b> <b>Planning suggestions</b> When the transit corridor parallels I-5, such as along most of Barbur Blvd, vehicle and/or pedestrian bridges across I-5 should be added to improve access and draw more ridership.	6/26/2013 11:06 AM
6	<b>Planning suggestions</b> Add areas to park so we can drive to transit stations and park	6/26/2013 10:30 AM
7	<b>Miscellaneous</b> <b>Planning suggestions</b> Again, as mentioned above, smaller, quiet, electric buses that can go throughout neighborhood suburbs with little negative impact on homeowners. Also, make these earth friendly buses not only "green" but emergency worthy with backup generator motors. If you would like to hire me then I would jump at the opportunity to help instigate better communities at the high wage you receive from every day struggling wage, working folks. Michelle Rocheld 503.267.6017 Cell	6/26/2013 7:14 AM
8	<b>Support</b> This is a key part of the plan. Transit is of little use if people can't get to it in a convenient manner.	6/25/2013 10:20 PM
9	<b>Miscellaneous</b> Tri Met has proven over the last year they are usually inept in handling their current operation. Do you really think any of this will be feasible for them to implement.	6/25/2013 10:15 PM
10	<b>\$</b> As long as it doesn't cost us the tax payers any more money at the state/local level	6/25/2013 9:52 PM
11	<b>Planning suggestions</b> What about connections or direct service to OHSU and the VAMC, ...Portland's largest employment destination outside of Downtown?!	6/25/2013 7:58 PM
12	<b>Planning suggestions</b> Ongoing improvements need study, not sure about TriMet's ability to implement.	6/25/2013 6:56 PM
13	<b>Active transportation</b> <b>Planning suggestions</b> <b>Support</b> Strengthen #4 to include mandates or incentives for land-use and transportation policies that support active transportation as priority modes and discourage automobile use.	6/25/2013 6:11 PM
14	<b>Planning suggestions</b> Keep the stop sites plain and simple. Remember the larger the system, the more Transit Police there will NEED to be. Boston has a police officer on every train.	6/25/2013 5:16 PM
15	<b>\$ Oppose</b> Don't dump more taxpayer down the drain	6/25/2013 5:00 PM
16	<b>HCT</b> <b>Planning suggestions</b> While visiting Several foreign cities I found that smaller vehicles were used to transport passengers in addition to large transit systems like light rail and larger buses. I don't have any confidence in ever getting some sort of public in or even near my residence. Why don't you consider providing many smaller vehicles in areas where buses and light rail will never exist. I don't ride a Bycycle and walking to a bus is at least 20 or more minutes away.	6/25/2013 4:37 PM
17	<b>\$ Oppose</b> Do not use my tax dollars for this.	6/25/2013 2:47 PM
18	<b>Planning suggestions</b> Add better access for bicycles to #4.	6/25/2013 12:25 PM
19	<b>Planning suggestions</b> Local bus service on existing roadways that does not negatively impact existing roadway traffic should be a priority.	6/25/2013 11:42 AM
20	<b>Planning suggestions</b> Once again TriMet needs to be removed from the solution. I also fear that costs to upgrade sidewalks and pedestrian crossing will take money away from operating buses or building park and rides. Park and rides work great, look at the sunset transit center. Use ideas that work here not ideas that work in other countries or an idea that some consultant is promoting.	6/25/2013 11:37 AM
21	<b>Miscellaneous</b> The plan summary above is just vague words - means nothing.	6/25/2013 11:00 AM
22	<b>Planning suggestions</b> <b>Support</b> While I support this concept it leaves areas east of 217 and I-5 underserved due most to cutbacks and route eliminations, HCT will only provide some additional support for the trunk of this area consideration of the entire area is needed.	6/25/2013 10:50 AM
23	<b>Support</b> anything to make it easier to get from point A to point Z without a car I think will pay off in many ways	6/25/2013 10:23 AM
24	<b>Support</b> Emphasize item 4. Whether all else occurs or not, the quality of the neighborhoods will be greatly enhanced anyway	6/25/2013 9:15 AM
25	<b>Planning suggestions</b> The ability for transit scheduling outside of the commuter times would be a key item.	6/24/2013 11:22 PM



# Southwest Corridor Plan draft recommendation

26	<b>HCT</b> <b>Planning suggestions</b> <b>WES</b> The idea of tying local transit improvements to WES needs to be dropped; local transit needs to be added for the sake of improving local transit and to "regional services" that can include express buses or BRT. This question just shows Metro's rail-bias. Other than #2, the rest of the items are supply supportable and Metro should actually be asking TriMet, as well as Metro's own planners, why they have refused to do this in the last 20 years thanks to the rail-bias.	6/24/2013 9:46 PM
27	<b>Planning suggestions</b> Looking at other connections to Wilsonville like the SMART Bus and connections to Salem via Smart and Cherriots.	6/24/2013 6:21 PM
28	<b>Planning suggestions</b> <b>Support</b> Local infrastructural investments, including research on foot paths, bike paths, and other forms of alternative transportation are a far superior expenditure of transit resources. Think locally - expand service, open new routes - to include circulators, express routes, limiteds...all on existing roadways. Improvements on existing modes will return investment much faster, and be better felt by the entire community. I would much rather see a road full of buses than a half-empty BRT vehicle - in which, by the way, no one pays. Passengers, in Las Vegas at least, don't hear the "barrier" in "barrier-free boarding." Raising taxes to pay for the maintenance of new infrastructure is not a task I would wish on anyone - and it is irresponsible, if not reprehensible, to dump it on the agency or the taxpayer after you and yours depart for sunnier shores.	6/24/2013 5:42 PM
29	<b>Miscellaneous</b> SEE GENERALIZED COMMENT ABOVE	6/24/2013 4:31 PM
30	<b>HCT</b> <b>Planning suggestions</b> Add a fifth: Identification of civic improvements local governments and public institutions can make including civic and government buildings and parks to be strategically located at or near transit nodes resulting from HCT and connecting transit lines. [Note: For example, how would an additional Portland Community College campus be sited to both contribute to and take advantage of the HCT route and its feeder lines?]	6/24/2013 4:30 PM
31	<b>Miscellaneous</b> see previous comments on infrastructure expenditures related to bus service	6/24/2013 4:26 PM
32	<b>Planning suggestions</b> <b>Support</b> I support the recommendation, but would like to comment that bus service in Lake Oswego is very poor. Options that strictly revolve around buses don't provide a significant improvement in service to this community.	6/24/2013 3:48 PM
33	<b>\$</b> <b>Oppose</b> I don't know that we have the population (tax base) to support such an elaborate system.	6/24/2013 3:33 PM
34	<b>HCT</b> <b>Planning suggestions</b> As a resident of Lake Oswego, I was very disappointed to see the proposed Streetcar defeated. I would love to see better connectivity between LO and Portland. It is easy to commute by TriMet during business hours of the work week, but connectivity is limited on the weekends and evenings which forces my wife and I to drive to movies, restaurants, etc. We would much rather use public transportation than drive.	6/24/2013 3:23 PM
35	<b>WES</b> Remove WES connection. Although TriMet has had many successful projects, WES is not one of them.	6/24/2013 3:10 PM
36	<b>Planning suggestions</b> More detail and emphasis on access to transit.	6/24/2013 2:59 PM
37	<b>Planning suggestions</b> <b>Support</b> 4. ....better transit access, including licensing of bikes and riders.	6/24/2013 2:49 PM
38	<b>Decision-making</b> <b>Planning suggestions</b> I still cannot find the WES line. Trimet has not done a good job of signage in the new areas of light rail. Saturday night I drove some concert goers to the Greyhound bus station and ended up driving the wrong way on the road around the bus station because there was no signage of which direction to go. Luckily MAX was no longer running. In fact many of the MAX areas are so dangerous for many reasons. I think you need regular buses and nothing fancy done. The transit must move with the population.	6/24/2013 2:40 PM
39	<b>HCT</b> Tigard should be reachable by Tri-Met. Also downtown Lake Oswego.	6/24/2013 2:38 PM
40	<b>HCT</b> <b>Planning suggestions</b> The SouthWest Corridor is grossly inadequate for existing traffic, and there must be a concerted effort by the local transit service and by the counties involved to create the proper infrastructure for all sorts of traffic. Sidewalks and safe pedestrian crossings would help immensely. Adding a dedicated light rail will not work, as it would diminish the amount of roadway available for what is deemed to be too much traffic already.	6/24/2013 2:32 PM
41	<b>Oppose</b> <b>Roadway</b> The recommendations are not wrong, but the focus is misplaced. Change the 99W route into a freeway first and improve the secondaries connecting to it. Then the businesses will REALLY grow by leaps and bounds.	6/24/2013 1:43 PM
42	<b>WES</b> Consider WES a good, but not overly successful experiment. Seriously, (and I mean SERIOUSLY) consider eliminating WES.	6/24/2013 1:32 PM
43	<b>Planning suggestions</b> Funding should be included to reduce traffic interaction with MAX/WES and also with freight rail. Rail delays contribute to traffic congestion and the area needs reduction of these delays. With Beaverton considering options to reduce traffic speeds, congestion will become unmanageable.	6/24/2013 12:39 PM
44	<b>Decision-making</b> <b>Planning suggestions</b> There needs to be some component added that addresses the east-west travel issues between southern Clackamas County and the industrial growth area slated for Tualatin, Wilsonville and Sherwood.	6/24/2013 11:19 AM
45	<b>Support</b> Why not - makes sense	6/24/2013 11:19 AM
46	<b>\$</b> <b>Decision-making</b> If these are added will others be taken away? What will it do to fares?	6/24/2013 11:14 AM

# Southwest Corridor Plan draft recommendation

47	<b>Planning suggestions</b> This proposed improvement to the system assumes east to west connections through the westside of the corridor will be adequate to serve the community . It will not be adequate to serve large portions of SW Portland, the Metzger area of Tigard and the most of the Mountain Park -lake Grove area of Lake Oswego unless service in those areas that have historically been lost are restored to support interconnection between these areas.	6/24/2013 11:12 AM
48	<b>\$ Decision-making</b> These areas are being served fine with the current transit structure. Changes will only waste tax payers' money .	6/24/2013 10:33 AM
49	<b>Roadway</b> Don't forget about the cars.	6/24/2013 10:29 AM
50	<b>Roadway</b> This is the suburbs and people absolutely will not give up their cars for local trips--no matter how great the bus service.	6/24/2013 10:24 AM
51	<b>Decision-making</b> If TriMet is asked to serve northern WA County , a study not funded by TriMet should be completed prior to including the area in the local transit service plan. This area should be lower priority until the density , mix of development, and safe routes can support ridership.	6/24/2013 10:23 AM
52	<b>Decision-making HCT Planning suggestions</b> As wonderful as some of the other options are, I think that our focus should be on improving what we've already got rather than spending a lot of money that we don't have on more complex options. Also, while I really do love light rail, and the separate right-of-way bus lines work really well in Eugene, I can't visualize any good way to implement either in SW Portland without massive disruption and neighborhood impact. There just wouldn't be enough ridership to justify the costs. Meanwhile, simply adding more bus lines--- and running more frequent service on the runs we already have--- would go a long way towards improving the traffic and transit situation in SW Portland.	6/24/2013 10:01 AM
53	<b>Decision-making</b> Keep specific to service of residents inside the urban growth boundary or we are violating the entire premise of our land use planning.	6/24/2013 9:34 AM
54	<b>Miscellaneous</b> The question is too broad to be effective in this context.	6/24/2013 9:15 AM
55	<b>WES</b> Please oh please give up on WES. At least publish a ROI for public review before moving forward on any option that involves WES.	6/24/2013 8:49 AM
56	<b>Decision-making</b> Don't bother to go out to auto-oriented places after Tualatin.	6/24/2013 8:49 AM
57	<b>WES</b> WES has low ridership and causes too much idling of cars - increasing green house gases. It is also disruptive during peak travel times.	6/24/2013 8:14 AM
58	<b>WES</b> Take WES out of the equation - it is expensive & not reliable. Only runs on weekday commutes - absurd!	6/24/2013 7:51 AM
59	<b>Planning suggestions WES</b> Do not spend any additional monies on WES. Utilize it to enhance bus rapid transit to Tualatin. Capitol improvements to stations only , not additional or new infrastructure.	6/24/2013 7:20 AM
60	<b>Planning suggestions Support</b> This recommendation is good, but we also need to improve bus connections from these places to Wilsonville, a growing and major employment and residential center close to both Tualatin and Sherwood.	6/23/2013 9:45 PM
61	<b>Decision-making Planning suggestions</b> We want better transit service as well as better reliability and travel times	6/23/2013 9:26 PM
62	<b>WES</b> Remove the WES consideration.	6/23/2013 8:47 PM
63	<b>WES</b> No high capacity transit line	6/23/2013 8:11 PM
64	<b>Miscellaneous</b> See above.	6/23/2013 7:09 PM
65	<b>Planning suggestions</b> please include improve bike lanes and storage at parking centers.	6/23/2013 3:35 PM
66	<b>Decision-making</b> At the level of detail you present, without cost tradeoffs, it's impossible to disagree. So I wouldn't count on the answer to this question having much weight.	6/23/2013 1:57 PM
67	<b>Roadway</b> The transit options should not impact the operations of the existing roadway and highways in the Southwest Corridor.	6/23/2013 1:38 PM
68	<b>Decision-making</b> I think the greater or larger picture of the entire area should be given the most study . Tigard and Beaverton services need to incorporate Sherwood as well as Lake Oswego and bordering communities. Whatever is planned needs to look at the entire region that is developing even in slower times.	6/23/2013 12:29 PM
69	<b>Planning suggestions</b> Please keep seniors and people with physical difficulties foremost in the planning.	6/23/2013 11:39 AM
70	<b>\$ Decision-making</b> stop this...we don't need the crime...and we paid for everybody else to get max now they better pay for us...I won't vote for new taxes and will vote against politicians who raise taxes and ram this down our throats...stay out of hall/72nd/bonita/durham area....you are going to ruin our neighborhood...	6/23/2013 11:00 AM
71	<b>Miscellaneous</b> Stop don't bring us crime....	6/23/2013 10:53 AM
72	<b>Roadway</b> Explain what this means? I live near 72nd and Hall in Tigard. Are we going to lose lanes on either of these roads? We don't have enough now...if we lose lanes...forget about adding BRT or light rail...we have 198,000 people here and growing by 14% a year and 22 years from now 22,000 people will ride...that is a very small slice of people...how about fixing/building roads for the 99.9% of us who won't/can't ride a bus or light rail....	6/23/2013 10:37 AM
73	<b>HOT Oppose</b> Get rid of the HCT corridor elements and build what is genuinely needed.	6/23/2013 8:45 AM

# Southwest Corridor Plan draft recommendation

74	<b>HCT</b> Bus service is the most flexible, and has lowest total cost.	6/23/2013 8:21 AM
75	<b>Roadway</b> Add separate bike lanes or use lanes for motor vehicles only; do not have bicycles share with auto traffic.	6/23/2013 8:13 AM
76	<b>HCT</b> <b>Planning suggestions</b> Light rail is not the answer. If you are intent on wasting money then buy more buses. they are less expensive and it is a lot easier to change there rout when things change.	6/23/2013 7:20 AM
77	<b>Active transportation</b> <b>Planning suggestions</b> I think express connections to rail should be studied along with improving bus stops/shelters and providing additional bike storage.	6/23/2013 7:10 AM
78	<b>Roadway</b> The farther out one gets, the more important it is to keep individual cars and light trucks moving smoothly.	6/23/2013 6:52 AM
79	<b>Roadway</b> Roadways for cars need to be improved too	6/22/2013 9:42 PM
80	<b>Miscellaneous</b> There is little evidence that TriMet will follow through with even minimal improved service to Sherwood. They continue to disappoint.	6/22/2013 8:28 PM
81	<b>Oppose</b> <b>WES</b> WES has consumed far more resources than justified by benefits derived, and will continue to do so for the foreseeable future. It would be idiotic to spend more resources on "improved transit connections" to that particular failure.	6/22/2013 7:02 PM
82	<b>Planning suggestions</b> <b>WES</b> Tigard is conspicuously missing from the list in item 1. Re item 2, we especially need either a much better connection between WES and the Washington Square TC, or a decent pedestrian path between the Hall & Nimbus WES station and stop #5164 on Scholls Ferry Road (which serves lines 45 and 62).	6/22/2013 6:56 PM
83	<b>Miscellaneous</b> Tri Met is one of the WORST TRANSIT Agencies in the Nation. STOP!!!!!! Running surveys with thme as the transit agency.	6/22/2013 6:38 PM
84	<b>Planning suggestions</b> <b>WES</b> Forget about WES -- it was a bad idea, poorly executed, and rarely used. Concentrate on connections that actually work for people and provide more pedestrian and bike opportunities.	6/22/2013 5:19 PM
85	<b>Planning suggestions</b> <b>WES</b> The WES line should have a stop in the Bridgeport area at the RR crossing already in existence at the junction of Durham Road and 72nd Ave/Upper Boones Ferry Rd. There is already land available on both sides of Durham Rd.	6/22/2013 4:15 PM
86	<b>WES</b> WES serves little purpose for commuters. Several pedestrian crossing at WES intersections are downright dangerous. I see the trains on a daily basis they are rarely more than half full. Currently there is little reliable North-South transit on the West side of Portland. Especially West of 217.	6/22/2013 3:42 PM
87	<b>Planning suggestions</b> There are many office parks on 72nd Ave. and Kruse Way that should also have access. No one likes to take the 38 bus b/c it takes forever to service the area.	6/22/2013 3:41 PM
88	<b>WES</b> I have doubts about the effectiveness of increasing connections to the WES. This may be due my lack of knowledge about current and projected ridership...the anecdotal evidence I have suggests that WES has failed to attract the ridership that was expected and so I question the value of WES as a regional connector. However, it is possible that as Wilsonville grows, industrial and hi-tech employment will create ridership demand that changes that situation.	6/22/2013 3:33 PM
89	<b>Miscellaneous</b> Not really sure what you mean by this alt.	6/22/2013 2:12 PM
90	<b>Roadway</b> Traffic would decrease significantly in Portland if there were a west side by pass.	6/22/2013 12:37 PM
91	<b>Roadway</b> just DO NOT abandon any existing traffic lanes for any part of the route. We cannot afford to lose any	6/22/2013 12:34 PM
92	<b>Planning suggestions</b> Unless very carefully planned for 'green' centers, such massive transit centers are backwards in thinking - creating more congestion and urbanization. Think rural - nature centers/garden plots/community gathering spaces/town hall - versus supposed 'safety' that fosters maximum development build-out and destroys everything in it's wake...all local character 'gone'!	6/22/2013 11:19 AM
93	<b>Planning suggestions</b> Where is the surface, or subsurface, personal vehicle plan? Your showing an in cease of nearly 120000 jobs, but only 20-22k in ridership?	6/22/2013 11:13 AM
94	<b>Decision-making</b> <b>Oppose</b> Keep Portland creep out of Tigard. Keep the looney ideas and high spending of other people's money in Portland. Leave Tigard alone. We don't want Portland here.	6/22/2013 11:06 AM
95	<b>Decision-making</b> the lesser of the evil choices being presented. Offering dog shit to the citizens makes the alternative cat food look like the better option. if our government representatives would start thinking about best practices, we would never be in our current dire circumstances.	6/22/2013 10:28 AM
96	<b>Oppose</b> by cancelling it.	6/22/2013 10:02 AM
97	<b>Miscellaneous</b> Fire the current planners and replace them with less dogmatic, smarter people.	6/22/2013 9:24 AM
98	<b>Decision-making</b> Please leave us alone, already. We have great communities in Tigard and Sherwood. And these proposals are destructive to our communities.	6/22/2013 9:02 AM
99	<b>Miscellaneous</b> Definitely these key area but not by bus service. Please get off this way of thinking old school.	6/22/2013 9:00 AM

# Southwest Corridor Plan draft recommendation

100	<b>Active transportation</b> <b>Decision-making</b> Extremely high vehicle traffic in these area needs to be addressed. Forest Grove virtually "out of the loop" w one bus line east/west. Bicycle routes would also be an improvement in creating access to transit.	6/22/2013 8:52 AM
101	<b>HCT</b> Less bus, more rail.	6/22/2013 8:35 AM
102	<b>HCT</b> Also, we need to have light rail service across the bridge and going into Vancouver, Washington	6/22/2013 8:28 AM
103	<b>\$</b> <b>WES</b> WES is a complete joke. Any one who thinks it is an asset is either a politician or one of the very few riders that uses this waste of tax dollars. For the costs involved and the number of people who use this foolishness, it would have been a better use of money to hire taxis to ferry these few people back and forth.	6/22/2013 8:03 AM
104	<b>WES</b> No on no2. Shut that turd Wes down. It causes more delay than it alleviates. What a waste.	6/22/2013 7:32 AM
105	<b>Miscellaneous</b> Trimet cant work with those who live in the sw corridor. Trimet is a bully and forces its way as it has in Clackamas.	6/22/2013 6:55 AM
106	<b>Roadway</b> Cars are far superior (cost, pollution, speed) to transit in areas like this. Focus on moving them more efficiently.	6/22/2013 6:40 AM
107	<b>Decision-making</b> Interim solutions can get you bogged down and made permanent.	6/22/2013 6:11 AM
108	<b>Decision-making</b> But it ignores Clackamas County's specific needs. Why is that absent?	6/22/2013 1:49 AM
109	<b>Oppose</b> De-emphasize improved connections to Westside Express Service. This service has not been a success - don't piss away more money on it.	6/22/2013 1:40 AM
110	<b>Support</b> <b>WES</b> 5. Increased hours (daily and weekends) for WES	6/22/2013 1:31 AM
111	<b>Decision-making</b> <b>Planning suggestions</b> Prioritize investments in safety improvements for pedestrians, in order to make transit use more attractive.	6/22/2013 12:53 AM
112	<b>Planning suggestions</b> without including connections to northern washington county	6/22/2013 12:52 AM
113	<b>Planning suggestions</b> #1. Transit service should include service all the way out Walnut connecting to Murray Blvd. and service on Bull Mountain Rd.	6/22/2013 12:17 AM
114	<b>Planning suggestions</b> You can do all these things working with buses.	6/22/2013 12:05 AM
115	<b>Planning suggestions</b> Improved local transit connections crossing the river to Oregon City / SE metro area.	6/21/2013 11:49 PM
116	<b>Planning suggestions</b> People do not want to change buses. I rode Tri Met to work for years. I would probably drive as changing vehicles would be too much bother and time consuming.	6/21/2013 11:44 PM
117	<b>Decision-making</b> narrow this down to a rail transit system, county and citiesw can do the side walks	6/21/2013 11:08 PM
118	<b>Decision-making</b> <b>WES</b> Wes seems like a loser, not sure why it would be included. Item 4--seems like the local governments would be in the better position for this vs. tri met.	6/21/2013 11:03 PM
119	<b>Oppose</b> NO!	6/21/2013 10:58 PM
120	<b>\$</b> <b>Decision-making</b> Any capital improvements must be cost justifiable based on expected revenue	6/21/2013 10:43 PM
121	<b>Decision-making</b> Again, Sherwood should be considered as part of the corridor rather than a location served by feeder transit.	6/21/2013 10:40 PM
122	<b>Miscellaneous</b> IT IS BULLSHIT ALSO.	6/21/2013 10:24 PM
123	<b>Roadway</b> Build more freeways and improve the existing ones.	6/21/2013 10:24 PM
124	<b>Roadway</b> Build more roads.	6/21/2013 10:18 PM
125	<b>\$</b> <b>Planning suggestions</b> Avoid capital investments that come at the expense of improving existing services. Instead increase bus frequency and options.	6/21/2013 10:17 PM
126	<b>Decision-making</b> Not enough info to make a judgment	6/21/2013 10:14 PM
127	<b>\$</b> <b>Decision-making</b> do not fund.	6/21/2013 10:04 PM
128	<b>Roadway</b> Do not take away road lanes.	6/21/2013 9:53 PM
129	<b>WES</b> WES seems to be a complete failure. It was expensive and never seems to be anywhere near capacity in terms of ridership.	6/21/2013 9:41 PM
130	<b>HCT</b> <b>Support</b> #2 is very important	6/21/2013 9:32 PM
131	<b>Roadway</b> Cars are more flexible and cost-saving. Put the gas tax and transportation income into more roads for cars.	6/21/2013 9:10 PM
132	<b>Miscellaneous</b> This is merely an exercise to see how irresponsible a person can be with somebody else's money.	6/21/2013 9:07 PM
133	<b>Decision-making</b> <b>WES</b> Consider whether WES should be discontinued	6/21/2013 9:07 PM



# Southwest Corridor Plan draft recommendation

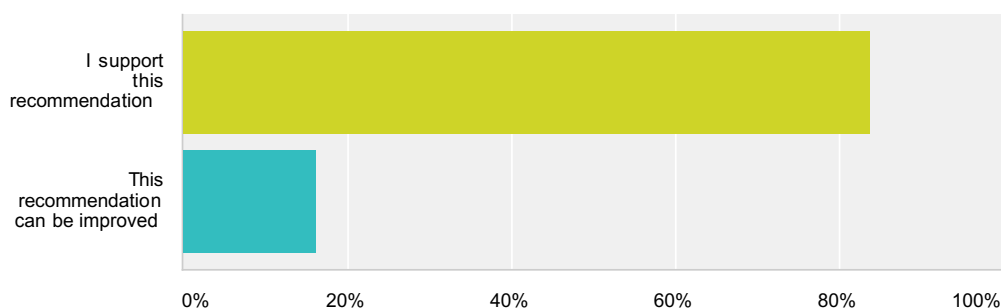
134	<b>\$ WES</b> Remove item (2). Don't dump any more money into WES, which would become duplicative if light rail and/or HCT bus is instituted.	6/21/2013 8:59 PM
135	<b>Support</b> anything that improves access for northern Washington County is of interest to me	6/21/2013 8:54 PM
136	<b>Miscellaneous</b> Local transit service is very limited in western Tigard and does not connect well with Beaverton unless one is going to Washington Square.	6/21/2013 8:51 PM
137	<b>Miscellaneous</b> This is none short of a joke. It forces potential transit users to use cars and other motor vehicles to get around their local area.	6/21/2013 8:51 PM
138	<b>HCT Planning suggestions</b> Bus down Tualatin Sherwood rd	6/21/2013 8:47 PM
139	<b>Miscellaneous</b> Based on Trimet total screwup of existing routes I highly doubt their ability to design any future routes.	6/21/2013 8:43 PM
140	<b>Decision-making Planning suggestions</b> No reason to extend the service to Lake Oswego and Sherwood.	6/21/2013 8:18 PM
141	<b>Active transportation</b> By a connection to the new Kaiser hospital. Bike paths along all mass transit corridors	6/21/2013 8:18 PM
142	<b>HCT WES</b> WES is also an abject failure and cash cow. It should be dismantled and changed to Bus Rapid Transit. Further consideration of heavy and light rail options for any future planning is suspect.	6/21/2013 8:17 PM
143	<b>Oppose Planning suggestions</b> Again, phony options. Wash Square is the only regional center out here. If we are going to be true to the base concept, I HCT will go from downtown to OHSU, to Wash Sq. and to Tualatin and Sherwood. , skipping the Barbur / 99 / I-5 corridor and the narrow pass through the ridge at Burlingame. The concept of improving transit connections to WES is risable. WES connects nowhere with nowhere and should be an embarassment to any honest planner. If you want to really work on auto mile reduction, why hasn't PCC Sylvania, the second biggest weekday trip generator on the entire West Side been mentioned in all the plan bullshit?	6/21/2013 8:03 PM
144	<b>Planning suggestions</b> PCC Sylvania should be one of the key locations. Nobody rides the WES.	6/21/2013 7:58 PM
145	<b>Roadway</b> It is recommended that you focus study on transportation improvements in the hwy 99, boones ferry , tualatin-sherwood "nexus". We have no interest in "connecting" to Portland. These should be mixed use traffic lanes. I do not support exclusive public transit lanes.	6/21/2013 7:41 PM
146	<b>Miscellaneous</b> Remove all illegals from the state of Oregon!	6/21/2013 7:41 PM
147	<b>Miscellaneous</b> Tri-Met cannot deliver direct to the entire downtown transit mall service from all Portland neighborhoods or even from nearby neighborhoods to neighborhood commercial districts. If densities and ridership are greater in the City of Portland, that's where Tri-Met should first focus, then address suburban priorities.	6/21/2013 7:14 PM
148	<b>WES</b> I do not recommend any more WES. Ridership is down. There are no jobs.	6/21/2013 6:58 PM
149	<b>Roadway</b> Fix existing roads, better light timing, install speed bumps, enforce reduced speeds	6/21/2013 6:56 PM
150	<b>Planning suggestions</b> Include Wilsonville as a key location.	6/21/2013 6:50 PM
151	<b>Miscellaneous</b> Tri-Met isn't working now, a more basic practical solution is needed	6/21/2013 6:28 PM
152	<b>Decision-making Roadway</b> Let local cities have more say , worry about the roads, use standard bus service on the normal roads---just stop wasting money with studing rapid transit	6/21/2013 6:21 PM
153	<b>HCT</b> No Light Rail	6/21/2013 6:17 PM
154	<b>\$</b> See my answers above. Not in favor when they are not willing to pay for service and demonstrate that they don't want it.	6/21/2013 5:32 PM
155	<b>\$ Planning suggestions WES</b> WES should be studied to determine if it is cost effective. I have heard rumors that the train costs as much as \$45 per passenger to operate. It has two cars that are half empty during rush hour. It blocks traffic in downtown Beaverton causing extensive backups on Farmington Road/Beaverton-Hillsdale Highway 10. Widening of existing rights of way adding HOV lanes for car pooling and buses should be studied in lieu of light rail.	6/21/2013 4:48 PM
156	<b>\$ WES</b> wes cost tooo much money	6/21/2013 4:29 PM
157	<b>Planning suggestions Support</b> I agree with all of these things, but I would like to add that Metro also needs to consider transit connections to communities like Newberg, Wilsonville, Lake Oswego, West Linn, and Oregon City in its long-range planning.	6/21/2013 2:24 PM
158	<b>Oppose</b> Rapid transit is not friendly to local businesses; it bypasses dr. offices, hospitals, small mom and pop stores. Citizens need to be able to access places other than just the large cities.	6/20/2013 11:07 PM
159	<b>Support</b> As I said, more bus stops etc would be fabulous.	6/20/2013 8:29 PM
160	<b>\$ Planning suggestions WES</b> Cancel WES. It has been a disaster from day one, and is a huge drain of resources and citizen sentiment. Replace with BRT (on the roads) if it is really useful, but get rid of the rail anchor around our collective necks. To improve overall transportation in Washington County (and Metro) implement "Smart" traffic lights on all major and secondary roads. This has worked extremely well between Hillsboro and Beaverton, and is very cheap to implement.	6/20/2013 12:29 PM

## Southwest Corridor Plan draft recommendation

161	<b>WES</b> Extend WES to Salem and make it available more hours.	6/20/2013 9:06 AM
162	<b>Planning suggestions</b> You forgot to include important direct connections to Clackamas County destinations such as CTC, Milwaukie and Oregon City via the Taylor's Ferry Road/Sellwood Bridge/Tacoma St./Johnson Creek Blvd. corridor and I-205.	6/17/2013 10:44 AM
163	<b>Active transportation</b> The importance of pedestrian access to transit cannot be overstated.	6/13/2013 8:21 PM
164	<b>Decision-making</b> Please don't try to do much. A simplified recommendation that the public can understand (such as "Put MAX on Barbur Blvd") probably has a better chance of passing muster than trying to be all things to all people.	6/13/2013 2:58 PM
165	<b>\$ Active transportation</b> We should spend money on trails rather than on more rapid transport.	6/13/2013 2:52 PM

**Q6 TRANSIT RELATED ROADWAY, BIKING AND WALKING PROJECTS** There are a number of potential on-the-ground projects that could help people walk, bike or drive to a new light rail or bus rapid transit station. These projects came from community plans, technical analysis and public input. It is recommended that these transit related projects are refined and prioritized in the next phase of the Southwest Corridor Plan when a community-supported transit investment is identified.

Answered: 705 Skipped: 249



Answer Choices	Responses
I support this recommendation	83.83% 591
This recommendation can be improved (describe below)	16.17% 114
Total	705

#	Please be specific	Date
1	<b>Decision-making</b> Currently there is not enough parking in the transit centers and it is difficult for seniors to get around.	6/26/2013 2:05 PM
2	<b>Roadway</b> Roads and parking but not more bikelanes. Your focus is transit not more bike lanes	6/26/2013 10:46 AM
3	<b>Active transportation</b> <b>Decision-making</b> Please install sidewalks and bicycle paths everywhere and omit the light rail. Make plans for a subway system in the future. Give the people more time to give input than from the 5th-26th. 21 days for feedback seems shortsighted for millions of dollars in expenses out of our pocketbooks.	6/26/2013 7:47 AM
4	<b>Decision-making</b> I live in an area with bike paths everywhere and to be truthful I rarely see anyone using any of them. Occasionally on weekends for recreation but never during the week. Bike paths in Oregon in the winter really only work in a close environment like downtown Portland and even then it seems to cause continual headaches for both pedestrians and drivers. I would not put much stock in the use of bikes. The climate plus the distance between cities works against it.	6/25/2013 10:40 PM
5	<b>Active transportation</b> The more bike/walk infrastructure put into place, the better. It requires little upkeep and having it in place will only encourage people to use it.	6/25/2013 10:35 PM
6	<b>\$</b> As long as it doesn't cost us the tax payers any more money at the state/local level	6/25/2013 9:55 PM
7	<b>Decision-making</b> <b>Local suggestions</b> You are just recycling old project lists. How about some fresh thinking? ...such as: how do you get people to OHSU and the VAMC on Marquam Hill?	6/25/2013 8:10 PM
8	<b>Decision-making</b> Many could probably be implemented soon.	6/25/2013 7:13 PM
9	<b>Decision-making</b> Nice try, but road widening projects do not inherently support transit. Actually, they could reduce transit demand by making it easier for people to drive cars; further, by encouraging more driving, they can add to congestion through induced demand, and thus make it harder for transit vehicles in mixed traffic to get to their destinations.	6/25/2013 5:54 PM

# Southwest Corridor Plan draft recommendation

10	<b>Decision-making</b> <b>Roadway</b> I get the sense, in listening to folks from Metro, that most people in planning have a very good feel for what is needed to better accommodate walkers and bicycle riders, and folks who are happy to get on a bus or rail. However, Metro needs to concentrate more on automotive traffic, and clearing up congested areas all along the corridor. All of the visions that we hope for regarding the future of the corridor can only succeed if you sort out the best ways to move vehicular traffic around, so that the pedestrians, cyclists, and public transit riders can enjoy SW Metro's area.	6/25/2013 5:11 PM
11	<b>Active transportation</b> cars last always. If there is a choice between the comfort and the convenience of the motorist and the comfort, convenience, and safety of all other users, the motorist should have lowest priority.	6/25/2013 12:07 PM
12	<b>Decision-making</b> Bicyclists need to pay for bicycle projects and bicycle infrastructure through bicyclist only paid user and license fees.	6/25/2013 12:00 PM
13	<b>Transit</b> Spend you time and money on buses and park and rides. Not a lot of people walk or ride to the sunset transit center. There is a huge amount that drive there.	6/25/2013 11:47 AM
14	<b>Active transportation</b> <b>Environmental concerns</b> Local projects that connect existing communities including single family areas to transit improvements should be given the highest priority, in fill in existing single family neighborhoods will over the long run produce the most stable communities. Supporting that growth with transit and green infrastructure corridors may be the most practicable approach	6/25/2013 11:20 AM
15	<b>Decision-making</b> KILL THESE MONEY-SUCKING SPECIAL-INTEREST DRIVEN BUDGET BUSTERS!!!	6/25/2013 11:03 AM
16	<b>Active transportation</b> see last remark, I am all for anything that reduces car traffic	6/25/2013 10:30 AM
17	<b>Active transportation</b> <b>Decision-making</b> Pedestrian/bike projects should be specifically related to transit projects. There are too many missing sidewalks, crosswalks and bike lanes just in the immediate vicinity of Barbur Boulevard, that Metro needs to stop tying unrelated bike/pedestrian projects that are miles away from even a bus stop.	6/24/2013 9:49 PM
18	<b>Active transportation</b> <b>Decision-making</b> Many of these improvements could be built now. There aren't that many uncertainties in the route of future HCT, and help for pedestrians and bikers should not have to wait for HCT development to "justify" it.	6/24/2013 8:11 PM
19	<b>Active transportation</b> Yes, please look at sidewalk improvements in SW. Improving transit in SW won't be very effective without significant improvement of walkways or improvements in the park and rides in the area.	6/24/2013 6:25 PM
20	<b>Decision-making</b> Useless. Do you plan to build an arcology? A long linear city? If not, then this serves no function. Light rail and BRT are all desperately inefficient.	6/24/2013 6:09 PM
21	<b>Decision-making</b> I would only support this if I could see exactly what the "transit investment" is...so yes, identify it AND make it available to public commentary. I think "walking & biking" are a waste of time and will not be a good return investment. A large parking lot for the light rail, I would support.	6/24/2013 5:48 PM
22	<b>Survey design feedback</b> AND WHAT IS THE DEFINITION OF COMMUNITY-SUPPORTED TRANSIT INVESTMENT?	6/24/2013 4:36 PM
23	<b>Decision-making</b> minimal expense should be diverted for pedestiran & bike traffic	6/24/2013 4:27 PM
24	<b>Active transportation</b> Secure bike parking, or ability to bring bike on bus/train is essential.	6/24/2013 3:16 PM
25	<b>Decision-making</b> Make sure you can really find the money before you start these projects. With the sad state of the roads, I think road maintenance is much more important than these projects. People are LAZY. When I used to take the bus/MAX to work, I was amazed how many people would take it to go one or two stops. With the street car, I have found that I can always walk to my destination before the street car comes.	6/24/2013 2:50 PM
26	<b>Decision-making</b> <b>Roadway</b> If we cannot walk to a station, we need to be able to have access to parking. Parking at transit stations on the westside are already at capacity. By the time we drive to Sunset garage, and if there is parking available, it is already easier to simply drive to downtown PDX. This makes no sense. Maybe a larger parking facility should be considered at or near Washington Square for WES and express buses. We rarely use MAX as it is not convenient to the southwest edge of the Metro area. I agree that neighborhoods should always be connected with walking and/or bike paths.	6/24/2013 2:41 PM
27	<b>Decision-making</b> I love the "community-support" catch phrase. Most of the people giving you comments are the people that want things for free, or that don't want to shoulder the whole load of their responsibilities. Your public comment requests are not geared to net responses from the more self sufficient members of society. You might hear a totally different story if they were.	6/24/2013 1:53 PM
28	<b>Decision-making</b> <b>Local suggestions</b> Park-and-ride needs to be more available and there needs to be higher capacity at existing park-and-ride locations.	6/24/2013 12:43 PM
29	<b>Decision-making</b> Stop buying/building bike paths from Gaston to Yamhill if you want my support for commuter bike paths in the SW Corridor	6/24/2013 11:54 AM
30	<b>Miscellaneous</b> makes sense to respond to these	6/24/2013 11:23 AM
31	<b>Decision-making</b> <b>Roadway</b> It should not be an exclusive public transit study. It must accommodate growing vehicle volume.	6/24/2013 11:21 AM
32	<b>Decision-making</b> These areas are being served fine with the current transit structure. Changes will only waste tax payers' money.	6/24/2013 10:36 AM



# Southwest Corridor Plan draft recommendation

33	<b>Decision-making</b> Only lower middle class and poor people will live in transit corridors. Way too much noise, crime, and air pollution for middle and upper class people.	6/24/2013 10:30 AM
34	<b>Roadway</b> 1) There needs to be a southbound on-ramp onto I-5 between downtown and Capitol Highway	6/24/2013 9:54 AM
35	<b>Decision-making</b> <b>Transit</b> Limited bike capacity on buses and trains means that bike/transit mode splits aren't really practical.	6/24/2013 9:42 AM
36	<b>\$</b> Find out if you have a funding source before spending the money on pie-in-the-sky dreams.	6/24/2013 9:23 AM
37	<b>\$</b> <b>Decision-making</b> Local communities need to participate (and fund) these projects.	6/24/2013 8:57 AM
38	<b>\$</b> <b>Decision-making</b> We do not need any more money spent on the relatively few people that bike.	6/24/2013 8:19 AM
39	<b>Decision-making</b> Lower the emphasis on bike related projects.	6/24/2013 8:00 AM
40	<b>Decision-making</b> Take out bicycles - they are urban pests. They are a definite threat to pedestrians. Unless they have to have tests/licenses & actually follow the laws.....	6/24/2013 7:55 AM
41	<b>\$</b> Do not spend money on additional or new infrastructure.	6/24/2013 7:28 AM
42	<b>Transit</b> Please add bus turn-outs on Scholls Ferry. Buses stopping in traffic creates dangerous bottlenecks on an already very congested road.	6/24/2013 7:11 AM
43	<b>Miscellaneous</b> local initiatives should be left to local communities who know the needs of the area, not hijacked by some not as local entity.	6/23/2013 8:23 PM
44	<b>Decision-making</b> Again at the sake of trees and resale value - stay away	6/23/2013 6:51 PM
45	<b>Active transportation</b> Pedestrian & cycling improvements are of great importance if we are to have a complete transportation system!	6/23/2013 5:39 PM
46	<b>Decision-making</b> Prioritizing. This isn't at the top of the list unfortunately. Maybe when the economy is doing better for longer than a blink.	6/23/2013 5:10 PM
47	<b>Active transportation</b> <b>Local suggestions</b> Rather than just connecting bike commuters to rapid transit, consideration should be given to commuting using bikes as the only mode of travel. This would include things like a bike superhighway.	6/23/2013 3:21 PM
48	<b>\$</b> <b>Active transportation</b> Transit can cut through communities and leave them in pieces. It's important to at least undo the damage that new transit development does. I don't think every street whose residents wish they had a sidewalk should have their local improvement heaped onto this project, however. High volume bike and walking routes leading to mass transit are the priority - local feeders secondary ./	6/23/2013 2:03 PM
49	<b>Roadway</b> The transit options should not impact the operations of the existing roadway and highways in the Southwest Corridor.	6/23/2013 1:49 PM
50	<b>Decision-making</b> Keep pressure ON to make decisions and keep project moving forward.	6/23/2013 12:12 PM
51	<b>Active transportation</b> <b>Local suggestions</b> Again, we need more bike lanes, not necessarily to transit stations, but along the main corridors.	6/23/2013 11:58 AM
52	<b>Decision-making</b> If this plan is based on vehicle driving, please make it easier for non-vehicle drivers to access shuttles or other ways to get to a transit center.	6/23/2013 11:43 AM
53	<b>\$</b> <b>Decision-making</b> stop this...we don't need the crime...and we paid for everybody else to get max now they better pay for us...I won't vote for new taxes and will vote against politicians who raise taxes and ram this down our throats...stay out of hall/72nd/bonita/durham area....you are going to ruin our neighborhood...	6/23/2013 11:00 AM
54	<b>Roadway</b> <b>Surveydesign feedback</b> Explain what this means? I live near 72nd and Hall in Tigard. Are we going to lose lanes on either of these roads? We don't have enough now...if we lose lanes...forget about adding BRT or light rail...we have 198,000 people here and growing by 14% a year and 22 years from now 22,000 people will ride...that is a very small slice of people...how about fixing/building roads for the 99.9% of us who won't/can't ride a bus or light rail....keep the crime away from us...stop this process....	6/23/2013 10:42 AM
55	<b>Active transportation</b> <b>Safety</b> Biking is already becoming a huge commuting option, but currently on dangerous roadways, like barbur and capitol Hwy. This really needs immediate attention. Too many people are dying.	6/23/2013 9:15 AM
56	<b>Roadway</b> <b>Transit</b> Make all of the road & intersection and bus service improvements first to realize those benefits and to establish credibility. Then see how much HCT transit, pedestrian and bike improvements are needed.	6/23/2013 8:50 AM
57	<b>Decision-making</b> Who has the time to travel at this slow pace? We have places to go and things to do.	6/23/2013 8:28 AM
58	<b>Active transportation</b> <b>Safety</b> the walk from my home to the nearest bus stop is not safe	6/23/2013 8:19 AM
59	<b>Active transportation</b> Separate walk/bike/drive pathways.	6/23/2013 8:17 AM
60	<b>Roadway</b> drive.	6/23/2013 7:23 AM
61	<b>Miscellaneous</b> 100%	6/23/2013 7:14 AM
62	<b>\$</b> <b>Decision-making</b> Bikes need to somehow pay for more of the services they now get for "free" at the Southwest Corridor Plan public involvement report not use bikes.100	6/23/2013 6:59 AM

# Southwest Corridor Plan draft recommendation

63	<b>Decision-making</b> don't overburden costs with \$ millions for other things	6/22/2013 11:03 PM
64	<b>Decision-making</b> All funds (HCT \$\$ included) should be equally distributed in the corridor. That is the only hope to have real improvements to the edge communities (Tualatin and Sherwood).	6/22/2013 8:38 PM
65	<b>Miscellaneous</b> no	6/22/2013 6:39 PM
66	<b>Decision-making</b> Make sure to include parking facilities, like a park and ride.	6/22/2013 6:20 PM
67	<b>Roadway</b> Bus signal priority at major intersections.	6/22/2013 4:40 PM
68	<b>Active transportation</b> <b>Local suggestions</b> We need a lot more bicycle & walking options.	6/22/2013 4:40 PM
69	<b>Active transportation</b> <b>Local suggestions</b> Sidewalks are sorely lacking between the Tualatin Park and Ride and the surrounding business parks, especially along 72nd Ave.	6/22/2013 3:46 PM
70	<b>Active transportation</b> <b>Decision-making</b> But please keep the main focus on the sidewalks & roads first....then the bikes (maybe bikes could be charged licensing fees to pay for their improvements). Each should be determined as locally as possible (i.e. neighborhood associations, towns, districts).	6/22/2013 1:08 PM
71	<b>Active transportation</b> <b>Roadway</b> I support as long as existing traffic lanes are not removed.	6/22/2013 12:27 PM
72	<b>Active transportation</b> <b>Decision-making</b> SW is unique. PBOT policy to build-out to maximum development potential with anything it touches is going to harm the area. Better options for storm water management /pedestrian and bicycle need to be created prior to implementing plans. New standards for SW before anything else. Look to Lake Oswego for more conducive storm water/ped/bike/vehicular/residential interface solutions. Current PBOT standards will destroy our environment and quality of life.	6/22/2013 11:40 AM
73	<b>Decision-making</b> <b>Roadway</b> Taking away from possible improvements (widening of 99 for example) will increase congestion, travel time, costs etc.	6/22/2013 11:30 AM
74	<b>Decision-making</b> Stop spending on bikes which are not appropriate for Tigard	6/22/2013 11:09 AM
75	<b>Active transportation</b> "these projects came from community plans..." it's what the people want.	6/22/2013 11:01 AM
76	<b>Decision-making</b> Insanity, this is CRC all over again, spend hundreds of millions on projects that are problematic from the start. STOP all extraneous funding now.	6/22/2013 10:37 AM
77	<b>Decision-making</b> by cancelling it.	6/22/2013 10:04 AM
78	<b>Active transportation</b> <b>Local suggestions</b> <b>Safety</b> Though not related to transit per se, SW Barbur as a bike "highway" represents the best route with regards to topology and ease of access for many wishing to commute into Portland Metro. However, SIGNIFICANT barriers to safety at very specific points render all the other acceptable parts of Barbur moot, the prime example being the two bridges in the "Woods" section. By improving biking and walking access, and making transit exchanges with fewer "leapfrog" stops, less investment in expensive automobile capacity would be needed. But people won't choose to use non-auto modes if they have such high safety concerns.	6/22/2013 9:52 AM
79	<b>Active transportation</b> Good sidewalks and pedestrian crossings.	6/22/2013 9:29 AM
80	<b>Active transportation</b> <b>Decision-making</b> Biking and walking is already very do-able in Tigard. Don't need any more projects. Please leave us alone, already!	6/22/2013 9:19 AM
81	<b>Safety</b> Make sure there is a safe area for this	6/22/2013 9:09 AM
82	<b>Local suggestions</b> Access for residents in the Garden Home -- Multnomah Village area needs to be enhanced.	6/22/2013 9:09 AM
83	<b>Active transportation</b> <b>Decision-making</b> Until we have sunshine and dry days for 200 plus days, bicycle usage will never reach the levels as in other areas of the world, especially with the hills that have to be ridden.	6/22/2013 9:07 AM
84	<b>Active transportation</b> It is astounding that there are no safe bike routes between Forest Grove, Cornelius to Hillsboro. I would have to drive to get to Banks-Vernonia Trail and to Hagg Lake.	6/22/2013 9:01 AM
85	<b>Decision-making</b> We must be careful in spending money. Tax dollars are not free. I have to work hard just to pay taxes. We cannot waste any more money. Light rail is a luxury no one can afford.	6/22/2013 8:09 AM
86	<b>Decision-making</b> It is too costly	6/22/2013 6:58 AM
87	<b>Active transportation</b> Great idea and a practical approach that makes a lot of sense.	6/22/2013 6:57 AM
88	<b>Decision-making</b> Eliminate the station and eliminate the problem.	6/22/2013 6:42 AM
89	<b>Decision-making</b> There need to be some user fees - i.e. bicycle registration fees.	6/22/2013 6:06 AM
90	<b>Decision-making</b> <b>Environmental concerns</b> No more boondoggles, please. Abstract "good ideas" are often non-sustainable from economic, environmental and practical viewpoints.	6/22/2013 4:46 AM
91	<b>Survey design feedback</b> The project list was more extensive than I can assess within a reasonably short time. Therefore, I can't meaningfully weigh in on the recommendation.	6/22/2013 1:55 AM
92	<b>Decision-making</b> Reduce the number of potential projects being refined and prioritized by one-third.	6/22/2013 1:51 AM

# Southwest Corridor Plan draft recommendation

93	<b>\$ Decision-making</b> Stipulate that the investment in terms of money comes from Tri-met, not the community...the community is struggling as it is trying to afford Tri-met rates for bus and light rail fare. Do a real survey of actual riders involved over a period of several months to see what their recommendations are and then honor them. Don't shove it down Westside throats...it won't work.	6/22/2013 12:23 AM
94	<b>\$ Decision-making</b> Depends on what is involved. They all LOOK really nice, but I don't see why public dollars need to be spent. As an example, I am a very timid bike rider (not to mention, older than dirt.). Yet I am pretty comfortable riding in all of these areas. If I can handle the current state, hard to see why taxpayers should pay for enhancements.	6/21/2013 11:15 PM
95	<b>Decision-making</b> increase parking at the rail stations espical the Sunset!!!	6/21/2013 11:12 PM
96	<b>\$ Transit</b> Waste of our money . How about more buses on the routes now. My line runs every half hour and makes it impossible to connect with the Express. Driving makes more sense!	6/21/2013 11:10 PM
97	<b>Roadway</b> More expressways are needed.	6/21/2013 10:31 PM
98	<b>Roadway</b> People don't want to drive to a light rail/bus transit station. They want to drive to their final destinations.	6/21/2013 10:29 PM
99	<b>Miscellaneous</b> ARE YOU FUCKING KIDDING?	6/21/2013 10:28 PM
100	<b>\$</b> Avoid capital-intensive projects.	6/21/2013 10:21 PM
101	<b>\$ Decision-making</b> What percentage of funding would be set aside for this important part of the overall plan?	6/21/2013 10:08 PM
102	<b>Roadway</b> Do not take away road ways.	6/21/2013 9:54 PM
103	<b>\$ Transit</b> The cost of light rail is outrageous and by its' nature is inflexible. Only bus service should be considered.	6/21/2013 9:50 PM
104	<b>Active transportation Decision-making</b> I think there is too much emphasis on the bicycle.	6/21/2013 9:36 PM
105	<b>Active transportation Decision-making</b> Min bike improvements...	6/21/2013 9:35 PM
106	<b>Decision-making</b> These projects should be examined in context of the local land use and street classifications, particularly as it impacts freight mobility . Wherever possible major bicycle and pedestrian routes/corridors should be parallel to major streets rather than on them so as to prevent modal conflict, improve safety , and maintain throughput of existing facilities.	6/21/2013 9:26 PM
107	<b>\$ Roadway</b> Cars are more flexible and cost-saving. Put the gas tax and transportation income into more roads for cars.	6/21/2013 9:11 PM
108	<b>\$</b> They wouldn't do it if they were paying for it.	6/21/2013 9:09 PM
109	<b>Transit</b> Get a viable functioning transit service operating first.	6/21/2013 8:58 PM
110	<b>Roadway</b> Bike improvements should be lower priority v s cars.	6/21/2013 8:25 PM
111	<b>Decision-making</b> Whenever sidewalks and bike lanes are recommended on the same corridor, consider the provision of raised, protected cycle tracks instead of bike lanes. They are appropriate wherever bike lanes are called for, but offer a greater attraction to potential users. Additionally , if sidewalks are being reconstructed, it may be cost effective to build a cycle track a that time.	6/21/2013 8:08 PM
112	<b>\$ Decision-making Transit</b> I do not support further public transit "investment". The current system is a gross waste of taxpayer monies. Please consider put it to a vote, don't just cram it down on us.	6/21/2013 7:53 PM
113	<b>Miscellaneous</b> Remove all illegals from the state of Oregon!	6/21/2013 7:46 PM
114	<b>Decision-making</b> things are so spread out that I don't think there will ever be the density needed to provide benefit.	6/21/2013 7:28 PM
115	<b>Active transportation Transit</b> Focus on highest ridership options: road connections, park and ride facilities. I love to walk and bike, but that's a nice thing. The top priority should be getting the most people to transit as quickly as possible.	6/21/2013 7:19 PM
116	<b>Decision-making Environmental concerns</b> STOP trying to turn SW into some LO suburban project....leave it green, leave it alone...slow down speeds, keeps woods areas natural and undeveloped	6/21/2013 7:10 PM
117	<b>Transit</b> I do not recommend any more WES. Ridership is down. There are no jobs.	6/21/2013 6:59 PM
118	<b>Decision-making</b> A comprehensive plan is needed initially for the entire project rather than an add-on study later.	6/21/2013 6:57 PM
119	<b>Roadway</b> Biking & walking are low volume options. People in suburbs drive cars. Focus on improving vehicle traffic flow including synchronized stop lights.	6/21/2013 6:32 PM
120	<b>Decision-making Transit</b> This is at least better them building new rapid transit...parking for cars makes sense to those few people that can use light rail or choose to.	6/21/2013 6:27 PM
121	<b>Decision-making</b> Will this be affected by the high capacity transportation plan? I want sidewalks, but don't build them then rip them out to put in a light rail. Seems wasteful.	6/21/2013 6:26 PM
122	<b>Decision-making</b> We want more bike improvements! 102	6/21/2013 6:20 PM

## Southwest Corridor Plan draft recommendation

123	<b>Active transportation</b> I support the improvements to bike commuting, to make pedestrian walkways safer in all three counties, and to improve those transit connection projects in Multnomah Co.	6/21/2013 5:54 PM
124	<b>Decision-making</b> <b>Transit</b> I support improved access to bus rapid transit stations over light rail due to high operating costs of light rail requiring subsidies.	6/21/2013 5:04 PM
125	<b>Decision-making</b> <b>Local suggestions</b> Key word is COMMUNITY SUPPORTED! Make sure the locals really want it before you start spending money that you and they do not have! Don't make assumptions. They may NOT WANT any new transportation, and DO NOT presume that you know better!	6/21/2013 9:50 AM
126	<b>Decision-making</b> Add LOW-COST seating for those waiting for local buses.	6/20/2013 11:12 PM
127	<b>Decision-making</b> It is not safe to bike from Tigard to Portland. Make it safe.	6/20/2013 9:06 AM
128	<b>Active transportation</b> this should be the focus, not light rail	6/19/2013 2:04 PM
129	<b>Survey design feedback</b> I would need more details before supporting.	6/14/2013 2:17 AM
130	<b>Decision-making</b> The reality is that most people will go by car. The plan needs to reflect this while providing desirable alternatives.	6/13/2013 7:42 PM
131	<b>Decision-making</b> No need to prioritize transit traffic any further. Save the funds.	6/13/2013 2:56 PM



**Q7 A list of the transit related roadway, walking and biking projects can be found here. Is there anything you want decision-makers to consider regarding transit related projects?**

Answered: 213 Skipped: 741

#	Responses	Date
1	<b>Active transportation</b> <b>Local suggestions</b> I'm very much in favor of item 9007, Slavin Road to Red Electric Trail: Barbur to Corbett. I've felt for many years that the old Slavin Road from Barbur to Corbett would make an excellent bike path, especially if bike riders could connect to the Capitol Highway canyon going up the hill. Multnomah Blvd. has always seemed ripe for a good bike path (more than just a bike lane on the road)--nice and level, best place for bikes to cross thru the West Hills. It would be great if somehow we could take advantage of the old railroad right-of-way to create better bike access to Garden Home, Raleigh Hills, Beaverton, and points south. Going east, I would like to see the path somehow get across I-5 and follow the creek down to Taylors Ferry Road and connect to the paths along the river at Willamette Park.	6/27/2013 2:14 PM
2	<b>Decision-making</b> consider earthquake activity in construction	6/26/2013 11:49 PM
3	<b>Active transportation</b> <b>Local suggestions</b> <b>Safety</b> When looking at biking, make sure routes are SAFE. I don't consider riding in the bike lane on Barbur Blvd. next to traffic moving at 45-50 miles an hour to be safe. There needs to be some kind of barrier between cars and bikes, or much lower speed limits, or alternative routes that do not add distance or elevation.	6/26/2013 8:57 PM
4	<b>Decision-making</b> <b>Roadway</b> I'm confused about the purpose of the Barbur Blvd lane diets. Just sounds like it will increase congestion on a main thorough fare.	6/26/2013 6:07 PM
5	<b>Decision-making</b> <b>Roadway</b> More roads and making it easier for cars which is the preferred mode of transportation in the suburbs and why we live here. If we wanted to be without a car we would live in Portland or a more urban area. These systems are not practical for those of us who do not commute to work.	6/26/2013 2:05 PM
6	<b>Decision-making</b> <b>miscellaneous</b> Please develop more clear descriptions of these projects and also clarify whether these actions are the same, different (and if so, how), or new relative to existing adopted plans (RTP and TSPs).	6/26/2013 1:58 PM
7	<b>Decision-making</b> <b>miscellaneous</b> For the Portland segment of the SW Corridor, a Stakeholder Advisory Committee is needed to review and prioritize the roadway and active transportation projects that are moving forward for further evaluation in the next phase. This SAC should be staffed by city staff but supported by state (ODOT) and regional (TriMet and Metro) jurisdictions. The SAC should include community and business representatives; and regional advocacy organizations. The business / freight interests should be at the table, not work behind the scene as usual.	6/26/2013 1:27 PM
8	<b>Decision-making</b> <b>Transit</b> As the mother of twins living in SW Portland, I am effectively barred from using public transit to commute to work/day care. When traveling alone, I gladly walked the mile from my house to the Barbur Transit Center to take an express bus downtown. With twins in a stroller: (1) I cannot safely walk to the transit center (very narrow shoulder on windy road -- few sidewalks); and (2) I cannot take the bus with my children because TriMet rules (and federal regulations) require me to fold and stow my stroller. I can't safely do that with two babies. TriMet suggested MAX, but it's a shorter drive downtown than it is to the nearest MAX station with parking (Sunset Transit Center). Please consider this when looking at bus options.	6/26/2013 11:17 AM
9	<b>Active transportation</b> <b>Transit</b> Related to transit, improving pedestrian access to transit and along the transit route are critical. In light of this huge related project list, pedestrian improvements should be top priority.	6/26/2013 11:16 AM
10	<b>Roadway</b> Roadway not bikelanes	6/26/2013 10:46 AM
11	<b>Active transportation</b> Businesses are expanding into new areas all the time- what often lags behind is convenient transportation and sidewalks. I'm wearing a leg brace at the moment due to knee injuries, but am also walking almost 4 miles a day back and forth to work between light rail, bus, and my work destination, both of which are on the west side. What I've noticed most is the dangerous lack of sidewalks, especially important for those of us either temporarily or permanently disabled, and the lack of lighting (I work graveyard shift.) The lack of both has forced me to walk in the road, in the dark, or try and fumble along in a leg brace along the badly maintained "trail" in the ditch. Both of these are dangerous, but my knee forces me to walk on the most level ground, i.e. the street. Cars drive dangerously close in an effort to "scare" me off the road, honking loudly, but there's no sidewalk so I have no other choice. I would most like to see improvement of existing areas rather than expansion into new ones. Let's make SW Portland safe and accessible to everyone.	6/26/2013 8:35 AM

# Southwest Corridor Plan draft recommendation

12	<b>Active transportation</b> Make the pedestrian pathways wide enough to accommodate several green modes of transportation: foot, bicycle, skateboard, rollerskates, plasma foot cars Also, consider making a small indentation in the center of each pathway to create a guideline for two direction movement. It's really annoying when a group of people think they can take the whole sidewalk because their group is big compared to one person. A small middle indentation would indicate right of way for each person or group of people to adhere and keep flow constant, uninterrupted and peaceful. Again, please feel free to contact me should you have questions about my recommendations. michellerocheld@gmail.com	6/26/2013 7:47 AM
13	<b>Active transportation</b> See above statement please. Its Oregon people, it rains 9 months of the year. Who wants to ride a bike for miles or blocks and end up at work wet. Only a few hundred die hard bikers in the Portland area. It really wont work in the suburbs. Besides WES can only handle 2 bikes at a time for riders. That seems to eliminate the idea of bikes really using light rail or rapid transit.	6/25/2013 10:40 PM
14	<b>Active transportation</b> Build out to the greatest extent possible the regional trails system. This becomes a link to transit as well as a way to connect neighborhoods to shopping, schools and recreation.	6/25/2013 10:30 PM
15	<b>Local suggestions</b> See above.	6/25/2013 8:10 PM
16	<b>Environmental concerns</b> Environmental protections are imperative, no matter which transit option. Once destroyed, they are almost impossible to replicate. Also, integrating natural areas enhance the businesses in town and transit centers.	6/25/2013 7:13 PM
17	<b>Active transportation</b> Active transportation are the modes of the future. Stop planning for automobiles and plan for people!	6/25/2013 6:23 PM
18	<b>Local suggestions</b> These projects should be dropped from the list, as they are widening projects, not specifically related to transit, bicycles or pedestrians: 1098 Hall Boulevard Widening, Bonita Road to Durham 1100 Hall/Hunziker/Scoffins Intersection Realignment 1107 5024 68th Avenue (widen to 3 lanes) 5035 Hall Boulevard Widening, Highway 99W to Fanno Creek 5036 Hall Boulevard Widening, McDonald Street to Fanno Creek including creek bridge 1129 Highway 99W access management in Tigard 5037 Hall Boulevard Widening, Oleson to 99W 1134 Boones Ferry Road (reconstruct/widen from Martinazzi to Lower Boones Ferry) 1154 Tualatin-Sherwood Rd. (Langer Parkway to Teton Ave.) - Widening to 5 lanes with ped./bike (Tualatin and Sherwood) 5047 Cipole Rd. (widen to 3 lanes with ped./bike) 1062 Arrow Street (Herman Road) - Build 3 lanes with sidewalks and bike lanes 1154 Tualatin-Sherwood Rd. (Langer Parkway to Teton Ave.) - Widening to 5 lanes with ped./bike (Sherwood and Tualatin)	6/25/2013 5:54 PM
19	<b>Local suggestions</b> <b>Roadway</b> <b>Transit</b> You need to prioritize projects that will make it easier for cars and trucks move through the Corridor. We cannot wish cars away through projects for HCT, pedestrians and cyclists. The interaction between these transit modes must be improved and made safer. Important that you focus on projects such as: 1044, 1100, 1107, 1134, 2027, 2011, 2018, 1129, 5006, 6022,	6/25/2013 5:11 PM
20	<b>Local suggestions</b> Utilizing Hwy 99 by reducing single car occupancy and turning it into a smoother moving transit route.	6/25/2013 2:08 PM
21	<b>Local suggestions</b> I think these should be prioritised: 1044, 2004, 2011, 2018, 2027, 2041, 2045, 2046, 2054, 2057, 2058, 2066, 2076, and 2077.	6/25/2013 1:06 PM
22	<b>Active transportation</b> Would like to see separated cycle-track alongside length of BRT/LRT route, with all local pedestrian and bikeways projects connected.	6/25/2013 12:38 PM
23	<b>Active transportation</b> <b>Decision-making</b> I just hope that it minimizes neighborhoods without sidewalks and bikeways, that the motorized vehicle is the least desirable alternative in all possible cases.	6/25/2013 12:07 PM
24	<b>\$</b> <b>Active transportation</b> The Red Electric trail, for example, should either be tolled, or be funded only with bicyclists paid user and license fees. The costs for the Red Electric Trail like all other bicycle infrastructure should not be dumped on highway users and other taxpayers.	6/25/2013 12:00 PM
25	<b>\$</b> <b>Decision-making</b> <b>Local suggestions</b> It sure seems like the region is funding a lot of improvements in Tigard. Tigard has failed to provide local funding and now wants the region's help. Spend money on park and rides. Look at our very successful neighbors to the north. The Seattle region is covered well by park and rides. I can not believe we continue to spend 90% of our money on bikes and pedestrians who are only a 10th of the people who use mass transit.	6/25/2013 11:47 AM
26	<b>Active transportation</b> <b>Decision-making</b> <b>Transit</b> Please serve Durham Rd with transit. Please make an easy ped/trail connection from Cook Park to Bridgeport Village. Please connect Fanno Creek Trail and Cook Park trails. Then connect this with great transit from Durham to the HCT station.	6/25/2013 11:40 AM
27	<b>Active transportation</b> <b>Environmental concerns</b> More focus on SW Portland transit and pedestrian connections up to sustainable infrastructure level may be the cost effective approach to this corridor, while retaining flexibility in development in the rest of the corridor to see what level development better transit service encourages.	6/25/2013 11:20 AM
28	<b>\$</b> <b>Decision-making</b> KILL THESE MONEY-SUCKING SPECIAL-INTEREST DRIVEN BUDGET BUSTERS!!! STICK TO THE BASICS!	6/25/2013 11:03 AM
29	<b>Active transportation</b> <b>Roadway</b> <b>Safety</b> I live in Montavilla and work near bridgeport village, I've tried to ride my bike to work, and there doesn't seem to be a good way to go, without dangerous high speed streets with no shoulder or bike lane, or very circuitous and hilly routes. Also the trimet options are all about 1.5 hours or more, with a minimum of 3 transfers. So needless to say, I drive to work most days.	6/25/2013 10:59 AM

# Southwest Corridor Plan draft recommendation

30	<b>Active transportation</b> <b>Decision-making</b> Scooters are becoming a popular mode of transportation here in the metro area, but rarely does any transportation plan acknowledge that. We need to make sure that there is adequate motorcycle/scooter parking and support.	6/25/2013 10:33 AM
31	<b>Decision-making</b> I felt not making lightrail a monorail was a mistake 35+ years ago even though the expense was higher. Is there any consideration for pets? many people travel with pets. I have no strong opinion on it but wanted to bring the thought to the forefront	6/25/2013 10:30 AM
32	<b>Active transportation</b> <b>Decision-making</b> <b>Safety</b> <b>Transit</b> Very excited to see #6034 regarding SW Taylors Ferry on the list! Easier and safe access to Barbur (next to the transit center) would be so beneficial as I would like to ride my bike to work more, but do not currently feel safe. I also hope the projects along Barbur to improve bike and pedestrian safety are approved.	6/25/2013 8:41 AM
33	<b>Active transportation</b> <b>Safety</b> Look at how things have worked out on the Eastside. I live near Gateway Max. I use it exclusively to get to Downtown and once in a while to work at Sylvania campus at PCC. It takes me about 1 and 1/2 hours to get to work that way. Traffic has increased in Gateway. I have thought of living over on the West Side many times. Driving to Newberg to our center there and RC campus is a headache. So even though I do not live in SW, I feel it is important to improve. Right now it is still unsafe to ride my bike. Without SW improvements, I don't see it working over here very well.	6/25/2013 7:23 AM
34	<b>Active transportation</b> <b>Local suggestions</b> Bridging the West and East side of Tualatin (via a running/cycling path that is not neat to a busy road) is highly desirable.	6/24/2013 11:25 PM
35	<b>Active transportation</b> Strong belief Bikeways seperated from traffic (dedicated) or a buffer like cycle tracks have a great opportunity to increase biking beyond the 1-4% hard core riders and drive it into the mainstream.	6/24/2013 9:56 PM
36	<b>Active transportation</b> <b>Decision-making</b> <b>Local suggestions</b> <b>Roadway</b> Pedestrian projects tied to transit projects MUST be directly related to each other. Metro is suggesting that BRT projects on Barbur are tied to bike projects in Murray hill, when they are five miles separated.	6/24/2013 9:49 PM
37	<b>Active transportation</b> <b>Safety</b> Permanent barriers or pylons separating bike lanes from roadway. Without them, it's just too dangerous to bike during peak traffic times (i.e. commuting hours).	6/24/2013 9:41 PM
38	<b>Active transportation</b> <b>Safety</b> Safe walkways are paramount. Bike lanes come next in importance.	6/24/2013 8:11 PM
39	<b>Local suggestions</b> Having a no-frills car rental service, like ZipCar but maintained by Tri-Met, available at stations for last-mile service would encourage more High-Capacity Transit ridership and take more cars off the road.	6/24/2013 6:49 PM
40	<b>Active transportation</b> <b>Decision-making</b> <b>Roadway</b> Connectivity can be very hard for bike/ped modes through some of this are. Please emphasize as many connected routes as possible.	6/24/2013 6:14 PM
41	<b>Decision-making</b> <b>miscellaneous</b> Yes, try seeing past your own noses in the future. Don't let salesmen blind you - you are ostensibly working for the public trust, and it has been my observation that betraying that trust in this region of the country has unappetizing consequences. You can force no one to a service that they do not feel they require.	6/24/2013 6:09 PM
42	<b>Active transportation</b> <b>Safety</b> People DO NOT walk anywhere in Sherwood proper (downtown, not included) because there is TOO much traffic! Way too dangerous to bike or walk most places.	6/24/2013 5:48 PM
43	<b>Decision-making</b> <b>Environmenta concerns</b> Equity is an important goal to be achieved, as this area grows in population. It is also important that we make or keep our communities liveable and safe, and we keep our sites on protecting the environment. The options listed seem to address the latter two, but it is not clear how equity is being addressed.	6/24/2013 5:19 PM
44	<b>Decision-making</b> <b>Transit</b> Besides and equally important as how supportive a project is of HCT, decision-makers ought to ask how supportive a project is of local placemaking and of regional placemaking of the nodes illustrated by the 2040 Growth Concept Plan.	6/24/2013 4:39 PM
45	<b>Active transportation</b> <b>Decision-making</b> NOT IN FAVOR OF CONTINUED SUPPORT OF BIKE PROJECTS SO THE LIKES OF COMMISSIONER SHO-GUN CAN RIDE HIS BIKE.	6/24/2013 4:36 PM
46	<b>Active transportation</b> <b>Local suggestions</b> <b>Safety</b> Safety of pedestrian crossing along Hwy 99 between Tualatin-Sherwood Road and Edy Road. I often see pedestrians crossing in between the two intersections and waiting in the median until traffic clears on the opposite side to finish their cross. At the two intersections (Edy/Tualatin-Sherwood), pedestrian crossings can be dangerous with short crossing times and impatient drivers waiting for lights. Alternatives should be considered for these road crossings, overpasses?	6/24/2013 4:27 PM
47	<b>Decision-making</b> <b>miscellaneous</b> Access for electric wheelchairs? They are wider and quiet. Sometimes people don't see them.	6/24/2013 3:48 PM
48	<b>Active transportation</b> <b>Decision-making</b> <b>Local suggestions</b> <b>Safety</b> On Naito. Provide SAFE walking for pedestrian. KEEP bikes off pedestrian walkways. Make them use the bike lanes/paths that have been dedicated to them.	6/24/2013 3:44 PM
49	<b>Active transportation</b> <b>Local suggestions</b> As a resident of Lake Oswego and occasional bicycle commuter, I feel I would ride my bike a lot more if a few of these proposed projects were implemented, specifically: the numerous Barbur ped/bike improvements; Bonita Road Sidewalks & Bike Lanes; Taylors Ferry bike/ped improvements; Terwilliger bike/ped improvements.	6/24/2013 3:32 PM

# Southwest Corridor Plan draft recommendation

50	<b>Active transportation</b> <b>Environmenta concerns</b> Keep in mind health impacts of these decisions--which means putting a high emphasis not just on walking and biking amenities, but on urban design that fosters walking and biking.	6/24/2013 3:22 PM
51	<b>Local suggestions</b> Commuter rail device to Sherwood and McMinnville.	6/24/2013 3:07 PM
52	<b>\$</b> <b>Decision-making</b> Realistic continuing operational costs compared to realistic continuing operational funding amounts and sources.	6/24/2013 3:00 PM
53	<b>Decision-making</b> 9053	6/24/2013 2:52 PM
54	<b>Decision-making</b> Reality .	6/24/2013 2:50 PM
55	<b>Decision-making</b> <b>miscellaneous</b> <b>Safety</b> Increased safety , public art, accessibility .	6/24/2013 2:46 PM
56	<b>Decision-making</b> I think that all the considerations listed are very good, and can't think of any I'd want to add.	6/24/2013 2:41 PM
57	<b>Active transportation</b> <b>Decision-making</b> <b>Local suggestions</b> <b>Roadway</b> Calibrate signals on all major arteries--Scholls Ferry Road, H99 (what a mess!), etc. Consider taking bike paths away from major arterials. Please consider "cut-throughs" from neighborhood to neighborhood especially near schools.	6/24/2013 2:41 PM
58	<b>Active transportation</b> <b>Decision-making</b> <b>Local suggestions</b> Highly supportive of the Capitol Highway Plan so that sidewalks are available for pedestrians to walk between Multnomah Village and the intersection of Capitol/Barbur/Taylor's Ferry Road.	6/24/2013 2:39 PM
59	<b>Active transportation</b> <b>Decision-making</b> <b>miscellaneous</b> Increased bike storage at multiple park and ride locations. Often there is just not enough and the trek to find a location with storage is not realistic just to increase commute time overall. In addition, more ways to increase the bike rack storage on busses. Two per bus is not enough and can often force many others to look away from utilizing our amazing public transit system for a vehicle due to the availability and uncertainty if a bike rack will be available.	6/24/2013 2:26 PM
60	<b>Active transportation</b> <b>Decision-making</b> People don't want to walk next to busy highways- walking or biking along side streets is much preferred to walking along busy Hwy 99. For example, I can walk to Fred Meyer on Hwy 99 from my house by either walking along 99 or taking back connecting streets. The back streets have incomplete or no sidewalks, however, I view this as safer and more enjoyable than walking along 99. Think about where you adding walkways if you truly want people to walk/bike (I understand this is different than walking to Hwy 99 to catch bus- that makes sense).	6/24/2013 2:25 PM
61	<b>Active transportation</b> <b>Decision-making</b> <b>Roadway</b> Make as few walk/ride across roadways as possible.	6/24/2013 1:57 PM
62	<b>Decision-making</b> <b>Roadway</b> Make the 99W route a freeway . To do anything but that is avoiding the elephant in the room.	6/24/2013 1:53 PM
63	<b>Environmenta concerns</b> <b>Local suggestions</b> make sure the paths connect people to commercial centers and nature and there are links all the way to downtown Portland	6/24/2013 1:33 PM
64	<b>Active transportation</b> <b>Transit</b> I can't figure out what I am being asked to comment on here. Transit is only possible when the connections to transit are first located in denser, walkable areas, 2) where there isn't an ocean of concrete for car parking which discourage biking and walking to transit, and 3) where there is reasonable options for kiss and ride and adequate bike share or bike parking.	6/24/2013 12:46 PM
65	<b>Decision-making</b> <b>Local suggestions</b> <b>Transit</b> Park-and-ride needs to be more available and there needs to be higher capacity at existing park-and-ride locations.	6/24/2013 12:43 PM
66	<b>Decision-making</b> <b>Transit</b> convenient park and rides at major transit stations. this will encourage increased ridership	6/24/2013 12:29 PM
67	<b>Active transportation</b> No more bike paths on existing surface streets	6/24/2013 11:54 AM
68	<b>Decision-making</b> <b>Transit</b> Later availability for access to transit for people with evening or night jobs.	6/24/2013 11:41 AM
69	<b>Active transportation</b> <b>Decision-making</b> <b>Local suggestions</b> <b>miscellaneous</b> Please share these observations with decision makers: Most of these projects will make some type of improvement in the SW area. However, despite the intentions, very little consideration seems to be given to how some of the improvements will effect freight mobility in areas slated for industrial improvement. For example: Project 3117 - Addition of bike paths on 72nd Avenue does not seem to address that fact that this is a major roadway that provides an alternative in and out of Tualatin and Tigard. Safety for active transportation riders needs to be a priority WITHOUT restricting freight mobility in this area. That does not seem to be addressed. Project 9023 again adds sidewalks and bike paths in an area that is already congested due to freight transportation. Perhaps consideration should be given to moving active transportation projects away from freight lines instead of adding them to the existing problems. Project 5049 also constitutes potential conflicts and safety concerns between freight traffic and active transportation options. Consideration should be given to dedicating a lane to freight traffic as well as the bike lanes. Project 5020 is a great project and projects such as this should receive a higher priority as this project will do wonders to provide more safety in a high freight traffic area!	6/24/2013 11:39 AM
70	<b>Decision-making</b> <b>Roadway</b> Solve the Hwy 217 problem with a N-S connector further West	6/24/2013 11:23 AM
71	<b>\$</b> Can it make some economic sense? HOW ARE OPERATING COSTS GOING TO BE COVERED?	6/24/2013 11:21 AM
72	<b>\$</b> Find the funding first!	6/24/2013 11:18 AM
73	<b>Decision-making</b> No	6/24/2013 11:18 AM



# Southwest Corridor Plan draft recommendation

74	<b>Decision-making</b> <b>miscellaneous</b> <b>Safety</b> I support the idea of reducing speeds on some roads to make traveling safer for people on bikes, and for walking. I don't support adding lanes because more lanes often makes the roadways more difficult to cross, especially for the growing population of elderly plus people who may not be able to run across a street. I also support adding enforcement mechanisms at intersections and school zones.	6/24/2013 10:36 AM
75	<b>Decision-making</b> <b>Transit</b> Many and large covered waiting areas for transit riders. It ALWAYS rains in Oregon!	6/24/2013 10:30 AM
76	<b>Active transportation</b> <b>Roadway</b> I am in favor of any plan that a) builds sidewalks, and b) paves some of the unpaved roads in SW Portland.	6/24/2013 10:04 AM
77	<b>Decision-making</b> <b>Transit</b> A high speed Vancouver to Beaverton would really be nice at some point.	6/24/2013 9:47 AM
78	<b>Active transportation</b> Fully separated bike/ped paths are far more preferable to on-street bike lanes, which have limited appeal.	6/24/2013 9:44 AM
79	<b>Active transportation</b> Finish the connecting points of the Fanno Creek Trail.	6/24/2013 9:40 AM
80	<b>\$</b> <b>Decision-making</b> Again, find out if the community supports this through ballot measures and funding.	6/24/2013 9:23 AM
81	<b>Decision-making</b> Improving local access to transit stops is crucial to efficient transit operations. A bus stop that nobody can get to is a waste of resources.	6/24/2013 9:12 AM
82	<b>Active transportation</b> I support bike and ped improvements to Barbur. Fix the gaps at bridges.	6/24/2013 8:59 AM
83	<b>Active transportation</b> <b>Local suggestions</b> I still don't see anything about sidewalks on SW Stephenson. It is a main access way for our area and it connects to Barbur Transit and two schools.	6/24/2013 8:58 AM
84	<b>Roadway</b> Widening 217--Regardless of how much new transit and bike paths are put in, people are still going to drive. It would take me 2 plus hours to get to work from my home if I road mass transit. I can't afford that much time out of my day when I can drive and make it in 20-40 minutes.	6/24/2013 8:35 AM
85	<b>\$</b> <b>Active transportation</b> We do not need any more money spent on the relatively few people that bike.	6/24/2013 8:19 AM
86	<b>miscellaneous</b> See comment above.	6/24/2013 8:00 AM
87	<b>Active transportation</b> <b>Safety</b> Take out bicycles - they are urban pests. They are a definite threat to pedestrians. Unless they have to have tests/licenses & actually follow the laws.....	6/24/2013 7:55 AM
88	<b>miscellaneous</b> Could not open any of the recommendations??	6/24/2013 7:28 AM
89	<b>\$</b> <b>Decision-making</b> Projects should have support of the immediately surrounding local community before tax payer dollars are spent on any project.	6/24/2013 12:10 AM
90	<b>Local suggestions</b> Strongly support the reconstruction of Naito/South Portland Improvements to reconstruct Naito, a fantastic and critical project.	6/23/2013 9:55 PM
91	<b>\$</b> <b>Active transportation</b> If biking wants improvements there should be some way for them to help pay to build and maintain them.	6/23/2013 9:46 PM
92	<b>Transit</b> Drop light rail	6/23/2013 8:23 PM
93	<b>Decision-making</b> do not attempt to bulldoze these proposals through. You will not listen unfortunately. You will do as you wish and could care less of the impact to the community. You destroyed the area where I grew up - off of Burnside, and now you have destroyed Milwaukie and the beautiful treed areas.	6/23/2013 6:51 PM
94	<b>Active transportation</b> Separated cycling infrastructure is what we need if we are going to get to the 25% modal share that we want.	6/23/2013 5:39 PM
95	<b>\$</b> <b>Decision-making</b> WOW!! That's a lot. Especially on top of putting in this beyond expensive mass transit system. If your personal money was being used for doing all of that, would you do it? No? But when you yank the money out of other people's already slim paychecks and wallets without their approval it's okay? Why not first build it and see if they will actually come. If they do, then proceed to the next level.	6/23/2013 5:10 PM
96	<b>Active transportation</b> All bikeways to be painted green or red to aid in separation from auto traffic.	6/23/2013 3:46 PM
97	<b>Active transportation</b> A comprehensive bike route (bike superhighway) through the southwest corridor should be considered.	6/23/2013 3:21 PM
98	<b>miscellaneous</b> Came through in tiny font, wouldn't zoom. It's okay; I don't know the neighborhood that well anyway.	6/23/2013 2:03 PM
99	<b>Decision-making</b> <b>Roadway</b> Eliminate projects numbers 1044, 5059, 1019, 5006, and 5013. These projects increase greenhouse emissions by causing congestion. These projects also increase delays on the roadways impacting commuters who want to spend more time with their family and increase the cost of goods from delivery trucks being stuck in traffic.	6/23/2013 1:49 PM
100	<b>Active transportation</b> <b>Safety</b> <b>Transit</b> Sidewalks are currently very inconsistent. People are not going to change to transit from car use without sidewalks or safe walkways to mass transit.	6/23/2013 12:34 PM
101	<b>Active transportation</b> <b>Safety</b> HOW does lowering speed limit in changing population areas and/or changing street/road usage come into play ?? THIS needs to be considered somewhere as more people are out walking and riding bicycles, and/or trying to enter/leave communities new to an area. Where and HOW is this addressed???	6/23/2013 12:12 PM

# Southwest Corridor Plan draft recommendation

102	<b>Active transportation</b> Add more bike lanes.	6/23/2013 11:58 AM
103	<b>Safety</b> The lights on Pacific highway need to be longer and the roads well illuminated at crosswalks. There is not enough time for seniors to cross the street safely.	6/23/2013 11:43 AM
104	<b>\$ Local suggestions</b> stop this...we don't need the crime...and we paid for everybody else to get max now they better pay for us...I won't vote for new taxes and will vote against politicians who raise taxes and ram this down our throats...stay out of hall/72nd/bonita/durham area....you are going to ruin our neighborhood...	6/23/2013 11:00 AM
105	<b>Decision-making Roadway</b> Please fix/upgrade our roads for all of us not just the poor who will ride a bus/train...99.9% of us can't/won't ride a bus/train so fix the roads for all of us...not them...we are the ones paying for it so we should get the benefits....its like Oregon putting in electric car charge stations for the 5 people who own an electric car...how about fixing/improving our roads!!!!	6/23/2013 10:42 AM
106	<b>miscellaneous</b> None of your links work	6/23/2013 9:15 AM
107	<b>miscellaneous</b> It was too small and dense to read.	6/23/2013 9:13 AM
108	<b>Transit</b> Make transit faster than driving	6/23/2013 9:00 AM
109	<b>Active transportation Decision-making Roadway Transit</b> Make all of the road & intersection and bus service improvements first to realize those benefits and to establish credibility. Then see how much HCT transit, pedestrian and bike improvements are needed.	6/23/2013 8:50 AM
110	<b>Decision-making miscellaneous Roadway</b> Let's not forget the cars please. Your survey appears highly biased in favor of everything but cars.	6/23/2013 8:48 AM
111	<b>Decision-making</b> Never allow mixed traffic lanes.	6/23/2013 8:17 AM
112	<b>Local suggestions</b> Too bad Wilsonville is left out of the plans as it is a growing community with many commuters.	6/23/2013 7:14 AM
113	<b>Decision-making Roadway</b> Remember individual passenger cars, which are the primary means of transportation in the metro area.	6/23/2013 6:59 AM
114	<b>\$ Active transportation Decision-making</b> Don't use this as an excuse to pour millions into bike lanes that won't be utilized. Focus on projects that will actually have a material impact on ridership.	6/23/2013 5:14 AM
115	<b>\$</b> don't overburden costs with \$ millions for other things	6/22/2013 11:03 PM
116	<b>Decision-making</b> Looks good.	6/22/2013 9:27 PM
117	<b>\$ Decision-making</b> Equality and fairness. It looks like a ton of money for Portland and Tigard, only table scraps for every other city. I don't expect this to change - unfortunately.	6/22/2013 8:38 PM
118	<b>Decision-making</b> Wherever possible, keep pedestrians, bikes and cars physically separated. License bikes similarly to cars.	6/22/2013 8:25 PM
119	<b>miscellaneous</b> Provide a moderately-detailed map. It is very difficult to visualize where many of these projects are located, and how they relate to their surrounding areas, given only the textual descriptions.	6/22/2013 7:19 PM
120	<b>Decision-making</b> no	6/22/2013 6:39 PM
121	<b>Safety</b> Park and rides, good sidewalks and good lighting at night.	6/22/2013 6:20 PM
122	<b>Decision-making Local suggestions</b> Portland should implement and fully fund the South Portland Circulation Plan which city council adopted many years ago. That would solve so many problems in the South Portland area.	6/22/2013 5:25 PM
123	<b>Local suggestions</b> PCC Sylvania!	6/22/2013 4:53 PM
124	<b>Decision-making Local suggestions miscellaneous</b> In general, the way areas are being "infilled" with new housing is horrible. Established residents hate the additional density, and it creates a street system that is a jigsaw puzzle. Each time an elderly person with a one acre lot in Tigard sells the land, it becomes a ridiculous little "court" of at least 10 houses with no space or privacy. The court is a dead end, and the number of courts makes it truly difficult to get around the city, or to find an address. If the goal is to create connected neighborhoods, developers can't be allowed to build this way. At least make the streets go all the way through the courts so that when the next parcel gets built on, the road can be made continuous.	6/22/2013 4:07 PM
125	<b>Decision-making Transit</b> Light rail is my first choice because it doesn't pollute, has higher ridership, is safer and more reliable. But I'd hate to see a repeat of the Clackamas County light rail controversy. And I hate the mess Trimet's finances are in. Their pension, overtime, and union problems must be solved. They totally ruin PR on these great progressive projects.	6/22/2013 3:49 PM
126	<b>\$ Decision-making</b> How much did that study cost the taxpayers? Look at real ridership data for existing light rail, street car, WES etc... Did those project deliver the promised results?	6/22/2013 3:47 PM
127	<b>Active transportation Transit</b> Bike lanes are great, but I think sidewalks should come first. I see people who have a hard time getting their bikes on the bus either from PDX to Tigard or vice versa. Most I'm sure some people ride their bikes all the way out there, but most do a combo of biking/bussing. Will bike capacity on buses be increased?	6/22/2013 3:46 PM
128	<b>Active transportation Transit</b> increasing accessibility to transit through infrastructure improvements will increase pedestrian safety and promote active transportation (great for public health!)	6/22/2013 3:37 PM

# Southwest Corridor Plan draft recommendation

129	<b>Decision-making</b> <b>Local suggestions</b> 1019 and 5006, Lane diets on Barbur should be high priority	6/22/2013 3:32 PM
130	<b>Active transportation</b> <b>Safety</b> SW Barbur to Naito Parkway ped/bike connection needs improvement, it's a dangerous condition.	6/22/2013 2:25 PM
131	<b>miscellaneous</b> I really can figure it all out , being 32 pages & all.	6/22/2013 12:42 PM
132	<b>Decision-making</b> focus on parking needs at access points	6/22/2013 11:59 AM
133	<b>Decision-making</b> <b>miscellaneous</b> This is much too detailed for there to be quality feedback from the general population.	6/22/2013 11:42 AM
134	<b>Decision-making</b> <b>Environmenta concerns</b> The addition of separate bike lane(s) in areas and wide sidewalks causes 'corridorization'. This is an unwanted result. Look to Bend , OR for better solutions for bikes and sidewalks. Current standards are bad policy . We need alternatives before proceeding: Narrower and more flexible sidewalk standards, natural bio-swale standards versus stormwater 'facilities' - that do not allow for trees within (see Beaverton / Lake Oswego). Accessible, natural, bio-swale areas versus fenced over flow areas. Combined ped and bike. Sequential elements that enhance neighborhood areas - signal slowing and safety - entrance enhancement - neighborhood identity elements.	6/22/2013 11:40 AM
135	<b>\$</b> Keep a close eye on the intersection of cost to "Critical - High - Medium" of supportive values. Low cost items will often get way more bang for the buck.	6/22/2013 11:17 AM
136	<b>Decision-making</b> The CRITICAL level is best! People need to have safe and easy access to the transit within 1/4 mile!	6/22/2013 11:10 AM
137	<b>\$</b> Consider our pocketbooks--the high taxes we already pay .	6/22/2013 11:09 AM
138	<b>Decision-making</b> please consider more such improvements thruout the transit area.	6/22/2013 11:01 AM
139	<b>Decision-making</b> STOP ALL THESE PROJECTS NOW	6/22/2013 10:37 AM
140	<b>Active transportation</b> <b>Decision-making</b> Dedicated bike routes that do not involve places where cars drive. Driving with bikes on the road is unsafe because bicyclists for the most part think they are immune to prosecution... which is mostly the case.	6/22/2013 10:11 AM
141	<b>Decision-making</b> by cancelling it.	6/22/2013 10:04 AM
142	<b>Active transportation</b> Some of these areas don't even have a sidewalk- this should come first.	6/22/2013 9:52 AM
143	<b>Active transportation</b> <b>Decision-making</b> Facilitate "last mile" connections for active transportation (bikes and peds) between transit stations and communities. Remove gaps and barriers in the active transportation network.	6/22/2013 9:44 AM
144	<b>\$</b> To consistently consider the riders cost!	6/22/2013 9:38 AM
145	<b>Active transportation</b> <b>Decision-making</b> <b>Transit</b> Yes. Buses, sidewalks.	6/22/2013 9:29 AM
146	<b>Decision-making</b> We are already good. Don't need any more of your transit projects. Please leave us alone, already!	6/22/2013 9:19 AM
147	<b>Active transportation</b> <b>Safety</b> Well lighted and gated away from traffic would help	6/22/2013 9:09 AM
148	<b>Local suggestions</b> I didn't see any consideration for residents in the Garden Home, Multnomah Village area. What access to the system are you providing. The 45 bus is useless mid day due to infrequent schedules.	6/22/2013 9:09 AM
149	<b>Local suggestions</b> <b>Transit</b> Nothing on list affects Forest Grove, Hillsboro area. Make it easy "one-stop shop" to get from F. Grove to Washington Square. Also if I want to go to Milwaukie from F. Grove it would take two hours on MAX.	6/22/2013 9:01 AM
150	<b>Active transportation</b> <b>Decision-making</b> I'm am so tired of cyclists on the roadway . Is there no way to widen the sidewalk and divide it so they can share it with pedestrians? Or maybe another plan? The just congest traffic, slow cars down and act like they own the road.	6/22/2013 8:37 AM
151	<b>Decision-making</b> <b>Transit</b> We need to build high-rise parking structures at transit stations.	6/22/2013 8:32 AM
152	<b>Active transportation</b> <b>Decision-making</b> Ways for people to live without transit altogether. Work from home, work walking distance from home	6/22/2013 7:26 AM
153	<b>Decision-making</b> Looks like a good analysis and comprehensive list of tasks and projects.	6/22/2013 6:57 AM
154	<b>Local suggestions</b> <b>Roadway</b> The I-405 North on ramp at SW 6th Avenue is badly in need of redesign. Traffic trying to get on I-405 has to cut through traffic trying to get onto the Sunset creating constant traffic jams that could be avoided if there was a separate ramp that put the I-405 northbound traffic to the left of the traffic trying to get on the Sunset	6/22/2013 6:37 AM
155	<b>\$</b> Local sponsorship via donation and mandatory investment by big business	6/22/2013 6:07 AM
156	<b>Decision-making</b> Don't force-feed us your radical enviro-political-ethics and call it sustainable!	6/22/2013 4:46 AM
157	<b>Active transportation</b> <b>Decision-making</b> <b>Local suggestions</b> 1044 is critical. The Ross Island bridge spaghetti disrupts active transport connections in this whole area of Portland.It creates a mental block and prevents investment and retail growth in Lair Hill and South Waterfront. Instead of 3038, can't we add bicycle access to Naito?	6/22/2013 3:03 AM

# Southwest Corridor Plan draft recommendation

158	<b>Active transportation</b> <b>Transit</b> The metro bus system has limited support for bicycles, for obvious reason. Bicycle transport on MAX and trolley is disruptive and a nuisance source of minor injuries. The plan to increase the use of metro transit by bicycles should include measures to discourage use of metro transit systems for short-haul bicycle use, so that the space available for bicycles can be used by long-haul bicycle commuters.	6/22/2013 2:21 AM
159	<b>Decision-making</b> <b>Transit</b> Make Park and Ride (if there are any) large enough to accommodate cars beyond 7am and construct in such a way as to enable future expansion.	6/22/2013 2:17 AM
160	<b>miscellaneous</b> I couldn't download or get through this. Please post just a simple list next time so we, the general public, can weigh in without a lot of homework. Thanks.	6/22/2013 1:57 AM
161	<b>Environmental concerns</b> If rapid bus transit is used, how will pollution be managed?	6/22/2013 1:03 AM
162	<b>Active transportation</b> <b>Decision-making</b> I wholeheartedly support improvements to bike and pedestrian facilities in SW Portland. I like the "road diet" recommendations too, which will help to make neighborhoods more livable by reducing the speed of through-traffic.	6/22/2013 1:00 AM
163	<b>Decision-making</b> <b>Local suggestions</b> <b>Roadway</b> In reducing lanes on Barbur Blvd., instead of reducing by one lane, make the additional lane a bus-only lane as overflow from the nearby I-5 frequently causes back-ups, missed transfers, and erratic service.	6/22/2013 12:53 AM
164	<b>Decision-making</b> As above, quit finding ways to ask people who need public transportation to keep paying more and more money. Ask not what the public can pay you, but what you can do for the public, and if all they want is better, faster, and more buses, honor that.	6/22/2013 12:23 AM
165	<b>Active transportation</b> <b>Local suggestions</b> Sidewalks Tiedeman to Hall Blvd. Tigard	6/22/2013 12:20 AM
166	<b>miscellaneous</b> This report is incredibly hard to read. It seems like key details are not shown. I would prefer a "flat" list, no graphics, with detailed project descriptions, costs, and list of who is recommending.	6/21/2013 11:15 PM
167	<b>Active transportation</b> More bicycle lanes and parking, less car lanes and parking.	6/21/2013 11:15 PM
168	<b>Decision-making</b> <b>Transit</b> more parking, more and faster rail rides	6/21/2013 11:12 PM
169	<b>\$</b> <b>Decision-making</b> No need for this boondoggle! We didn't ask for this. This is METRO and TriMet's idea. All they do is cost us money. Privatize transportation. When Portland had several bus lines in the 60's (before Trimet) commuting was easy as there was always a bus. Abolish Trimet. Abolish Metro.	6/21/2013 11:10 PM
170	<b>Decision-making</b> <b>Roadway</b> Additional Improvements are great, but don't reduce roadways, we need them for cars and trucks	6/21/2013 10:41 PM
171	<b>\$</b> <b>Transit</b> No more light rail. It will never be self-sufficient. It will always be a burden on the taxpayers.	6/21/2013 10:31 PM
172	<b>Decision-making</b> <b>Roadway</b> When widening roads, please plan for the future and add 2-3 lanes at a time instead of just one.	6/21/2013 10:29 PM
173	<b>Decision-making</b> <b>Roadway</b> BULD ROADS.	6/21/2013 10:28 PM
174	<b>Transit</b> Use express buses instead. They are faster and far, far less expensive.	6/21/2013 10:21 PM
175	<b>Decision-making</b> <b>miscellaneous</b> Yes. Walking and bicycling to transit stations are time-consuming modes of travel that are difficult and onerous to senior citizens. I began driving an automobile on public roads before I was 16 years old, and I strongly resent current efforts by public officials to restrict my freedom to choose my mode of travel.	6/21/2013 9:50 PM
176	<b>\$</b> <b>Active transportation</b> Does mixing the sidewalk projects with the roadway ones, make it easier to fund the sidewalk ones? Cause I think that all sidewalk projects are the highest priority.	6/21/2013 9:43 PM
177	<b>Active transportation</b> <b>miscellaneous</b> <b>Safety</b> Bicycle lanes are okay if the police enforce traffic laws on bicyclists as they do on auto drivers.	6/21/2013 9:40 PM
178	<b>Active transportation</b> <b>Decision-making</b> <b>Environmental concerns</b> See previous comment...projects must be contextualized with adjacent land use and current use of rights of way (i.e. major bikeways should not be overlaid onto major truck streets for obvious safety and air quality reasons).	6/21/2013 9:26 PM
179	<b>miscellaneous</b> Cut population growth.	6/21/2013 9:21 PM
180	<b>\$</b> <b>Decision-making</b> <b>Roadway</b> Cars are more flexible and cost-saving. Put the gas tax and transportation income into more roads for cars.	6/21/2013 9:11 PM
181	<b>Active transportation</b> <b>Local suggestions</b> More electric bike support by providing more outlets at Sunset and Beaverton TC. Also lockups at other stations on the West Side would be nice.	6/21/2013 9:01 PM
182	<b>\$</b> Here in the suburbs, most cyclists are doing so for recreation, not as transportation to work. I'm not entirely supportive of a great deal of money going for this.	6/21/2013 8:37 PM
183	<b>\$</b> <b>Decision-making</b> Bicyclists need to start paying their fair share of the costs of improving the roadways for them. Motorists own the road because they pay for it in taxes, licenses, fees, registrations, and insurance. It's time bicyclists did the same.	6/21/2013 8:28 PM
184	<b>Active transportation</b> <b>Local suggestions</b> More frequent service on Barbur Blvd. More sidewalks.	6/21/2013 8:25 PM
185	<b>miscellaneous</b> 32 pages? This is ridiculous to expect anyone to read for a FIVE TO EIGHT MINUTE survey!	6/21/2013 8:21 PM



# Southwest Corridor Plan draft recommendation

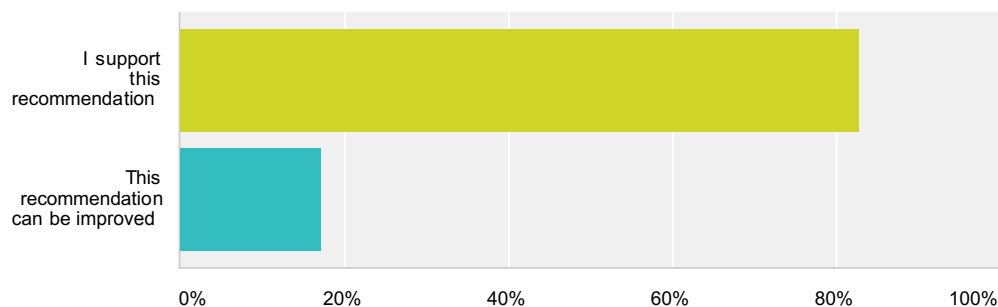
186	<b>Local suggestions</b> <b>Roadway</b> Tualatin/WashCo. Boones Ferry Road (reconstruct/widen from Martinazzi to Lower Boones Ferry) Reconstruction/widen to 5 lanes from Martinazzi to Lower Boones Ferry Road, including bridge). BOONES FERRY WIDENED TO 5 LANES AND A BRIDGE? WHERE? THIS IS ABSOLUTELY NOT A GOOD IDEA. IT WOULD BISECT TUALATIN AND WOULD DEGRADE THE LIVEABILITY OF RESIDENCES IN RIVERPARK CIO AREA.	6/21/2013 8:08 PM
187	<b>miscellaneous</b> Remove all illegals from the state of Oregon!	6/21/2013 7:46 PM
188	<b>Decision-making</b> <b>miscellaneous</b> pedestrian and bike connections and parking/ bike share facilities needed also some kiss & ride would be useful	6/21/2013 7:16 PM
189	<b>Local suggestions</b> Don't forget to put a street car to connect Millennium Plaza and Bridgeport Village. It will address both the traffic problems on Boones Ferry Road as well as the "two downtowns" problem in Lake Oswego.	6/21/2013 7:13 PM
190	<b>Active transportation</b> <b>Environmenta concerns</b> <b>Local suggestions</b> LEAVE WOODED, UNDEVELOPED AREAS ALONE, KEEP IT GREEN, SIMPLE AND NO NEW BUILDING....REPAIR DAMAGED ROADS, SLOW DOWN TRAFFIC SPEED, BARBUR BLVD SHOULD BE FOR BIKES AND PEDESTRAINS, TWO LANES ONLY, NO MORE SHOPPING CENTERS	6/21/2013 7:10 PM
191	<b>Active transportation</b> <b>Decision-making</b> The biggest problem with the far Southwest is that there is few areas that are pedestrian friendly . Improving areas near stations and to stations are great, but are a majority of the people going to be able to access them?	6/21/2013 6:35 PM
192	<b>Decision-making</b> <b>Roadway</b> Biking & walking are low volume options. People in suburbs drive cars. Focus on improving vehicle traffic flow including synchronized stop lights.	6/21/2013 6:32 PM
193	<b>\$</b> <b>Roadway</b> <b>Transit</b> Just say no to light rail and bus rapid transit---don't waste the time or money---fix the roads and build new ones.	6/21/2013 6:27 PM
194	<b>Active transportation</b> <b>Safety</b> Making our neighborhoods safer for walking is my top priority .	6/21/2013 6:26 PM
195	<b>Active transportation</b> <b>Local suggestions</b> TANASBOURNE TO GEMINI DRIVE BIKE TRAIL	6/21/2013 6:25 PM
196	<b>\$</b> <b>Active transportation</b> Cut ALL funding for walking/biking projects.	6/21/2013 6:07 PM
197	<b>Active transportation</b> <b>Decision-making</b> <b>Local suggestions</b> Having lived and worked in LO, I think it is a great failing that the "trolley line" from LO to Portland is still there. This is an absolutely IDEAL bike pathway that could be used by commuters from LO/West Linn into downtown Portland. The trolley line is nothing but some rich dude's fantasy used a few weeks out of the year-and overpriced to boot. It is in no way a commuter project. There are I believe a large number of bike commuters in that area who would use this as a bike commuter line if it was there. This would also be inexpensive to install, maintain, and much less disruptive to residents than a street-car line that has been promoted by a few wealthy people in LO who just want to be able to ride their special streetcar line once or twice a year.	6/21/2013 5:54 PM
198	<b>Active transportation</b> <b>Roadway</b> I support street widening, separating bicycles from cars in separated bicycle only lane (no cars or pedestrian), and constructing sidewalks.	6/21/2013 5:04 PM
199	<b>Active transportation</b> sidewalks are really important, for biking and for walking and waiting for buses	6/21/2013 4:45 PM
200	<b>Decision-making</b> <b>Transit</b> Consider options for Tram-to-MAX transfers, depending on the alignment of the Southwest Corridor near the South Waterfront.	6/21/2013 2:27 PM
201	<b>Active transportation</b> <b>Decision-making</b> <b>Local suggestions</b> Separated bike/pedestrian ways are a good idea. However making a 3rd lane on Hall Blvd is a high expense and terrible imposition on the LOCAL residents. AS this will wipe out their yards and parking lots. And it won't really do anything to relive congestion on the street either. Keep you hands off of peoples' yards and parking areas!	6/21/2013 9:50 AM
202	<b>Active transportation</b> neighborhoods should be connected by walking/bike paths.	6/20/2013 11:12 PM
203	<b>Decision-making</b> After reviewing the list of transit related projects, two points stand out: first, the much large cost associated with roadway/bridge improvements to aid vehicular travel; and second, that with each improvement in transit via vehicular travel, you lessen the attractiveness of people using a rapid transit system - a catch 22!	6/20/2013 1:03 PM
204	<b>\$</b> <b>Decision-making</b> Look for ways to achieve the results for less cost. Example: sidewalks don't always need to be located on both sides of the street and they don't always have to be concrete.	6/20/2013 12:10 PM
205	<b>Environmenta concerns</b> <b>Local suggestions</b> Replace the Hall Blvd bridge at Fanno Creek by the Tigard Library with a longer span that doesn't flood. Require each project to reduce stormwater runoff through green infrastructure and low impact development.	6/20/2013 9:06 AM
206	<b>miscellaneous</b> The list is too long for me to go through right now.	6/18/2013 5:08 PM
207	<b>Local suggestions</b> <b>miscellaneous</b> Sorry couldn't get this up to be able to read it. Hoping some of this is in Tualatin as THAT would be important to me.	6/17/2013 8:59 AM
208	<b>Decision-making</b> As a daily commuter on Barbur Blvd I would not consider reducing the number of northbound lanes between Terwiliger and Capitol Hwy. That is not a section I see as a major walking trail. I would consider adjusting traffic signaling to improve pedestrian crossings, add red light cameras at turn signals, and consider curbs between vehicle and bike traffic mostly to keep the cyclists in their lanes.	6/16/2013 5:05 PM

# Southwest Corridor Plan draft recommendation

209	<b>Decision-making</b> <b>Local suggestions</b> <b>Transit</b> The project called Naito Improvements is much more than just "transit-related." It has the potential to totally transform a neighborhood into one where transit and other alternatives could easily become the primary mode for residents. Much of the SW Corridor HCT, as with other HCT routes, serves mainly to facilitate long-distance commuting from suburban communities, often at the expense of Portland's closer-in neighborhoods. The Naito Improvements project, on the other hand, would boost ridership in a neighborhood where roadways over the years have created impediments to transit use.	6/14/2013 12:09 PM
210	<b>Decision-making</b> the traffic lights on 99w from king city to I5 should be synchronized.	6/14/2013 2:17 AM
211	<b>Active transportation</b> <b>Decision-making</b> <b>Local suggestions</b> There are portions of Barbur Boulevard (for example between 19th & 26th) where there is no sidewalk on one side and pedestrian crossings are prohibitively far apart. I can't find a recommendation to add sidewalks in this area and hope that this has not been overlooked.	6/13/2013 8:30 PM
212	<b>miscellaneous</b> Will have to review the project list before I can answer.	6/13/2013 3:35 PM
213	<b>Active transportation</b> <b>Transit</b> The two Barbur bridges need to be made transit- AND bicycle-friendly!	6/13/2013 3:01 PM

**Q8 ROADWAY, WALKING AND BIKING PROJECTS RELATED TO LOCAL ASPIRATIONS** There are a number of potential on-the-ground projects that support key places, such as main streets, downtowns and growing employment and industrial areas in the Southwest Corridor. These projects also came from community plans, technical analysis and public input. It is recommended that these potential projects be listed in local capital improvement plans, transportation system plans, the Regional Transportation Plan and in TriMet's transit investment priorities.

Answered: 687 Skipped: 267



Answer Choices	Responses
<b>I support this recommendation</b>	<b>82.82%</b> 569
<b>This recommendation can be improved (describe below)</b>	<b>17.18%</b> 118
<b>Total</b>	<b>687</b>

#	Please be specific	Date
1	<b>Planning suggestions</b> Hillsdale always wants to cut back traffic. This ignores the fact that a lot of the business they get is from commuters making quick stops, or seeing a business to explore when they have leisure. They will never be Multnomah Village, and shouldn't try to be.	6/26/2013 6:07 PM
2	<b>\$ Planning suggestions</b> Bikes need to pay for the privilege of using these improvements.	6/26/2013 2:05 PM
3	<b>Roadway</b> More roads, less bike lanes. More people will drive to transit locations than bike there	6/26/2013 10:46 AM
4	<b>Survey design feedback</b> I would need more than 21 days and compensation to be able to submit a complete improved plan.	6/26/2013 7:47 AM
5	<b>Local suggestions</b> Please rethink the possibility of bikes providing passengers for this program	6/25/2013 10:40 PM
6	<b>\$</b> As long as it doesn't cost us the tax payers any more money at the state/local level	6/25/2013 9:55 PM
7	<b>Local suggestions</b> Portland's largest employer plus the VAMC, ...shouldn't this should serve them?	6/25/2013 8:10 PM
8	<b>Supports projects</b> Must do this, but be careful not let it get political.	6/25/2013 7:13 PM
9	<b>\$ Planning suggestions</b> Employment and Industrial areas need to provide goods and services that are relevant to basic needs of the region and locally-owned. We don't need jobs for jobs sake but we need manufactured goods and services that contribute to basic needs for everyone. Put that in your plan.	6/25/2013 6:23 PM
10	<b>Local suggestions</b> <b>Opposes projects</b> <b>Supports projects</b> Projects that specifically supporting walking, bicycling and transit should be supported, but not those that will just make it easier to drive cars.	6/25/2013 5:54 PM
11	<b>Supports projects</b> Focus on 5013, 5006, 6042, 5047, 1129	6/25/2013 5:11 PM

# Southwest Corridor Plan draft recommendation

12	<b>Environmental concerns</b> <b>Local suggestions</b> <b>Planning suggestions</b> Please look at neighborhoods in the metro area given over to industry and imagine walking or biking through them. They are ugly and dangerous places; try not to exclude employees who might like to get to and through industrial areas without using fossil fuel. And they don't have to be ugly and dead; aesthetics and environmentalism should be fostered from the inception, including transportation infrastructure.	6/25/2013 12:07 PM
13	<b>\$</b> Bicyclists need to pay for bicycle projects and bicycle infrastructure through bicyclist only paid user and license fees.	6/25/2013 12:00 PM
14	<b>\$</b> <b>Roadway</b> Roadway yes, look to a bike tax for bike improvements	6/25/2013 11:47 AM
15	<b>Opposes projects</b> I think these are city-specific and maybe should be kept separate.	6/25/2013 11:26 AM
16	<b>Planning suggestions</b> You should divide functionally needed projects from aspirational projects to begin to test the actual effect that improved functionality has.	6/25/2013 11:20 AM
17	<b>\$</b> <b>Opposes projects</b> KILL THESE MONEY-SUCKING SPECIAL-INTEREST DRIVEN BUDGET BUSTERS!!! STICK TO THE BASICS!	6/25/2013 11:03 AM
18	<b>Local suggestions</b> has there been consideration to utilizing water sources, such as water taxi service	6/25/2013 10:30 AM
19	<b>Opposes projects</b> <b>Planning suggestions</b> Pedestrian/bike projects should be specifically related to transit projects. There are too many missing sidewalks, crosswalks and bike lanes just in the immediate vicinity of Barbur Boulevard, that Metro needs to stop tying unrelated bike/pedestrian projects that are miles away from even a bus stop.	6/24/2013 9:49 PM
20	<b>Planning suggestions</b> Growth should remain restricted and planned thoughtfully. Examples of unrestrained growth litter the desert landscape in practically deserted Southwestern US cities.	6/24/2013 6:09 PM
21	<b>Local suggestions</b> <b>Opposes projects</b> <b>Planning suggestions</b> Please just concentrate on getting SW connected with Portland downtown. Let the individual cities and towns deal with their "downtown" areas.	6/24/2013 5:48 PM
22	<b>Miscellaneous</b> SEE ABOVE	6/24/2013 4:36 PM
23	<b>Local suggestions</b> <b>Planning suggestions</b> Keep bikers off pedestrian side walks.	6/24/2013 3:44 PM
24	<b>Local suggestions</b> <b>Planning suggestions</b> Supporting local employment in the Southwest Corridor will have a tremendous impact on congestion in the Metro area.	6/24/2013 3:16 PM
25	<b>\$</b> include bike and rider licensing.	6/24/2013 2:53 PM
26	<b>\$</b> <b>Local suggestions</b> <b>Opposes projects</b> This is too much. Let business people make their plans and you keep out of it. I'm tired of the give aways to companies which never give back. We need jobs that pay real money, and produce products that people need. Not more services and coffee shops.	6/24/2013 2:50 PM
27	<b>\$</b> <b>Opposes projects</b> Only the ones that directly affect job growth in the short term should be addressed now. Do you think we are made of money??	6/24/2013 1:53 PM
28	<b>Local suggestions</b> <b>Opposes projects</b> Stop buying/building bike paths from Gaston to Yamhill if you want my support for commuter bike paths in the SW Corridor	6/24/2013 11:54 AM
29	<b>Opposes projects</b> See my notes previously on project problems. Do not jeopardize pedestrians and bikers in an effort to imply more mobility is being provided. Conflict is also being created.	6/24/2013 11:39 AM
30	<b>Opposes projects</b> remove projects related to road diets	6/24/2013 9:39 AM
31	<b>Local suggestions</b> <b>Planning suggestions</b> Prioritize safe routes to school projects. Let's get our children walking and biking to school, and relieve the terrible congestion at and around school sites.	6/24/2013 9:38 AM
32	<b>Environmental concerns</b> please make sure that natural areas are left in tact. I really would like to see that trees and open spaces are left for animals and nature. Don't want any more clear cutting of standing groves of trees.	6/24/2013 9:28 AM
33	<b>Survey design feedback</b> I might support this if the consequences to other services and potential fare increases were more clearly spelled out.	6/24/2013 9:23 AM
34	<b>Miscellaneous</b> .	6/24/2013 8:58 AM
35	<b>\$</b> Trimet should focus on the transit while other agencies and local districts improve the infrastructure they're in charge of. Transit fares should not be development funds.	6/24/2013 8:57 AM
36	<b>Miscellaneous</b> See previous comment.	6/24/2013 8:00 AM
37	<b>Opposes projects</b> Take out bicycles - they are urban pests. They are a definite threat to pedestrians. Unless they have to have tests/licenses & actually follow the laws.....	6/24/2013 7:55 AM
38	<b>Planning suggestions</b> <b>Roadway</b> Improve existing or add new bus rapid transit stops only. Do not add any additional infrastructure or improvements to rail transit or stops.	6/24/2013 7:28 AM
39	<b>General concerns</b> Local improvements should be approved by local communities, not TriMet.	6/23/2013 8:23 PM



# Southwest Corridor Plan draft recommendation

40	<b>General concerns</b> <b>Opposes projects</b> Again, these are not a priority . Build it first and see if they will come. If they do, then proceed. Otherwise, it's like putting the cart before the horse. It just amazes me that you politicians get paid to make such bad decisions and feel the need to even have to ask these questions. Unless, the truth is, you are such dirty politicians that you already have your mind made up to do all of this anyway , and this is just your way to feel like you're appeasing us and making us feel like we have a say in the matter. Gee, that couldn't possibly be it, could it?!	6/23/2013 5:10 PM
41	<b>\$</b> <b>Supports projects</b> Fine to list them in local and metro plans as long as the transit improvements aren't supposed to fund them all.	6/23/2013 2:03 PM
42	<b>Planning suggestions</b> <b>Roadway</b> <b>Surveydesign feedback</b> The SWCP plan did not perform a needs analysis for the southwest corridor. By taking a wish list from local jurisdictions and using past planning studies do not provide the information needed to make a decision. Metro needs to do an analysis of the existing roadways in the southwest corridor and determine their actual needs.	6/23/2013 1:49 PM
43	<b>Local suggestions</b> SW Hall street does not have enough business and employment related opportunities.	6/23/2013 11:43 AM
44	<b>\$</b> <b>Opposes projects</b> stop this...we don't need the crime...and we paid for everybody else to get max now they better pay for us...I won't vote for new taxes and will vote against politicians who raise taxes and ram this down our throats...stay out of hall/72nd/bonita/durham area....you are going to ruin our neighborhood...	6/23/2013 11:00 AM
45	<b>Local suggestions</b> <b>Opposes projects</b> Stay out of my neighborhood between Hall and 72nd...we don't want bus/train here...	6/23/2013 10:42 AM
46	<b>Local suggestions</b> <b>Opposes projects</b> Keep light rail out of downtown Tualatin. Keep it on I-5 and 99W, Bike, walking routes should start at I-5 and 99W (Bridgeport and 124th).	6/23/2013 9:05 AM
47	<b>Surveydesign feedback</b> Stop over emphasizing transit.	6/23/2013 8:50 AM
48	<b>Environmental concerns</b> Walking and biking are desired, but are not practical in the wet northwest.	6/23/2013 8:28 AM
49	<b>General concerns</b> Privatize TriMet.	6/23/2013 8:17 AM
50	<b>\$</b> Bikes need to somehow pay for more of the services they now get for "free" at the expense of the vast majority of citizens who do not use bikes.	6/23/2013 6:59 AM
51	<b>\$</b> don't overburden costs with \$ millions for other things	6/22/2013 11:03 PM
52	<b>General concerns</b> Only if the projects have local community support. I have little interest in what Metro planners have to say .	6/22/2013 8:38 PM
53	<b>\$</b> How "European" do you want to get, how much do you propose to "invest" in achieving that goal, and given their current issues, why do you think it's a good idea to replicate their format here?	6/22/2013 7:10 PM
54	<b>Opposes projects</b> no	6/22/2013 6:39 PM
55	<b>Local suggestions</b> Priority at each locale should support transit related projects first.	6/22/2013 4:40 PM
56	<b>Planning suggestions</b> <b>Supports projects</b> as long as other areas of the city get equal consideration and treatment	6/22/2013 4:04 PM
57	<b>Local suggestions</b> <b>Roadway</b> SW Barbur to Naito Parkway ped/bike connection needs improvement, it's a dangerous condition. More sidewalks in Hillsdale neighborhood.	6/22/2013 2:25 PM
58	<b>\$</b> <b>Local suggestions</b> <b>Roadway</b> <b>Supports projects</b> But please keep the main focus on the sidewalks & roads first....then the bikes (maybe bikes could be charged licensing fees to pay for their improvements). Each should be determined as locally as possible (i.e. neighborhood associations, towns, districts).	6/22/2013 1:08 PM
59	<b>Local suggestions</b> <b>Planning suggestions</b> no forced increased density .	6/22/2013 12:27 PM
60	<b>Roadway</b> focus on road improvement/ capacity improvement rather than light rail	6/22/2013 11:59 AM
61	<b>Local suggestions</b> We should invest in separated cycletracks to encourage cycling.	6/22/2013 11:59 AM
62	<b>Environmental concerns</b> <b>Planning suggestions</b> Again, naturalization of such areas versus urbanization. Resurfacing storm water - interfacing natural environment with such corridors.centers.	6/22/2013 11:40 AM
63	<b>\$</b> <b>General concerns</b> Why will it take 4 plus years before any action on this? This is efficient use of government resources? By the way , how much is local and METRO government paying these consultants who are regurgitate other city planning and just change the names?	6/22/2013 11:30 AM
64	<b>\$</b> <b>General concerns</b> Stop these projects and return the money to taxpayers.	6/22/2013 11:09 AM
65	<b>\$</b> <b>Roadway</b> HELLO, WHAT HAPPENED to the 700 Million dollar shortfall in road maintenance SO under what logic does it make sense to build more things that we can't afford to maintain. Yea lets have 300 miles of potholes and bad roads???	6/22/2013 10:37 AM
66	<b>Opposes projects</b> by cancelling it.	6/22/2013 10:04 AM
67	<b>\$</b> <b>Opposes projects</b> No more expensive projects period.	6/22/2013 9:29 AM
68	<b>Local suggestions</b> <b>Opposes projects</b> Don't need any more of these transit projects. Tigard is very walkable and bike-able, as I have walked and ridden the bike paths on Walnut Street and other parts of Tigard for many decades now. Please leave our community alone, already .	6/22/2013 9:19 AM

# Southwest Corridor Plan draft recommendation

69	<b>General concerns</b> <b>Opposes projects</b> I do not support this idea and of TriMets lack of vision. They are all about control. Get rid of this group	6/22/2013 9:07 AM
70	<b>Planning suggestions</b> <b>Roadway</b> It seems to lack any plans for major high volume traffic. If we keep expanding out to the southwest, the paths to and from 217 and I-5 are going to continue to get more and more over-congested. Transit solutions are great, but aren't going to completely solve the problems.	6/22/2013 8:18 AM
71	<b>\$</b> All the costs must be made known up front and studied carefully.	6/22/2013 8:09 AM
72	<b>Local suggestions</b> more specific discussion of priorities and better criteria to identify the most effective projects and a time based staging plan. Some of these projects need to be evaluated for their effectiveness within the neighborhood where they are based. Safety should be a high priority in the design and funding.	6/22/2013 7:55 AM
73	<b>Planning suggestions</b> Too many projects	6/22/2013 6:58 AM
74	<b>\$</b> There need to be some user fees - i.e. bicycle registration fees.	6/22/2013 6:06 AM
75	<b>Survey design feedback</b> Please know that your "public input" is skewed by your questions, your "process" and your pre-formed conclusions. "The public has spoken and we are responding" is just not true. If you're certain you have the public's support, then put any major expenditures to a general vote, if you dare. If not, quit pretending.	6/22/2013 4:46 AM
76	<b>Survey design feedback</b> I don't understand the implications of this recommendation. Does this mean that the Southwest Corridor Plan does not want to consider these projects?	6/22/2013 3:03 AM
77	<b>\$</b> <b>General concerns</b> <b>Local suggestions</b> I believe that local improvements to pedestrian and bicycle transit should be decided and funded by local agencies, not by metro.	6/22/2013 2:21 AM
78	<b>Survey design feedback</b> I don't have enough information to meaningfully weigh in on this recommendation.	6/22/2013 1:55 AM
79	<b>Opposes projects</b> <b>Planning suggestions</b> <b>Roadway</b> Minimize this aspect. Transportation projects are enormously costly and should not be undertaken where the unwritten, but primary purpose, is stimulating property development and/or serving as the latest showcase of what's happenin' in Portland. For example, the Division Corridor project.	6/22/2013 1:51 AM
80	<b>Local suggestions</b> Make sure that priority projects serve EXISTING hubs, not create new ones.	6/22/2013 1:00 AM
81	<b>Survey design feedback</b> lots of rhetoric here...what community plans, what public input specifically and which projects specifically.	6/22/2013 12:23 AM
82	<b>Opposes projects</b> I don't see the return on investment here.	6/21/2013 11:15 PM
83	<b>Opposes projects</b> Money we don't have, for service we don't need. Nice, yes... Need.. NO	6/21/2013 11:10 PM
84	<b>Local suggestions</b> sidewalks between SW Capitol Hwy between SW 36th and SW Barbur Blvd.	6/21/2013 10:54 PM
85	<b>Opposes projects</b> Keep TriMet out of it.	6/21/2013 10:29 PM
86	<b>General concerns</b> WHAT ASSHOLE MADE THIS RECOMMENDATION?	6/21/2013 10:28 PM
87	<b>General concerns</b> Local communities should plan for and pay for their own local projects. There is no need for Tri-Met to list, for example, activities to improve downtown Sherwood.	6/21/2013 10:21 PM
88	<b>Planning suggestions</b> <b>Supports projects</b> Do not take away road lanes for bike paths.	6/21/2013 9:54 PM
89	<b>Survey design feedback</b> All projects should not be listed without sufficient justification.	6/21/2013 9:48 PM
90	<b>Miscellaneous</b> Same as above	6/21/2013 9:36 PM
91	<b>Planning suggestions</b> <b>Roadway</b> These projects should be examined in context of the local land use and street classifications, particularly as it impacts freight mobility. Wherever possible major bicycle and pedestrian routes/corridors should be parallel to major streets rather than on them so as to prevent modal conflict, improve safety, and maintain throughput of existing facilities.	6/21/2013 9:26 PM
92	<b>\$</b> <b>Roadway</b> Cars are more flexible and cost-saving. Put the gas tax and transportation income into more roads for cars.	6/21/2013 9:11 PM
93	<b>Opposes projects</b> Nonsense.	6/21/2013 9:09 PM
94	<b>Planning suggestions</b> Cull the list and focus on getting viable projects built. There seems to be too much planning verses getting things done.	6/21/2013 8:58 PM
95	<b>Opposes projects</b> Local aspirations are too subjective to use in making decisions. I do not support this recommendation.	6/21/2013 8:26 PM
96	<b>Opposes projects</b> Lower priority	6/21/2013 8:25 PM
97	<b>Local suggestions</b> Why focus so exclusively on the SW corridor? Why not East County?	6/21/2013 8:21 PM
98	<b>Miscellaneous</b> Remove all illegals from the state of Oregon!	6/21/2013 7:46 PM
99	<b>Opposes projects</b> <b>Planning suggestions</b> <b>Roadway</b> Again, solve the transit and road problems first.	6/21/2013 7:19 PM

# Southwest Corridor Plan draft recommendation

100	<b>Environmental concerns</b> <b>Opposes projects</b> NO MORE DESTRUCTION OF GREEN, UNDEVELOPED AREAS...LEAVE BARBUR AS IS	6/21/2013 7:10 PM
101	<b>Local suggestions</b> I do not recommend any more WES. Ridership is down. There are no jobs.	6/21/2013 6:59 PM
102	<b>Opposes projects</b> <b>Roadway</b> Biking & walking are low volume options. People in suburbs drive cars. Focus on improving vehicle traffic flow including synchronized stop lights.	6/21/2013 6:32 PM
103	<b>\$</b> <b>General concerns</b> <b>Planning suggestions</b> Study what the local people want not what the government wants to waste money building with little or no ridership	6/21/2013 6:27 PM
104	<b>Opposes projects</b> Take Crime-et out of the cycle	6/21/2013 6:18 PM
105	<b>Opposes projects</b> Waste of time.	6/21/2013 6:07 PM
106	<b>\$</b> <b>Local suggestions</b> <b>Opposes projects</b> <b>Planning suggestions</b> I don't support these major employers all going to the suburbs and causing overload on the car-based transit of Clackamas and Washington counties. I don't support these areas getting more money. I would like to see tax incentives to develop the Lloyd Center and Central SE districts for light industrial, tech and financial services/call center employers to maximize our mass transit dollars for people who actually want to use it - and pay for it!	6/21/2013 5:54 PM
107	<b>Survey design feedback</b> The link went to page 16 instead of page 14 where the list of projects beginning with 1019 can be found, but I found the list.	6/21/2013 5:04 PM
108	<b>\$</b> <b>Roadway</b> roads are paid for by motor traffic, if bike people want to pay, then we can build	6/21/2013 4:31 PM
109	<b>General concerns</b> <b>Planning suggestions</b> Ask the local residents (VOTES with REAL ballots) first, before planning and expending money. Do you REALLY want another Clackamas County Light Rail situation again?	6/21/2013 9:50 AM
110	<b>\$</b> <b>Opposes projects</b> <b>Planning suggestions</b> The transit project does not have to include all of these related projects. It will become too costly and not proceed. Let them live on as separate, worthy projects.	6/20/2013 12:10 PM
111	<b>Environmental concerns</b> Incorporate urban forestry (street trees) with all local roadway projects. Consider creek ecology when siting trails.	6/20/2013 9:06 AM
112	<b>Miscellaneous</b> see comments in above question	6/16/2013 5:05 PM
113	<b>Survey design feedback</b> I would need more details before supporting.	6/14/2013 2:17 AM
114	<b>Supports projects</b> These projects are very important.	6/13/2013 8:30 PM
115	<b>General concerns</b> <b>Planning suggestions</b> Listing project in local capital improvement plans, transportation system plans, the Regional Transportation Plan and in TriMet's transit investment priorities does very little to get these improvements made. Yes let's make another list and another list after that and have another decade pass where we do not see these fairly affordable improvements actually get built/implemented. A more meaningful implementation trigger needs to be employed here.	6/13/2013 3:35 PM
116	<b>\$</b> <b>Opposes projects</b> No need to prioritize transit traffic any further. Save the funds.	6/13/2013 2:56 PM

## Q9 A list of the roadway, walking and biking projects related to local aspirations can be found here (starting with project #1019). Is there anything you want decision-makers to consider regarding these projects?

Answered: 114 Skipped: 840

#	Responses	Date
1	<b>Environmental concerns</b> <b>Planning suggestions</b> Please include park, wild spaces and water quality improvement.	6/26/2013 4:55 PM
2	<b>Planning suggestions</b> License bikes which use the roads.	6/26/2013 2:05 PM
3	<b>Planning suggestions</b> <b>Supports projects</b> The bicycle specific projects on the list should also be expanded to provide improvements for pedestrians, especially on SW Portland collector streets that are the primary connection from neighborhoods to key destinations, centers and transit service.	6/26/2013 1:27 PM
4	<b>Roadway</b> More roads, less bike lanes. More people will drive to transit locations than bike there	6/26/2013 10:46 AM
5	<b>Survey design feedback</b> I would need more than 21 days and compensation to be able to submit a complete improved plan.	6/26/2013 7:47 AM
6	<b>Local suggestions</b> <b>Opposes projects</b> <b>Roadway</b> <b>Supports projects</b> Add roads and sidewalks - eliminate the bike lanes on #1062 and #1129. Does #2001 really need to have more pedestrian crossings on a very busy and typically backed up highway. Really?? Do the people who come up with these plans every drive on these roads.	6/25/2013 10:40 PM
7	<b>Planning suggestions</b> I think you need to do some original thinking: what improvements would get people to major destinations such as...(see above.)	6/25/2013 8:10 PM
8	<b>Environmental concerns</b> Again, environmental protections are imperative, no matter which transit option. Once destroyed, they are almost impossible to replicate. Also, integrating natural areas enhance the businesses in town and transit centers. I like the web of trails and alternate routes envisioned by the Intertwine.	6/25/2013 7:13 PM
9	<b>Planning suggestions</b> Deprioritize automobile and only build for active transportation.	6/25/2013 6:23 PM
10	<b>Opposes projects</b> <b>Roadway</b> Those projects should be dropped from the list that are widening projects, not specifically related to transit, bicycles or pedestrians.	6/25/2013 5:54 PM
11	<b>Supports projects</b> Start first: 1129, 2001, 2070, 5004, 5006, 5013, 5020, 5048, 5049, 6002, 6004, 6005, 6042, 9029, and 9061.	6/25/2013 1:06 PM
12	<b>Planning suggestions</b> Would like to see less emphasis on only riding bikes to BRT/LRT; and/or more on riding bikes to facilities included with BRT/LRT such as a parallel bike highway, or ample ability to bring bike along on BRT/LRT. Many folks will need their bikes when disembarking to complete their trips; and when service is not available, the ability to ride along the same route as BRT/LRT should be included in construction for redundancy in the transit system.	6/25/2013 12:38 PM
13	<b>Supports projects</b> Roadway comes last. One should be able to make all trips on foot or bike safe from cars, trucks, and busses. Get it right from the beginning. You have to keep people out of cars and get people out of cars. The automobile is not sustainable. Global warming is real. Do not even consider making it easier for someone to drive in 2035. Think of your grandchildren and their grandchildren; be ashamed if you do not take their whole world into account. This is not tree-hugging, rather it is the deadliest threat of our time.	6/25/2013 12:07 PM
14	<b>Planning suggestions</b> To reduce congestion, all bus infrastructure projects need to include pullouts at the bus stops.	6/25/2013 12:00 PM
15	<b>Planning suggestions</b> please make walking safe from transit to schools.	6/25/2013 11:40 AM
16	<b>Roadway</b> Removing ongoing work on a 26th-25th- Spring Garden interchange improvement to support the Capitol Hiway improvement between Multnomah and the Crossroads is favoring fluff over fix at the Crossroads.	6/25/2013 11:20 AM
17	<b>\$</b> KILL THESE MONEY-SUCKING SPECIAL-INTEREST DRIVEN BUDGET BUSTERS!!! STICK TO THE BASICS!	6/25/2013 11:03 AM
18	<b>Planning suggestions</b> Scooters are becoming a popular mode of transportation here in the metro area, but rarely does any transportation plan acknowledge that. We need to make sure that there is adequate motorcycle/scooter parking and support. While motorcycles are generally ridden by young men, many women, middle-aged folks and seniors ride scooters -- the same people who also take public transportation.	6/25/2013 10:33 AM
19	<b>Planning suggestions</b> Pedestrian projects tied to transit projects MUST be directly related to each other. Metro is suggesting that BRT projects on Barbur are tied to bike projects in Murray hill, when they are five miles separated.	6/24/2013 9:49 PM



# Southwest Corridor Plan draft recommendation

20	<b>Roadway</b> Concentrate on the connector and arterial streets that are most deficient, i.e. no space for walkers or bikers, ditch drainage, narrow or no shoulders, and no good alternative routes.	6/24/2013 8:11 PM
21	<b>General concerns</b> <b>Planning suggestions</b> I have little faith in your agency's capacity at this point. I doubt that they can locate their posteriors with an atlas. The page was not oriented properly and the text dense. "Land use vision" is a weasel phrase, as tiresome as "local aspirations." It would seem to me that if your planners took the modeling of the ROW seriously, they would have done a little homework in this particular area. I have little doubt that what occurred instead on that scheduled day was a three-hour lunch at Buffalo Wild Wings.	6/24/2013 6:09 PM
22	<b>Planning suggestions</b> People DO NOT walk anywhere in Sherwood proper (downtown, not included) because there is TOO much traffic! Way too dangerous to bike or walk most places.	6/24/2013 5:48 PM
23	<b>Planning suggestions</b> Besides and equally important as how supportive a project is of HCT, decision-makers ought to ask how supportive a project is of local placemaking and of regional placemaking of the nodes illustrated by the 2040 Growth Concept Plan.	6/24/2013 4:39 PM
24	<b>Planning suggestions</b> Keep bikers off pedestrian side walks.	6/24/2013 3:44 PM
25	<b>Supports projects</b> The Boones Ferry and Barbur projects pique my interest.	6/24/2013 3:32 PM
26	<b>Planning suggestions</b> Make sure that we are investing in improvements that will encourage parents to allow their children to walk and bike to school.	6/24/2013 3:22 PM
27	<b>Survey design feedback</b> Cost/benefit ratio analysis	6/24/2013 3:00 PM
28	<b>Opposes projects</b> <b>Planning suggestions</b> Reality. Without having Trimet reconfigure how many bikes (2 now) can fit on a bus, having more places to ride a bike is crazy. I bought a bike I was going to ride 1/2 way to work. After I bought it I realized that there would never be any room on the buses.	6/24/2013 2:50 PM
29	<b>Roadway</b> Improvements needed for northbound traffic on Barbur to more easily access Capitol Highway heading to Multnomah Village.	6/24/2013 2:39 PM
30	<b>Planning suggestions</b> Please remember that Clackamas County has historically, as recently as the last election, voted against transit solutions that create higher taxes for the county (even as low as \$5/person). Lake Oswego, listed in the description above, is in Clackamas County and I don't think a significant enough number of that community's residents would use rapid transit even if they had the option to do so.	6/24/2013 2:26 PM
31	<b>Miscellaneous</b> See above notes.	6/24/2013 2:25 PM
32	<b>Miscellaneous</b> dk	6/24/2013 2:05 PM
33	<b>Planning suggestions</b> <b>Roadway</b> Go under or over roadways, especially busy highways like 99E as frequently as possible.	6/24/2013 1:57 PM
34	<b>Roadway</b> Make the 99W route a freeway!	6/24/2013 1:53 PM
35	<b>Roadway</b> <b>Supports projects</b> In order for a more balanced transportation system, especially in the southwest, getting the most out of the existing roadways near potential and current business destinations is critical. I would be very supportive of more walking and biking projects that spur retail and "main street" business corridors right in the neighborhoods.	6/24/2013 12:46 PM
36	<b>Planning suggestions</b> Be sure to establish the present demand. Sunset Bike & Ride still has not caught on, while Beaverton TC Bike & Ride apparently is quite popular.	6/24/2013 12:37 PM
37	<b>Opposes projects</b> No more bike paths on existing surface streets	6/24/2013 11:54 AM
38	<b>Survey design feedback</b> What other projects would be cut?	6/24/2013 11:18 AM
39	<b>Opposes projects</b> No	6/24/2013 11:18 AM
40	<b>Supports projects</b> I like the idea of connecting existing trails creating a network, plus the Barbur diet.	6/24/2013 10:36 AM
41	<b>Planning suggestions</b> Only lower middle class and poor people will live in transit corridors. Way too much noise, crime, and air pollution for middle and upper class people.	6/24/2013 10:30 AM
42	<b>Planning suggestions</b> <b>Supports projects</b> project 1129 - A better bikeway (continuous bike lane) is needed along hwy 99 through the south cities. Beside the high traffic volumes intimidating newer user, there are many intersections that could be improved to encourage bicycle use as well as many places along 99W that need bike lanes or wider bike lanes	6/24/2013 9:59 AM
43	<b>Environmental concerns</b> <b>Supports projects</b> It's turned sideways and hard to read. In general, I support anything that makes using modes than the automobile easy and driving more expensive (including increased time to drive and market rate parking).	6/24/2013 9:48 AM
44	<b>Environmental concerns</b> <b>Planning suggestions</b> Finish the connecting points of the Fanno Creek Trail.	6/24/2013 9:40 AM
45	<b>Planning suggestions</b> Prioritize safe routes to school projects.	6/24/2013 9:38 AM
46	<b>Planning suggestions</b> Again, find out if the community supports this through ballot measures and funding.	6/24/2013 9:23 AM
47	<b>Local suggestions</b> SW Stephenson and SW 35th avenues need sidewalks	6/24/2013 8:58 AM
48	<b>\$</b> <b>Opposes projects</b> We do not need any more money spent on the relatively few people that bike.	6/24/2013 8:19 AM

# Southwest Corridor Plan draft recommendation

49	<b>Miscellaneous</b> See previous comment.	6/24/2013 8:00 AM
50	<b>Opposes projects</b> <b>Planning suggestions</b> Take out bicycles - they are urban pests. They are a definite threat to pedestrians. Unless they have to have tests/licenses & actually follow the laws.....	6/24/2013 7:55 AM
51	<b>Opposes projects</b> Again could not open. Concentrate dollars on bus rapid transit and stops. Do not spend monise on other infrastructure projects as infered above..	6/24/2013 7:28 AM
52	<b>Roadway</b> Widen Hwy 26 tunnel or create another alternative for west side commuters to go across town on roadways.	6/23/2013 8:23 PM
53	<b>Planning suggestions</b> Again, we need separated infrastructure!	6/23/2013 5:39 PM
54	<b>Miscellaneous</b> See above answers.	6/23/2013 5:10 PM
55	<b>Miscellaneous</b> No comment- not my neighborhood, so I don't know that well.	6/23/2013 2:03 PM
56	<b>Environmental concerns</b> There seem to be a lot of road-widening projects. Although they include facilities like bike lanes, such projects may end up competing with transit rather than supporting it by enabling better driving conditions. Projects should be carefully evaluated to determine whether this is the case.	6/23/2013 1:55 PM
57	<b>Environmental concerns</b> Eliminate projects numbers 1044, 5059, 1019, 5006, and 5013. These projects increase greenhouse emissions by causing congestion. These projects also increase delays on the roadways impacting commuters who want to spend more time with their family and increase the cost of goods from delivery trucks being stuck in traffic.	6/23/2013 1:49 PM
58	<b>Supports projects</b> I'm not sufficiently familiar with these areas to have an opinion. But in general I would be supportive of multi-use options. In fact, highly supportive.	6/23/2013 12:15 PM
59	<b>\$</b> <b>Opposes projects</b> stop this...we don't need the crime...and we paid for everybody else to get max now they better pay for us...I won't vote for new taxes and will vote against politicians who raise taxes and ram this down our throats...stay out of hall/72nd/bonita/durham area....you are going to ruin our neighborhood...	6/23/2013 11:00 AM
60	<b>Opposes projects</b> Stay out of my neighborhood between Hall and 72nd...we don't want you here with bus/train...	6/23/2013 10:42 AM
61	<b>Environmental concerns</b> Please consider inviting environmental scientists and naturalists for input when selecting projects. A small project area could have huge impacts for some native species, and minimal differences in overall planning.	6/23/2013 9:50 AM
62	<b>Local suggestions</b> Links don't work. I support redoing Barbur, fixing the large traffic snags, like Terwilliger, the I5 onramp, and the right turn going to I-405. Also the bike lane should be physically separated from the traffic lane. Traffic calming would be good. I think that light rail should go on/next to the freeway instead of Barbur, or in a tunnel under Barbur. Capitol Hwy is horrible. Needs bike lanes from Hillsdale to Barbur, Needs safe crossing for bikes at Barbur, and at the freeway entrance. It is a scary place for bikers.	6/23/2013 9:15 AM
63	<b>Planning suggestions</b> Separate all paths and do not allow mixed traffic in the same areas.	6/23/2013 8:17 AM
64	<b>Planning suggestions</b> <b>Roadway</b> Individual passenger cars should be the number one priority, as this is the transportation mode selected by the majority of people.	6/23/2013 6:59 AM
65	<b>\$</b> don't overburden costs with \$ millions for other things	6/22/2013 11:03 PM
66	<b>Opposes projects</b> Only if the projects have local community support. I have little interest in what Metro planners have to say.	6/22/2013 8:38 PM
67	<b>Opposes projects</b> I am not at all sure that the "Barbur Lane Diet" is a good idea. During peak inbound times it will certainly reduce speeds -- most likely to zero. Do we really want to make this stretch of Barbur into a parking lot?	6/22/2013 7:19 PM
68	<b>Planning suggestions</b> As a family who mainly takes the street car and walks to get to our destination, streets like NW 12th Ave would be more suitable as pedestrian and bike only. We live downtown and, especially during summer when tourists arrive most often, we are often very fearful of being hit by vehicles that simply do not abide by the law. Safe streets, not just side walks, should be developed to make our city a true beacon in clean transportation. Main district streets like Alberta, Mississippi, Hawthorne, Belmont and Tacoma should be reserved for public transit, pedestrian and bike traffic only. People driving in would be required to hop on a bus or street car if they didn't want to or could not trouble themselves to walk a few blocks. If this idea were implemented, where cars are usually parked would open up to new vendors like street art, musicians and food carts. It would make already popular districts that much more popular and would bring together an even stronger sense of community. If you want to get serious about this or have already been thinking about it, I am a community development major who minors in sustainability at PSU. Please call me at 503-901-5168.	6/22/2013 6:59 PM
69	<b>Planning suggestions</b> <b>Supports projects</b> Project #1044 is the most important project and would solve the most problems.	6/22/2013 5:25 PM
70	<b>Opposes projects</b> When you have pathways along the rivers and streams, the wildlife disappears. Who will clean up the litter? What happens when a discarded cigarette ignites dry grass and fire races up hills to residential property? Whose land are you going to take for these trails?	6/22/2013 3:48 PM
71	<b>Supports projects</b> Many of these projects will create spill over benefits for the local community and enhance local commercial corridors. The projects that have the most multiple benefits should move forward	6/22/2013 3:37 PM

# Southwest Corridor Plan draft recommendation

72	<b>Survey design feedback</b> Same comment as above. This is too complex and detailed for the general public to give any kind of usable feedback.	6/22/2013 11:42 AM
73	<b>Planning suggestions</b> I am unable to dedicate the time to thoroughly reading the pdf... But my biggest concern is missed opportunities. I believe the plan should have an eye towards the future. While it is reasonable and expected that the development of the SW Corridor project evolve through a number of phases, I believe the ultimate goal should envision a city in the 22nd and 23rd centuries and begin pushing towards that goal. "Seize the opportunity", should be the motto. Portland truly has the very fortunate location in space and time to plan and achieve a 23rd century vision, something that most other cities do not and cannot have. Now is the time to do it properly.	6/22/2013 11:42 AM
74	<b>Planning suggestions</b> As above. Not full and future development to maximum r-o-w in SW areas with pavement!	6/22/2013 11:40 AM
75	<b>Opposes projects</b> No	6/22/2013 11:17 AM
76	<b>Supports projects</b> again--this is a good idea for the whole system.	6/22/2013 11:01 AM
77	<b>\$ Opposes projects</b> STOP THIS WASTE OF MONEY NOW!!!	6/22/2013 10:37 AM
78	<b>Opposes projects</b> cancel it.	6/22/2013 10:04 AM
79	<b>Opposes projects</b> I've walked and ridden bikes throughout the Southwest corridor for many decades now, and they are just lovely already. Don't need any more transit projects. Please leave our community alone, already!	6/22/2013 9:19 AM
80	<b>Survey design feedback</b> Local area not on list.	6/22/2013 9:01 AM
81	<b>Local suggestions</b> <b>Roadway</b> With all the development in the Bull Mountain area it seems clear that Scholls Ferry Road, even at its current 5 lanes, is inadequate for through traffic out to the extreme southwest. Are there plans for a limited access road to provide high volume access to this area and perhaps others? (Revisit the westside bypass idea from the 1970s?)	6/22/2013 8:18 AM
82	<b>Survey design feedback</b> Please know that your "public input" is skewed by your questions, your "process" and your pre-formed conclusions. "The public has spoken and we are responding" is just not true. If you're certain you have the public's support, then put any major expenditures to a general vote, if you dare. If not, quit pretending.	6/22/2013 4:46 AM
83	<b>Local suggestions</b> <b>Supports projects</b> The Barbur lane diet is critical to improving the pedestrian friendliness of the neighborhood. This is an idea with very strong community support. The Naito Parkway reconstruction is critical to reconnecting South Portland. The connection between PSU, OHSU, Barbur, Lair Hill, and South Waterfront will not be complete without it. The Naito tunnel/bridge area around Barbur wastes a large area which could be developed, increasing urban density and livability. The pedestrian crossing on Corbett over I-5 needs a higher rail on the sides and preferably a wider sidewalk. With the traffic zipping by on Corbett, and the dizzying prospect of I 5, this is an unpleasant crossing. It is not encouraging to pedestrians and feels unsafe. It is the crucial pedestrian connection between John's Landing and Lair Hill.	6/22/2013 3:03 AM
84	<b>Supports projects</b> Same as above. I wholeheartedly support improvements to bike and pedestrian facilities in SW Portland. I like the "road diet" recommendations too, which will help to make neighborhoods more livable by reducing the speed of through-traffic.	6/22/2013 1:00 AM
85	<b>Local suggestions</b> As above. Barbur has bike lanes already, needs additional cross walks with push button lights. 4 way stop at Dartmouth and 72nd should be converted to a real stop light, particularly if Walmart will be built shortly.	6/22/2013 12:23 AM
86	<b>Opposes projects</b> I don't see the return on investment here.	6/21/2013 11:15 PM
87	<b>Supports projects</b> More bicycle infrastructure means less transportation costs for the city. Less space lost to car infrastructure (especially onstreet parking) means more space recovered as taxable land, and higher income for the city.	6/21/2013 11:15 PM
88	<b>Opposes projects</b> Money we don't have, for service we don't need. Nice, yes... Need.. NO Please, leave us alone. Leave our roads alone. Wherever these projects start, business are closed, construction makes travel a nightmare and the finished project ruins our neighborhoods leaving us worse off than before.	6/21/2013 11:10 PM
89	<b>Opposes projects</b> <b>Planning suggestions</b> I am not inclined to support projects that require more land acquisition until we develop access routes to the fullest extent possible on existing lands. I realize this may mean gaps. But we need to demonstrate stewardship of lands already in our domain.	6/21/2013 11:07 PM
90	<b>Survey design feedback</b> The link doesn't appear to be working.	6/21/2013 10:29 PM
91	<b>\$ Opposes projects</b> WHAT CAN I SAY, YOU ARE GOING TO WASTE OUR TAX DOLLARS ON THIS CRAP THAT ONLY LOWLIFES WILL USE ANYWAY.	6/21/2013 10:28 PM
92	<b>Planning suggestions</b> Yes. Walking and bicycling are good forms of exercise, but as a mode of practical transportation they were rendered obsolete a hundred years ago. Smaller fuel efficient automobiles will serve us well into the future.	6/21/2013 9:50 PM
93	<b>Survey design feedback</b> I'm trying to read the PDF on my iPad and cannot even locate project #1019. A list of projects with short descriptions would have been more helpful than this full report. I can't give you informed feedback.	6/21/2013 9:42 PM

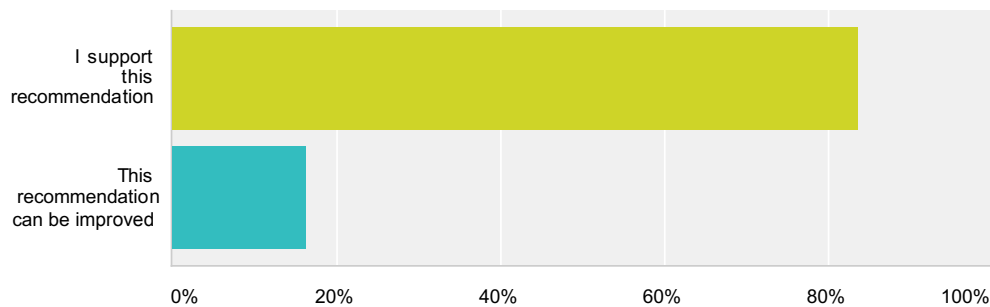
# Southwest Corridor Plan draft recommendation

94	<b>Planning suggestions</b> See previous comment...projects must be contextualized with adjacent land use and current use of rights of way (i.e. major bikeways should not be overlaid onto major truck streets for obvious safety and air quality reasons).	6/21/2013 9:26 PM
95	<b>Planning suggestions</b> I am leery of reducing the number of lanes on Barbur between Terwilliger and Capitol. I think it would be wiser to look at larger traffic patterns and attempt to figure out a way to either time traffic flow better or divert it into other parts of the broader corridor.	6/21/2013 9:20 PM
96	<b>Roadway</b> Cars are more flexible and cost-saving. Put the gas tax and transportation income into more roads for cars.	6/21/2013 9:11 PM
97	<b>Planning suggestions</b> Any new commercial/residential development needs to be required to include transportation needs of the users outside of individual motorized vehicles	6/21/2013 9:02 PM
98	<b>Survey design feedback</b> Rotate the scan of the list.	6/21/2013 9:01 PM
99	<b>Miscellaneous</b> Remove all illegals from the state of Oregon!	6/21/2013 7:46 PM
100	<b>Local suggestions</b> ST FIX THE EXISTING ROADS, REDUCE BARBUR TO 2 LANES AND CREATE BIKE AND PEDESTRIAN ACCESS	6/21/2013 7:10 PM
101	<b>Planning suggestions</b> Biking & walking are low volume options. People in suburbs drive cars. Focus on improving vehicle traffic flow including synchronized stop lights.	6/21/2013 6:32 PM
102	<b>Opposes projects</b> Waste.	6/21/2013 6:07 PM
103	<b>Planning suggestions</b> See my answer about the LO trolley line.	6/21/2013 5:54 PM
104	<b>Planning suggestions</b> Separate bicycles from cars. Bike lanes separated by medians are far better than trying to "share the road" with cyclists who tend to disappear in traffic. Bike injuries and fatalities are increasing in the Portland area.	6/21/2013 5:04 PM
105	<b>Local suggestions</b> Transit Center stop with parking at the intersection of Boones Ferry Rd and Kruse Way with a frequent shuttle bus between this new transit center and the Tigard Transit Center and/or the proposed 72nd light rail stop near the intersection of I-5 & Hwy 217.	6/21/2013 4:35 PM
106	<b>Supports projects</b> Applaud the improvements suggested for Tualatin and think more needs to be done to allow safe biking/walking around and improve congestion in town and along I-5 to and from Tualatin.	6/21/2013 10:53 AM
107	<b>Planning suggestions</b> <b>Roadway</b> 1019 is just plain stupid. If undertaken, it would require a recall election! NEVER take lanes away from a BUSY road. What are you THINKING? 5006 Same as above. What are you THINKING? Reduce speed on major thoroughfares? By reducing the number of lanes? First of all, reducing the lanes won't slow people down. Every . It just makes it much more difficult for peds and bikes to navigate. And second: Stop SOCIAL ENGINEERING our neighborhoods! If Portland wants to do that, fine, that is then. But keep these insane idiocies out of Washington (and Clackamas) County! 5037 Hall blvd in general Doesn't need 3 lanes. Don't steal people's yards and parking lots! IF you can improve bike paths without taking property, that would be a good thing. You do not need to widen the number of lanes to do that though. 6042, 9029, 9061: These are good ideas, that should not impact private property, and can be achieved for a reasonable price.	6/21/2013 9:50 AM
108	<b>Local suggestions</b> connect existing sidewalks with other sidewalks, thus making it safer to walk from neighborhood to neighborhood.	6/20/2013 11:12 PM
109	<b>Supports projects</b> It is important to publicize this approach so that a greater number of people will understand and appreciate the incremental improvement approach already underway to enhance transit by means other than vehicular travel.	6/20/2013 1:03 PM
110	<b>Environmental concerns</b> 99W needs some trees! Include the Tualatin River Water Trail in corridor planning.	6/20/2013 9:06 AM
111	<b>Supports projects</b> Project #1154 is absolutely critical to traffic in the region and must be considered Project #5020 should be lower priority, there is limited biking/pedestrian destinations on Tonquin unless Tonquin itself is improved significantly. Project #6042 is a great idea and would really help connect the two "halves" of Sherwood for bikers	6/17/2013 2:19 PM
112	<b>Local suggestions</b> Sorry couldn't get this up to be able to read it. Hoping some of this is in Tualatin as THAT would be important to me.	6/17/2013 8:59 AM
113	<b>Supports projects</b> The project called Naito Improvements is much more than just "transit-related." It has the potential to totally transform a neighborhood into one where transit and other alternatives could easily become the primary mode for residents. Much of the SW Corridor HCT, as with other HCT routes, serves mainly to facilitate long-distance commuting from suburban communities, often at the expense of Portland's closer-in neighborhoods. The Naito Improvements project, on the other hand, would boost ridership in a neighborhood where roadways over the years have created impediments to transit use.	6/14/2013 12:09 PM
114	<b>Supports projects</b> The Barbur lane diet is an extremely smart idea. This will prevent deaths and provide safe commuting choices for many people who would otherwise be forced to drive. Also, redesigning the Ross Island Bridge/Naito Parkway ramps and simplifying those intersections will make a huge difference in connecting a severely fragmented neighborhood.	6/13/2013 8:30 PM



**Q10 PARKS AND NATURAL RESOURCES PROJECTS** There are a number of potential green projects that support the natural amenities in the corridor. These projects include parks, trails, natural areas, stormwater facilities, green streets and natural resource enhancements such as wildlife corridors and improved culverts for fish passage. These projects also came from community plans, technical analysis and public input. It is recommended that these potential projects are supported through their inclusion in local and regional plans.

Answered: 688 Skipped: 266



Answer Choices	Responses	
<b>I support this recommendation</b>	<b>83.72%</b>	576
<b>This recommendation can be improved (describe below)</b>	<b>16.28%</b>	112
<b>Total</b>	<b>688</b>	

#	Please be specific	Date
1	<b>Opposes projects</b> i think SW is doing very well in greenways - do we need more resources f for this? probably not.	6/26/2013 8:01 PM
2	<b>Planning suggestions</b> I think it would be less confusing and complicated if such projects, or applicable components of these projects, could be integrated into the transportation-oriented categories identified above. An added benefit of such integration would be to facilitate ability to compare these projects using the criteria established for transportation actions.	6/26/2013 1:58 PM
3	<b>Planning suggestions</b> Some of these projects seem to deviate from the primary mission of the project: transit improvement. Stay focused on what is necessary.	6/26/2013 11:16 AM
4	<b>Opposes projects</b> NO NO NO, this is a transit thing, you will lose support if you want to start buying parks as part of this	6/26/2013 10:46 AM
5	<b>Environmental concerns</b> As much green space & walking trails as possible	6/26/2013 9:41 AM
6	<b>Survey design feedback</b> I would need more than 21 days and compensation to be able to submit a complete improved plan.	6/26/2013 7:47 AM
7	<b>\$ Opposes projects</b> We have limited funds for any of the above and I would suggest postponing all of the above until we have a lot more money to spend than our local, regional and state or federal have at this time. There is a time for everything and we need to focus on the most important ways to use limited funds. Wildlife corridors and improved culverts for fish are really low on the list of necessities.	6/25/2013 10:40 PM
8	<b>\$</b> As long as it doesn't cost us the tax payers any more money at the state/local level	6/25/2013 9:55 PM
9	Southwest Corridor Plan Public involvement report 124	6/25/2013 July 2013

# Southwest Corridor Plan draft recommendation

10	<b>Environmental concerns</b> Again, environmental protections are imperative, no matter which transit option. Once destroyed, they are almost impossible to replicate. Also, integrating natural areas enhance the businesses in town and transit centers. I like the web of trails and alternate routes envisioned by the Intertwine.	6/25/2013 7:13 PM
11	<b>Environmental concerns</b> Focus on: PDX-88, 89, 44, 45, 46, 47, 51, Remove fish barriers.	6/25/2013 5:11 PM
12	<b>\$</b> Don't waste too much money on this part. Tigard, at least, already has exceeded most cities in this aspect.	6/25/2013 1:50 PM
13	<b>Environmental concerns</b> No lip-service, please. These projects should impress even people who think you are giving them a sop by their quality and extent.	6/25/2013 12:07 PM
14	<b>Opposes projects</b> These projects need to be separated out and built through separate funding sources.	6/25/2013 12:00 PM
15	<b>Opposes projects</b> Serious, I thought this was a study to solve transportation issues. Drop this from the study.	6/25/2013 11:47 AM
16	<b>Environmental concerns</b> Please green Pacific Hwy	6/25/2013 11:40 AM
17	<b>Environmental concerns</b> <b>Planning suggestions</b> The projects need to be prioritized to identify where stormwater benefits can be gained to address the impacts of premitigation developed areas infill as well as whether long term area wide versus site specific stormwater management will satisfy the land use needs of the community especially the aspirational needs.	6/25/2013 11:20 AM
18	<b>\$</b> <b>Opposes projects</b> KILL THESE MONEY-SUCKING SPECIAL-INTEREST DRIVEN BUDGET BUSTERS!!! STICK TO THE BASICS!	6/25/2013 11:03 AM
19	<b>Environmental concerns</b> when are you guys going to finish the fanno creek trail just north of 99W near the george morlan plumbing place? According to the sad little sign there, it was supposed to be completed summer 2012.	6/25/2013 10:59 AM
20	<b>\$</b> <b>Opposes projects</b> Reduce this aspect to reduce costs.	6/25/2013 10:06 AM
21	<b>Environmental concerns</b> One thing that keeps me from moving closer to Sylvania or SW is the lack of areas to walk like Mt. Tabor, Powell Butte, where there is a sense of the wildness of Oregon.	6/25/2013 7:23 AM
22	<b>Environmental concerns</b> include equestrian trails	6/25/2013 6:48 AM
23	<b>Opposes projects</b> <b>Planning suggestions</b> Transportation implementation should not wait for funding for this element.	6/24/2013 10:45 PM
24	<b>Opposes projects</b> <b>Planning suggestions</b> Park projects need to be removed from this, this is a TRANSPORTATION PROJECT.	6/24/2013 9:49 PM
25	<b>Environmental concerns</b> I hope you also mean inclusion in the SW Corridor Plan and anything ODOT might do. Green enhancements should be folded into projects wherever possible.	6/24/2013 8:11 PM
26	<b>Environmental concerns</b> Keep this folly away from existing green projects. Construction in those areas will traumatize what little success has been yet advanced.	6/24/2013 6:09 PM
27	<b>Planning suggestions</b> TUALATIN HILLS PARKS AND REC ADDRESSES THESE ISSUES ADEQUATELY	6/24/2013 4:36 PM
28	<b>Supports projects</b> Don't know if it's an improvement or already included -- I like the grassy culverts for run off. Nice addition.	6/24/2013 3:44 PM
29	<b>Supports projects</b> I heartily support these projects. Our growth is not just about 'us' but about the world we live in.	6/24/2013 3:16 PM
30	<b>Environmental concerns</b> No to more walking trails. Stormwater facilities should be in place already. The wildlife and fish are extremely important but keeping them safe is very hard. There are many people who harass wildlife and have them in confined corridors make them more easily to be victimized. They need safe habitat.	6/24/2013 2:50 PM
31	<b>Opposes projects</b> <b>Planning suggestions</b> I would focus on the transit first, then worry about the greening if/when it has been decided to build / develop transit.	6/24/2013 2:23 PM
32	<b>Opposes projects</b> Please don't! Our money can be better used than this. We don't have that much anyway, in case you haven't noticed.	6/24/2013 1:53 PM
33	<b>Opposes projects</b> NO more regional parks!!	6/24/2013 11:54 AM
34	<b>\$</b> Though all this sounds great let's be practical. So you engage a study and it says to do all these great things that everyone agrees the community will love. Where is the money going to come from? I think you need to find the money first - before paying a bunch of consultants to do a study. Finding the money isn't just about the cost of building the system but also about where the operating funds are going to come from.	6/24/2013 11:21 AM
35	<b>Planning suggestions</b> How does a park fit in a bus service project?	6/24/2013 11:18 AM
36	<b>Environmental concerns</b> Finish the connecting points of the Fanno Creek Trail.	6/24/2013 9:40 AM
37	<b>Planning suggestions</b> While they should be considered, they should be secondary to the ultimate goals of improved transportation network.	6/24/2013 9:29 AM
38	<b>Planning suggestions</b> On the surface, these appear to be good ideas but other projects would be delayed if these are prioritized.	6/24/2013 9:23 AM

# Southwest Corridor Plan draft recommendation

39	<b>Planning suggestions</b> Please include projections for continued maintenance for all natural resource projects. We need to understand costs beyond initial acquisition and construction.	6/24/2013 8:54 AM
40	<b>Environmental concerns</b> Its great to have all these natural areas, however until we curb the pollutants dumping into these areas it is a waste of time.	6/24/2013 8:19 AM
41	<b>Opposes projects</b> don't spend transit money on natural resources; this just makes the project more costly...fund natural resources with a natural resources budget, not transit.	6/24/2013 8:04 AM
42	<b>Opposes projects</b> <b>Planning suggestions</b> Concentrate dollars on bus rapid transit and stops. Do not spend monies on other infrastructure projects. Do not spend monies on parks, trails, natural areas, stormwater facilities, green streets and natural resource enhancements such as wildlife corridors and improved culverts for fish passage. Concentrate monies and efforts on bus rapid transit and stops only!	6/24/2013 7:28 AM
43	<b>Opposes projects</b> <b>Planning suggestions</b> Not necessary , focus on transportation instead	6/23/2013 9:55 PM
44	<b>Planning suggestions</b> streams should be kept in the states as they are, locals should vote if they want a new park on their own, not handed a park that no one knew was coming with money that they didn't know they spent.	6/23/2013 8:23 PM
45	<b>Planning suggestions</b> <b>Supports projects</b> If they are projects that need to be addressed when installing a portion of the transit system that directly effects certain areas, then yes, they must be addressed. Otherwise, they can be supported at another date and time.	6/23/2013 5:10 PM
46	<b>Environmental concerns</b> <b>Survey design feedback</b> Include projects to mitigate or minimize damage from new transit development in transit plans and budgets. Beyond that, this question is circular- the projects came from plans, you're asking if they should be included in plans. Question is poorly written and sounds like a setup.	6/23/2013 2:03 PM
47	<b>Planning suggestions</b> Developers have the opportunity to build in or connect trails and parks as they plan their projects. I think more emphasis should be placed on approving private development plans that incorporate the area plans.	6/23/2013 12:34 PM
48	<b>Decision-making</b> Transit improvement is the priority and it will be expensive. Green options should be implemented with cost as the highest priority. Some may not be possible in this context.	6/23/2013 12:20 PM
49	<b>Planning suggestions</b> stop this...we don't need the crime...and we paid for everybody else to get max now they better pay for us...I won't vote for new taxes and will vote against politicians who raise taxes and ram this down our throats...stay out of hall/72nd/bonita/durham area....you are going to ruin our neighborhood...	6/23/2013 11:00 AM
50	<b>Environmental concerns</b> I think all green space available should be purchased and preserved. If it cannot be developed now, so be it. But it needs to be secured.	6/23/2013 9:15 AM
51	<b>Supports projects</b> I 100% support projects for parks, trails, natural areas, stormwater facilities, green streets and natural resource enhancements such as wildlife corridors and improved culverts for fish passage	6/23/2013 9:13 AM
52	<b>Planning suggestions</b> Keep light rail and other routes out of Tualatin's parks.	6/23/2013 9:05 AM
53	<b>Opposes projects</b> excessive	6/23/2013 8:50 AM
54	<b>Opposes projects</b> Parks and Natural resources should be funded and maintained only by volunteers and charity. Taxpayer resources should NOT be used. You love nature, then you take care of it.	6/23/2013 8:28 AM
55	<b>Opposes projects</b> Don't enhance, waste my tax dollar.	6/23/2013 8:17 AM
56	<b>Opposes projects</b> just don't add them to this project	6/22/2013 11:03 PM
57	<b>Environmental concerns</b> The park facilities in SW PDX are depressing & in dismal condition. I'd love to see some resources allocated to upgrading the play areas and walking paths.	6/22/2013 9:27 PM
58	<b>Planning suggestions</b> Only if these projects have local community support. I have little interest in what Metro planners have to say.	6/22/2013 8:38 PM
59	<b>Environmental concerns</b> These projects should also be considered as potential mitigation work for transit and related projects.	6/22/2013 7:19 PM
60	<b>Planning suggestions</b> These are unrelated to transit; therefore, transit resources should not be devoted to them. I realize that it's trendy for planners and bureaucrats to divert resources to unrelated issues (see: litigation - Portland Water Bureau) - but it's basically theft and needs to stop. If you think people want ever more trails and green streets and so on, then you should request funding for such - separate from transit funding.	6/22/2013 7:10 PM
61	<b>Miscellaneous</b> as long as it can be implemented	6/22/2013 4:04 PM
62	<b>Supports projects</b> i highly support this plan	6/22/2013 3:53 PM
63	<b>Planning suggestions</b> This should be a low priority	6/22/2013 3:50 PM
64	<b>Opposes projects</b> I do not support trails in wildlife areas. Much habitat is destroyed.	6/22/2013 3:48 PM
65	<b>Opposes projects</b> Stop levying more property tax increases.	6/22/2013 3:47 PM
66	<b>Planning suggestions</b> Again, projects that can demonstrate the most multiple benefits should be the ones that move forward (lets get the most bang for our buck)	6/22/2013 3:37 PM

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67	<b>Environmental concerns</b> But please keep the main focus on the parks & trails first. There are plenty of non-profit & environmental groups that can start to put their money where their mouths are to fund culverts for fish passages instead of them asking for everyone to pay. Each should be determined as locally as possible (i.e. neighborhood associations, towns, districts).	6/22/2013 1:08 PM
68	<b>Planning suggestions</b> put last in spending plans	6/22/2013 11:59 AM
69	<b>Opposes projects</b> These things are luxuries, not necessities.	6/22/2013 11:42 AM
70	<b>Environmental concerns</b> Yes! But some raccoon traps wouldn't hurt now and then! Cannot stormwater be stored to water the walkway/green streets landscaping? I understand about the capture basins in the street but seems like there could be some sort of collection and containment system that could be hooked up to a drip feed line to keep the plantings green. Want, want, want...	6/22/2013 11:42 AM
71	<b>Environmental concerns</b> Beter, more naturalization oriented standards from which to work prior to implementing such projects in SW.	6/22/2013 11:40 AM
72	<b>Planning suggestions</b> This should be secondary, not primary, consideration	6/22/2013 11:30 AM
73	<b>Environmental concerns</b> This should be a number one priority in any scenario.	6/22/2013 11:25 AM
74	<b>Planning suggestions</b> Be certain that there is a strategy for long-term funding for maintenance before starting any capital improvements.	6/22/2013 11:17 AM
75	<b>Planning suggestions</b> Stop using "natural areas" as a smokescreen to push transit on us. This survey is misleading and full of "prior agendas"	6/22/2013 11:09 AM
76	<b>Planning suggestions</b> stop spending dollars which we do not have.	6/22/2013 10:37 AM
77	<b>Opposes projects</b> eliminate from consideration	6/22/2013 10:29 AM
78	<b>Opposes projects</b> by cancelling it. Until the econmy recovers	6/22/2013 10:04 AM
79	<b>Planning suggestions</b> We have easily accessible parks and fields already. Don't need any more of these projects. Things are already great. Please leave us alone, already!	6/22/2013 9:19 AM
80	<b>Planning suggestions</b> Only within reason	6/22/2013 9:07 AM
81	<b>Opposes projects</b> The purpose of mass transit is to move people. Tri-Met has trouble with that now. Don't add to the projects anything beyond their limited ability.	6/22/2013 8:09 AM
82	<b>Decision-making</b> <b>Survey design feedback</b> Please know that your "public input" is skewed by your questions, your "process" and your pre-formed conclusions. "The public has spoken and we are responding" is just not true. If you're certain you have the public's support, then put any major expenditures to a general vote, if you dare. If not, quit pretending.	6/22/2013 4:46 AM
83	<b>Planning suggestions</b> These types of improvements should be planned and funded by local agencies, not metro.	6/22/2013 2:21 AM
84	<b>Miscellaneous</b> I don't know.	6/22/2013 1:55 AM
85	<b>Planning suggestions</b> Reduce the number of potential project supporting parks and natural resources by one-third to keep the energy focused on T R A N S P O R T A T I O N	6/22/2013 1:51 AM
86	<b>Planning suggestions</b> I would like to see these funded by the growth in the area, not by existing residents, since it is because of growth that they are needed.	6/21/2013 11:51 PM
87	<b>\$</b> <b>Opposes projects</b> give all the green projects a break and work on the transit mess.....you do not have the money or the support in Washington County to do all of this...	6/21/2013 11:12 PM
88	<b>Opposes projects</b> Green is used to sell every project. We have enough of the above. We don't need anymore. NO!	6/21/2013 11:10 PM
89	<b>Planning suggestions</b> get the storm water out of the project. Where does the water go now has never been answered.	6/21/2013 10:54 PM
90	<b>Miscellaneous</b> ????????????	6/21/2013 10:28 PM
91	<b>Miscellaneous</b> Who knows?	6/21/2013 10:17 PM
92	<b>Opposes projects</b> do not fund; other funding is available	6/21/2013 10:05 PM
93	<b>Supports projects</b> plan to do this work now as it will only get more expensive.	6/21/2013 9:43 PM
94	<b>Environmental concerns</b> We have enough green areas and parks.	6/21/2013 9:36 PM
95	<b>Environmental concerns</b> <b>Supports projects</b> These plans should be balanced with the need to supply industrial lands to support traded sector economic development. Looking at the region, we seem to be amply supplied in open space, parks, and natural amenities while facing a scarcity of industrial land, high unemployment among certain skill and ethnic demographics, an increasing income inequality. So long as opportunities for traded sector economic development are not being traded off for additional open space, I could be supportive of this policy approach.	6/21/2013 9:26 PM
96	Southwest Corridor Plan public involvement report What does the report have to do with transportation networks getting people to work?	6/21/2013 9:23 PM July 2013

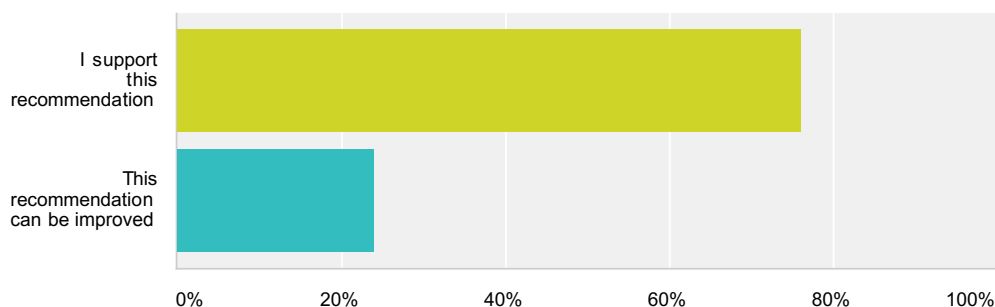


# Southwest Corridor Plan draft recommendation

97	<b>Planning suggestions</b> Cars are more flexible and cost-saving. Put the gas tax and transportation income into more roads for cars.	6/21/2013 9:11 PM
98	<b>Planning suggestions</b> List the projects which can be completed within a short timeline.	6/21/2013 8:58 PM
99	<b>Opposes projects</b> These amenities add to the costs of transportation and can be done without.	6/21/2013 8:26 PM
100	<b>Environmental concerns</b> <b>Survey design feedback</b> Does the above mean that you will not attempt to integrate (and/or fund) any such projects in the overall plan, and that you will leave these potential projects totally up to local jurisdictions? If that's what the above paragraphs actually say, then I say that is a huge mistake.	6/21/2013 7:58 PM
101	<b>Opposes projects</b> I do not support any Agenda 21 initiatives.	6/21/2013 7:53 PM
102	<b>Miscellaneous</b> Remove all illegals from the state of Oregon!	6/21/2013 7:46 PM
103	<b>Planning suggestions</b> This doesn't belong as part of high level transportation discussion	6/21/2013 7:28 PM
104	<b>Planning suggestions</b> Keep the focus first on transportation. Every dollar spent on green streets, open space, etc., as valuable as they are takes a dollar away from transportation.	6/21/2013 7:19 PM
105	<b>Environmental concerns</b> INCREASE THE WATERSHED/CULVERT AREAS, MANDATE WILDLIFE ONLY ZONES, BAN CUTTING DOWN TREES	6/21/2013 7:10 PM
106	<b>Planning suggestions</b> I do not recommend any more WES. Ridership is down. There are no jobs.	6/21/2013 6:59 PM
107	<b>Opposes projects</b> Should t be part of transportation plan.	6/21/2013 6:57 PM
108	<b>Opposes projects</b> I do not support this. Each individual gov't entity should be free to go its own way at the direction of its voters.	6/21/2013 6:57 PM
109	<b>Planning suggestions</b> Biking & walking are low volume options. People in suburbs drive cars. Focus on improving vehicle traffic flow including synchronized stop lights.	6/21/2013 6:32 PM
110	<b>Planning suggestions</b> Focus on the transportation for moving from point A to B without a stop to smell the roses in a park.	6/21/2013 6:28 PM
111	<b>Opposes projects</b> fish culverts in WA county---really? Green ways so that cougars can move through while they hunt pet cats or children? Stop wasting money	6/21/2013 6:27 PM
112	<b>Opposes projects</b> Wasteful spending.	6/21/2013 6:07 PM
113	<b>Environmental concerns</b> I support the naturalizing of green spaces and water ways. Like what is taking place in Westmoreland Park. I lived in Bend for many years and I think the way they have balanced public access with respect for natural resources and wildlife should be a model for Metro.	6/21/2013 5:54 PM
114	<b>Planning suggestions</b> I would support a rise in City and Clean Water Services storm water management fees to fairly share the cost of storm water treatment which is a benefit to all who reside the entire drainage basin.	6/21/2013 5:04 PM
115	<b>General concerns</b> Generally speaking you do not have money or a citizen imperative to do much if any of these things. As the recent Parks vote should have shown you, it failed in both Washington and Clackamas County. You should rescind the results and only include Portland in your new taxes. Continued projects like what you describe above will only strengthen the "cancel Metro" movement that is growing in the Counties.	6/21/2013 9:50 AM
116	<b>Environmental concerns</b> rain gardens are attractive and enhance the beauty of parks and trails, etc. I would like to see more rain gardens similar to the one by the sewage treatment building in the Tualatin Park.	6/20/2013 11:12 PM
117	<b>Environmental concerns</b> <b>Planning suggestions</b> Environmental expectations for urban areas may be too high. By fully developing urban areas, countless acres of farm and forest lands will be preserved in the future. That is a bigger environmental contribution than putting swales on every street.	6/20/2013 12:10 PM
118	<b>Environmental concerns</b> Remove instream dams that heat up water and block fish passage. There are many on Fanno Creek and Summer Creek.	6/20/2013 9:06 AM
119	<b>Environmental concerns</b> Parks and green spaces are what make Portland such an attractive place to live. These amenities need to be understood to have a high tangible value.	6/13/2013 8:30 PM
120	<b>Planning suggestions</b> Do not allow diverted traffic to flow to Terwilliger Boulevard or up through the Marquam Hill neighborhoods ("cut-through traffic". This is both highly undesirable and a violation of the Marquam Hill Plan, The Terwilliger Parkway Plan, and adopted ordinances relating to these plans.	6/13/2013 7:42 PM
121	<b>Planning suggestions</b> Increase trails and access to these trails for everybody including walkers, bikers, runners, dog owners, etc.	6/13/2013 2:56 PM

**Q11 DEVELOPMENT STRATEGY** It is recommended that local and regional governments adjust regulations and policies and develop incentives to stimulate private investment in Southwest Corridor communities. Regulatory tools such as development incentives or zoning codes and land use policies can help communities intentionally steer development to achieve local aspirations.

Answered: 677 Skipped: 277



Answer Choices	Responses	
I support this recommendation	76.07%	515
This recommendation can be improved (describe below)	23.93%	162
Total	677	

#	Please be specific	Date
1	<b>Supports incentives</b> Actually, I support this, but I just wanted to say that I hope that not too much is given away in development incentives.	6/27/2013 2:14 PM
2	<b>Planning suggestions</b> incentives should be designed to ensure compliance. for instance, only cut property taxes if certain targets are met and maintained.	6/27/2013 12:25 AM
3	<b>General concerns</b> <b>Planning suggestions</b> i'm not sure that freezing local property taxes and offsetting with general fund dollars is such a good idea for these things. these development corridors seems to screw the school system and other local agencies dependent on property tax dollars which we all eat in the end in some form.	6/26/2013 8:01 PM
4	<b>Miscellaneous</b> Not sure about this.	6/26/2013 6:07 PM
5	<b>Environmental concerns</b> protection and improvement of wetlands must be T.O.M.	6/26/2013 4:55 PM
6	<b>Planning suggestions</b> It seems that a thorough market analysis and best practices guidance would be beneficial to "right size" the potential incentives, and to strategically stimulate the desired types of private investments (v.s. unintended uses that may be able to exploit such incentives).	6/26/2013 1:58 PM
7	<b>Opposes incentives</b> NO NO NO, this is a Metro thing, why force your plans on local governments to pay for.	6/26/2013 10:46 AM
8	<b>Planning suggestions</b> It's time for cyclists to enjoy the cost of transportation- they need to pay for parking, perhaps through licensing and registration of bikes, that could generate more income to assist with expenses of transportation improvements for bikeways.	6/26/2013 10:09 AM
9	<b>Planning suggestions</b> Much should be taxpayer supported	6/26/2013 9:41 AM
10	<b>Survey design feedback</b> I would need more than 21 days and compensation to be able to submit a complete improved plan.	6/26/2013 7:47 AM
11	<b>General concerns</b> Local and regional governments are not held in high regard by most voters at the current time. Pushing this agenda is not recommended.	6/25/2013 10:40 PM
12	<b>Environmental concerns</b> <b>Planning suggestions</b> These need to be tightly linked to natural preservation of critical areas, most importantly wetlands.	6/25/2013 10:30 PM

# Southwest Corridor Plan draft recommendation

13	<b>Local suggestions</b> <b>Supports incentives</b> As long as it doesn't cost us the tax payers any more money at the state/local level	6/25/2013 9:55 PM
14	<b>Planning suggestions</b> Marquam Hill has development potential adjacent to OHSU and VAMC without changing zoning; it just needs a catalyst. Increased housing and neighborhood-serving businesses would reduce need for driving up and down the hill.	6/25/2013 8:10 PM
15	<b>Planning suggestions</b> Incentives to businesses must be used carefully, and companies receiving them need to be held accountable if they do not deliver on their promises.	6/25/2013 7:20 PM
16	<b>Miscellaneous</b> I need to further study your suggestions, sounds critical to me.	6/25/2013 7:13 PM
17	<b>Environmental concerns</b> <b>Planning suggestions</b> Private investment must serve local and regional needs and the zoning codes related to them need to prioritize active transportation modes. Keep growth slow and sustainable with compassion towards future generations who are being burdened with our carbon legacy. No parking lots/garages please. Do not reward jobs/growth for the sake of jobs/growth. Our economy is more than that. Its about meeting basic needs for the people who already live here. Poverty in the suburbs has doubled in the past several years. I don't think your system is working. Please try a different way.	6/25/2013 6:23 PM
18	<b>Planning suggestions</b> Development should be pedestrian-oriented, not automobile-oriented. Off-street parking from new development should be eliminated or moved to the rear of buildings and minimized, so that the building itself is built to be pedestrian-accessible and is oriented to a healthy pedestrian environment.	6/25/2013 5:54 PM
19	<b>Local suggestions</b> I have mixed feelings about giving large corporations more tax breaks. I would support this for smaller, private businesses. Otherwise, I feel that businesses should be paying taxes like the rest of us.	6/25/2013 2:29 PM
20	<b>Opposes incentives</b> Slippery slope for money grubbing developers here	6/25/2013 12:24 PM
21	<b>Environmental concerns</b> <b>Opposes incentives</b> Is this tax breaks for corporations and clearing wetlands? If so, I oppose it. If it is a good place for private investment, OK. That should be enough for investors.	6/25/2013 12:07 PM
22	<b>Planning suggestions</b> The taxpayer funded subsidies to transit are already over 60 cents per passenger mile. How much do development incentives add to that cost. The marketplace should be allowed to make some of the decisions without taxpayer funded incentives. Too high of a density can also lower both the standard of living and the quality of life.	6/25/2013 12:00 PM
23	<b>General concerns</b> So once again a region idea that local governments and tax payers fund so Portland gets more bike and pedestrian improvements while all the real companies locate in Hillsboro	6/25/2013 11:47 AM
24	<b>Planning suggestions</b> This is an unproven assertion unless the aspirations take account of market feedback in their development the effect will just be market forces taking greater advantage of government subsidies to create unsustainable short term commercial development.	6/25/2013 11:20 AM
25	<b>Planning suggestions</b> This should be undertaken only when the goal is to streamline things and lessen the friction towards private sector work. i.e. No "special improvement districts" or other costly measures which as much inhibit as they do promote.	6/25/2013 11:03 AM
26	<b>Planning suggestions</b> Until the transit options are fixed, there is already too much traffic in the southwest corridor, I think investment should be made in places that have multiple modes of transit to them, such as Gateway in NE Portland.	6/25/2013 10:59 AM
27	<b>Miscellaneous</b> I don't know, I am not able to envision how that would impact	6/25/2013 10:30 AM
28	<b>Local suggestions</b> Especially the West Linn to Downtown Portland, not many efficient options for these people now.	6/25/2013 8:48 AM
29	<b>Planning suggestions</b> Be very cautious to choose projects that have an impact not just hand out subsidies to developers as it seems the PDC does.	6/24/2013 9:56 PM
30	<b>Opposes incentives</b> The market can decide this. If Portland is such a transit-friendly community, than developers should be lining up to buy up transit-friendly properties and develop them. If they are unwilling to do so, then it's clear that such policies are unnecessary.	6/24/2013 9:49 PM
31	<b>Planning suggestions</b> Silicon Valley is one of the highest income locations in the US but has one of the largest populations of homeless citizens. As Oregonians look to future regional growth in the valley consideration for disadvantaged citizens should not be overlooked; a plan for their potential and a better life needs to be enfolded into an overall plan.	6/24/2013 9:06 PM
32	<b>Decision-making</b> <b>Planning suggestions</b> Purchase and set aside property for eventual suburb-to-suburb rail lines *now* while they are undeveloped and inexpensive.	6/24/2013 6:49 PM
33	<b>Miscellaneous</b> Right now there is not much of a draw to SW from other areas of Portland. On most guides(food, drinks, things to do) SW Portland has minimal to no representation on these guide lists. We often go to other areas of the city, people don't come here.	6/24/2013 6:25 PM

# Southwest Corridor Plan draft recommendation

34	<b>Opposes incentives</b> "Private Investment" is a polite euphemism for "over-development." See, what happens is, all these yahoos come in and dump money on poorly-built and un-managed housing and office/commercial space. Construction workers flood the area, earning decent money - so they bring their families and increase demand on the infrastructure. Then, after the infrastructure picks up the pace, the building tapers off, so the workers and their families burden the local support system - and since development has killed off local businesses, no one can pick up the slack. For crying out loud, we JUST DID THIS in Las Vegas. It NEVER works. You can't be bothered to learn from other mistakes? Or are you just blinded by the amount of short-term profit they've told you that you'll make?	6/24/2013 6:09 PM
35	<b>Environmental concerns</b> Climate change impacts need to be considered, in terms of both mitigating and helping residents adapt to potential changes in the climate in our region. Developing climate neutral or, better yet, climate friendly solutions will pay off in the long term.	6/24/2013 5:19 PM
36	<b>Opposes incentives</b> LOCAL AND REGIONAL GOVERNMENT HAS NO BUSINESS BEING INVOLVED WITH PRIVATE INVESTMENT ISSUES. IF IT IS FINANCIALLY FEASIBLE, IT WILL BE ADDRESSED BY THE PRIVATE COMMUNITY./	6/24/2013 4:36 PM
37	<b>Local suggestions</b> Certain communities are already struggling to find the balance between responsible development and corporate investment in the communities. The guidance for these types of regulations and policies should come from the people who live in the community, not a regional body.	6/24/2013 4:27 PM
38	<b>Planning suggestions</b> But again, make sure incentives are to develop in a way that encourages walking and biking, not driving	6/24/2013 3:22 PM
39	<b>Opposes incentives</b> NO NO NO. This is just cronyism and a sickening waste of money to developers who have plenty and do not share with the tax payers.	6/24/2013 2:50 PM
40	<b>Local suggestions</b> I support farmers having produce stands on their property--zoning costs and application should be kept low/short. Let's not kill off existing businesses on H99 and in downtown Tigard and Tualatin with even more traffic and the blight of the "town center".	6/24/2013 2:41 PM
41	<b>Environmental concerns</b> Please be cognizant of the Urban Growth Boundary and natural environment when evaluating land use policies.	6/24/2013 2:26 PM
42	<b>Planning suggestions</b> Make sure this statement doesn't sound like the only development is high-density apartment dwelling. Define what "development" is.	6/24/2013 2:25 PM
43	<b>Planning suggestions</b> This isn't specific and may cause an undue tax burden on residents. More information should be provided to the public, or, optimally, this strategy should be separated from the transit proposal.	6/24/2013 2:23 PM
44	<b>Supports incentives</b> Finally, one I can support. Although, the high density housing lowers the quality of life for any families living there. Kids should grow up with some space.	6/24/2013 1:53 PM
45	<b>Planning suggestions</b> should include restrictions to prevent local communities from initiating plans that work against the planning efforts of the broader region.	6/24/2013 12:52 PM
46	<b>Planning suggestions</b> Please let's not be so generous with our tax breaks and deals for those large businesses/corporations when the smaller businesses are not considered for these incentives and zoning variances.	6/24/2013 12:46 PM
47	<b>Planning suggestions</b> Rezoning to increase density should be de-emphasized. The area is already too dense and congestion is the logical result. We should be creating incentives for people to move to areas outside of the tri-county area and reducing availability of high-density housing here so that travel within the region is convenient and efficient.	6/24/2013 12:43 PM
48	<b>General concerns</b> Local Governments should throw off the yoke of METRO and use the saved monies to make their own communities better instead of places they won't be able to get to under the METRO walk/bike only restriction plans	6/24/2013 11:54 AM
49	<b>Supports incentives</b> Only of the changes make sense!	6/24/2013 11:23 AM
50	<b>General concerns</b> Be careful about infringing on individual property rights. It's easy to be big brother but not always in the best interest of the property owners.	6/24/2013 11:21 AM
51	<b>Survey design feedback</b> Too many aspects to this to address in a short survey.	6/24/2013 11:18 AM
52	<b>Planning suggestions</b> You should be careful to respect the philosophy of the "urban growth boundary". It's already been pushed out too far.	6/24/2013 10:57 AM
53	<b>Planning suggestions</b> Existing organizations such as airports and gun clubs (Tri-county gun club as a specific example) need to be protected from further development. Developers need to be made aware that these businesses were there first and that development needs to take into account the noise and hazards associated with these entities	6/24/2013 9:59 AM
54	<b>Planning suggestions</b> Let the market decide; use congestion pricing for roads to ensure that the market gets the right price signals.	6/24/2013 9:42 AM
55	<b>Planning suggestions</b> Too much regulation will stifle business, not boost it.	6/24/2013 9:40 AM
56	<b>Survey design feedback</b> This recommendation as stated in the survey is so vague -- there is no way to determine if I support it.	6/24/2013 9:38 AM



# Southwest Corridor Plan draft recommendation

57	<b>Environmental concerns</b> but would like to see more conservation of nature spaces and tree stands. Really tired of Tigard being Lake Oswego's shopping mall. We love our trees too, please leave them and the open spaces in tact.	6/24/2013 9:28 AM
58	<b>Opposes incentives</b> The incentives proposed by Metro are not conducive to private investment. Zoning and land use priorities established currently are harmful to business.	6/24/2013 9:27 AM
59	<b>Planning suggestions</b> Provide more details of the trade offs required to achieve these goals. More congestion, higher density, increased crime, loss of individual character.	6/24/2013 9:23 AM
60	<b>Planning suggestions</b> development zones should fully comprehend direct adverse effect on general fund availability. we are knowingly or not taking from one area to support another and projected revenue shifts should be forecast and disclosed.	6/24/2013 8:54 AM
61	<b>Planning suggestions</b> Private investment is great but they should invest because its good for their businesses and employees and not for tax breaks.	6/24/2013 8:19 AM
62	<b>Planning suggestions</b> light rail has bred crime & failed developments all over the metro area for two decades. please stop the give-away's and let developers bear their own risk.	6/24/2013 8:04 AM
63	<b>Environmental concerns</b> Leave grazing land and farms alone - no new McMansions & uber-high density condos/apartments - no gentrification of lower income areas. This ONLY benefits the developers - not the people, animals, nature or community. Has LONG been a problem with light rail development.	6/24/2013 7:55 AM
64	<b>Environmental concerns</b> Environmental impact should always be considered.	6/24/2013 6:42 AM
65	<b>Opposes incentives</b> no public subsidies for private developers	6/23/2013 10:55 PM
66	<b>Supports incentives</b> Strongly support changing policies and regulations to encourage development in the corridor	6/23/2013 9:55 PM
67	<b>Opposes incentives</b> Spend the \$\$ to build the infrastructure, not to develop incentives. If the infrastructure is done right, the incentives should be there.	6/23/2013 8:49 PM
68	<b>Opposes incentives</b> This recommendation is laughable at best. Leave the incentives out of it. If people want to build and develop they don't need someone throwing money at them to do it. If it makes sense they'll do it on their own.	6/23/2013 8:23 PM
69	<b>Local suggestions</b> <b>Supports incentives</b> Local governments can help kick-start small development with incentives. -SMALL, not to large developments.	6/23/2013 6:29 PM
70	<b>General concerns</b> A.k.a. - one part of the government changing the rules as they see fit for the meantime in order to have another part of the government tell citizens/businesses where they can and can't do business, build, etc. Isn't "help" and "intentionally steer" in the same sentence a bit of an oxymoron?	6/23/2013 5:10 PM
71	<b>Survey design feedback</b> Vanilla question- don't expect answer to mean anything.	6/23/2013 2:03 PM
72	<b>Planning suggestions</b> Functioning roadways is needed to attract employment. Look at Washington County for example.	6/23/2013 1:49 PM
73	<b>Survey design feedback</b> First paragraph sounds like it gives too much potential power to big businesses. Second paragraph sounds great	6/23/2013 12:29 PM
74	<b>Planning suggestions</b> Such changes should not be at the expense of the individual rights of current property owners and regulations in effect when they purchased their properties. This should be done with public will, not planners ideologies and values.	6/23/2013 12:20 PM
75	<b>Planning suggestions</b> Keeping health & well-being of people first priority. Development must not impede commitment to overall health of community and planet.	6/23/2013 12:12 PM
76	<b>Opposes incentives</b> stop this...we don't need the crime...and we paid for everybody else to get max now they better pay for us...I won't vote for new taxes and will vote against politicians who raise taxes and ram this down our throats...stay out of hall/72nd/bonita/durham area....you are going to ruin our neighborhood...	6/23/2013 11:00 AM
77	<b>Opposes incentives</b> Stop...don't bring us crime....	6/23/2013 10:53 AM
78	<b>Opposes incentives</b> Why do you want to bring poor/poor wage jobs here? You are just going to increase crime and drop property values...	6/23/2013 10:42 AM
79	<b>Local suggestions</b> <b>Planning suggestions</b> I support enhancing private sector growth. However, many private sector investors have shirked their public duties by insisting on reduced taxes, or waivers to land use regulations. Interestingly, many of these same companies then leave when they get a better deal elsewhere, and the sponsoring community is left with the bill. Please discuss alternate strategies with community leaders, so they avoid being scammed!!	6/23/2013 9:50 AM
80	<b>Planning suggestions</b> SW Corridor should not be another 82nd ave. It should be wide, gracious, green and slower. There should be sidewalks, and angle parking or underground. Businesses and housing will come if it is not a major fast lane traffic channel, which is completely inconsistent with housing and any business that does not have its own off street parking. It can't be made attractive if current policies are continued. WE will just get more Les Schwabs and big car lots.	6/23/2013 9:15 AM
81	<b>Environmental concerns</b> <b>Supports incentives</b> This is a pretty broad topic. I support it but want to protect first-class farm land too	6/23/2013 9:13 AM

# Southwest Corridor Plan draft recommendation

82	<b>Opposes incentives</b> No taxpayer support of private development.	6/23/2013 9:05 AM
83	<b>Planning suggestions</b> Pushing density is wrong.	6/23/2013 8:50 AM
84	<b>Planning suggestions</b> Again, the entire premise of your study appears to have a foregone conclusion in favor of anything but cars. Need balance here please.	6/23/2013 8:48 AM
85	<b>Opposes incentives</b> NO. Cronyism is not moral. It encourages corruption, secret deals, and government strong arm tactics. It is a form of Mob rule. We are free, and do not want to be steered. Where does it stop? Who draws the line between reasonable and not reasonable?	6/23/2013 8:28 AM
86	<b>General concerns</b> I don't know what this means. Many public/private "partnerships" end up benefiting the private party at the expense of the public.	6/23/2013 8:19 AM
87	<b>Miscellaneous</b> Show me specifically and I might support a not pie-in-the-sky idea.	6/23/2013 8:17 AM
88	<b>Miscellaneous</b> no opinion	6/23/2013 7:14 AM
89	<b>Planning suggestions</b> Just remember the cars that most people use.	6/23/2013 6:59 AM
90	<b>Planning suggestions</b> Please push back against folks who want to keep parking minimums and other policy that impedes densification and transit oriented development. We don't need more concessions to the automobile or people who feel their right to street parking in front of their house has been ordained by god.	6/23/2013 12:04 AM
91	<b>Planning suggestions</b> Only if such regulations and policies and incentives are supported locally and not requirements. If these are requirements being placed on local communities by Metro, State or County ordinances - that is wrong.	6/22/2013 8:38 PM
92	<b>Planning suggestions</b> Land use, environment and livability must not be compromised.	6/22/2013 8:25 PM
93	<b>Planning suggestions</b> Limit "Urban Renewal" and halt "Public-Private Partnerships". If a developer can't make it on his own dime, then it isn't worth public "investment". See: "Beaverton Round, bankruptcies, water intrusion, shoddy construction.	6/22/2013 7:10 PM
94	<b>Planning suggestions</b> Just make sure that the private investment is small and honest please.	6/22/2013 6:59 PM
95	<b>Opposes incentives</b> I believe that market forces should drive development. People want to live near transit; therefore, the private market will develop accordingly. Tax money is scarce and I do not feel incentives are the best use of tax money (or worth the decrease in tax revenue received by a jurisdiction.)	6/22/2013 6:20 PM
96	<b>Environmental concerns</b> <b>Opposes incentives</b> Development by itself is not necessarily positive, and should not necessarily be encouraged. Development can improve what we already have, but if it is just to squeeze more of us in, it is a negative force. We don't need more people here. We don't need to build more houses because it will only bring more people. We need more parks and more trees, not more houses and definitely not more apartment buildings.	6/22/2013 4:07 PM
97	<b>Planning suggestions</b> this can be problematic for many reasons it would require much public input and oversight	6/22/2013 4:04 PM
98	<b>Environmental concerns</b> Development generally comes at a price: loss of wildlife, loss of community, loss of community history. It feathers the nests of developers who don't live in the area, who build, take their money and leave, leaving the problems of transportation, schools, and infrastructure on those who reside in the area.	6/22/2013 3:48 PM
99	<b>General concerns</b> Regional government has a poor history of stimulating private development.	6/22/2013 3:47 PM
100	<b>Local suggestions</b> <b>Planning suggestions</b> Each should be determined as locally as possible (i.e. neighborhood associations, towns, districts).	6/22/2013 1:08 PM
101	<b>Planning suggestions</b> no forced density increases through zoning or condemnation.	6/22/2013 12:27 PM
102	<b>Planning suggestions</b> don't do things like you have done in the Lloyd district: no drive throughs, etc.	6/22/2013 11:59 AM
103	<b>Local suggestions</b> <b>Supports incentives</b> That's nonsense. We need to stop being afraid of public investment. Public investment is a powerful tool, and when applied in the public interest (rather than as a tool of crony capitalism) it has a unique ability to reshape our community. Focusing on private sector investment will bring us more Wal-marts, strip development, and auto-oriented neighborhoods that drain the planet and sap energy from our community.	6/22/2013 11:59 AM
104	<b>Supports incentives</b> Using zoning codes and land use policies sound great. Please steer clear of sweetheart tax giveaways for corporate welfare. Maybe earmarking certain taxes paid by private development to go toward mutually beneficial ends would be smart and more enticing.	6/22/2013 11:58 AM
105	<b>General concerns</b> Uh hmmm.... ever tried getting a plan approved with the city? How about making the permit approval gauntlet more streamlined and efficient. Instead of going from one cubicle to the next with each person in their tiny cubicle telling you that the person you just talked to is completely wrong---and getting contradictory and conflicting information from every little bureaucrat with a Napoleon complex...a lot more local and private aspirants could engage in the development process. Think "Apple", make it user friendly--	6/22/2013 11:42 AM
106	<b>Environmental concerns</b> <b>Planning suggestions</b> More flexible zoning codes to allow for secondary and tertiary small scale units in residential zones versus changing existing zoning to multi-family/apartment (especially without parking allowances). Fostering green spaces/neighborhood trails/paths/naturalized storm water / resurfacing creekways-streams-springs, etc.	6/22/2013 11:40 AM

# Southwest Corridor Plan draft recommendation

107	<b>Opposes incentives</b> We don't WANT more development and more people. We want population CONTROL, not growth.	6/22/2013 11:09 AM
108	<b>\$</b> this is not clear to me. private investment usually means private profit, not necessarily public good.	6/22/2013 11:01 AM
109	<b>General concerns</b> one thing is absolutely clear from the track record of subsidized development zones. The zones steal tax dollars from the community can not over any period prove to bring benefit to the community and are an attractive vehicle for graft and fraud.	6/22/2013 10:37 AM
110	<b>Planning suggestions</b> serious consideration of capacity should be considered above stimulating further growth - growth cannot be infinite - what is the limit?	6/22/2013 10:24 AM
111	<b>\$</b> why invest. losing money . Unless you take it from the tax payers	6/22/2013 10:04 AM
112	<b>Planning suggestions</b> Without reading the full recommendation, it's hard to know if I approve. SW Corridor doesn't need any more box stores- it has plenty . Will this strategy develop local businesses that add flavor to the community? If so, I support it wholeheartedly . If it is meant to bring in more companies that will demand a tax break for creating minimal employment, then it's not going to help the economy of the area.	6/22/2013 9:52 AM
113	<b>Opposes incentives</b> I am not sure that these initiatives create jobs outside of the planning community .	6/22/2013 9:29 AM
114	<b>General concerns</b> The biggest boon to the local southwest corridor would be to allow local communities to arrange their own economic development, abolishing the morass of regulation and government intrusion on economic liberty represented by Metro and the state land use planning board.	6/22/2013 9:19 AM
115	<b>Environmental concerns</b> Please be mindful of environmental issues	6/22/2013 9:09 AM
116	<b>Environmental concerns</b> The land use policies should encourage good environmental practices by creating direct costs for undesirable practices.	6/22/2013 8:18 AM
117	<b>Planning suggestions</b> These regulatory tools can and must be at zero cost. That means limit the reach and restrictions government places on people and use absolutely no monetary incentives.	6/22/2013 8:09 AM
118	<b>Planning suggestions</b> Most communities dont want light rail.	6/22/2013 6:58 AM
119	<b>Planning suggestions</b> "steering" development or other economic activities rarely make them better or more efficient.	6/22/2013 6:42 AM
120	<b>Opposes incentives</b> I do not support "incentives" to developers and corporate interests.	6/22/2013 6:10 AM
121	<b>General concerns</b> Keep your regulations off my back. I am sick of Metro taking away my property rights in the name of "the greater good of the community." I have already been substantially harmed by Metro's actions, implemented by local zoning codes and land use policies. I have worked closely with the implementation processes and seen up close the eco-political agendas promoted by a handful of activists.	6/22/2013 4:46 AM
122	<b>General concerns</b> <b>Planning suggestions</b> Please consider collaborating with local governments. They have considerable local pressures that Metro does not need to consider in its decisions. Rather than making locals adjust regulations and policies and develop incentives to stimulate private investment as you suggest, why doesn't Metro find out what local solutions would work best to achieve its policy goals? I am a devout fan of metropolitan coordination and understand where Metro is going. I am just not convinced that Metro wants to be responsive to local governments' points of view/	6/22/2013 1:57 AM
123	<b>Planning suggestions</b> I would need to know what adjustments are being proposed to the regulations and policies to meaningfully respond.	6/22/2013 1:55 AM
124	<b>Opposes incentives</b> Do not spend project funds on this; spend them on T R A N S P O R T A T I O N	6/22/2013 1:51 AM
125	<b>Planning suggestions</b> Need to invest in full bike, pedestrian, and transit facilities for existing commercial hubs before creating new ones.	6/22/2013 1:00 AM
126	<b>Planning suggestions</b> We intentionally do not want infill such as the kind going up around Hawthorne, and se Portland with narrow lots, so development must be reviewed and voted on by the people in the areas affected. Fix the traffic patterns first before dreaming about added mixed use buildings everywhere.	6/22/2013 12:23 AM
127	<b>Planning suggestions</b> These kinds of incentives should not be allowed to become cash cows for developers as they have in some areas of the metro area.	6/21/2013 11:41 PM
128	<b>General concerns</b> It seems like the local governments would best know what they need. Not sure why metro is involved.	6/21/2013 11:15 PM
129	<b>Planning suggestions</b> get the traffic congestion gone and the companies will grow and stay . make it easy for the employees to get to wrk....increase MAX and WES.	6/21/2013 11:12 PM
130	<b>General concerns</b> Get out of the way of businesses. Too many permits, rules and regulations, Ask business that have to live through construction if they are better off today . Lost income and in a lot of cases the business itself is lost. Enough!	6/21/2013 11:10 PM
131	<b>Planning suggestions</b> leave this to the private sector, make the plans, leave the space but leave it to the private sector.	6/21/2013 10:54 PM
132	<b>Supports incentives</b> FINALLY, SOMETHING THAT MAKES SENSE.	6/21/2013 10:28 PM
133	<b>Opposes incentives</b> Don't over regulate or tax	6/21/2013 10:17 PM

# Southwest Corridor Plan draft recommendation

134	<b>Local suggestions</b> <b>Supports incentives</b> It should be specific to recommend higher density housing, more mixed use space to encourage reduction in commute times both to work and to other local businesses (restaurants, grocery stores, schools, etc).	6/21/2013 10:11 PM
135	<b>Local suggestions</b> I hope this includes job creation in the Allen boulevard/western avenue area. There is a lot of vacant space in this area that could provide local jobs which would be accessible by walking or biking. Local job creation should be a priority.	6/21/2013 10:05 PM
136	<b>Opposes incentives</b> bad idea; wasted money	6/21/2013 10:05 PM
137	<b>Opposes incentives</b> <b>Planning suggestions</b> Depend on what "local aspirations" means. It is clear that policy makers do not fully understand interactivity between different sectors in the economy, and the attendant scale and aggregate effects of this interactivity. Identifying certain sectors as targets for development incentives while ignoring other sectors in the economy is self-defeating.	6/21/2013 9:26 PM
138	<b>Planning suggestions</b> Get the job growth closer to the current population not so spread out like it is growing now.	6/21/2013 9:21 PM
139	<b>Planning suggestions</b> How does this relate to the dangers of overdevelopment, sprawl, etc??	6/21/2013 9:20 PM
140	<b>Planning suggestions</b> Cars are more flexible and cost-saving. Put the gas tax and transportation income into more roads for cars.	6/21/2013 9:11 PM
141	<b>\$</b> Wake up. we are broke and all you want to do is waste money.	6/21/2013 9:09 PM
142	<b>General concerns</b> I am very leery of cozy relations between developers and our government. Tim and again, there seem to be back room deals, payoffs, quids pro co... Be very very very transparent.	6/21/2013 9:05 PM
143	<b>Planning suggestions</b> reckless/non selective stimulation will destroy the liveability of our region	6/21/2013 9:02 PM
144	<b>General concerns</b> Metro aspirations are pushing local towns toward one-size-fits-all density standards. This needs to be back tracked so individual communities can decide for themselves what their planning and density goals should be, without the threat from Metro to funding and other benefits.	6/21/2013 9:01 PM
145	<b>General concerns</b> Metro should keep itself out of influencing local government regulations and policies.	6/21/2013 8:58 PM
146	<b>Local suggestions</b> I live by the New Seasons/Cinetopia development and there's still space to be leased. That's in addition to the other small development on Barrows that has yet to be full and has trouble keeping renters. I'm concerned that the city (I believe they are all on the Beaverton side) is allowing too much development without any real indication that there will be support for what is going in. Once these building are built they are there to stay ...and empty rental spaces imply that perhaps this area isn't ready for the investment the city would like.	6/21/2013 8:37 PM
147	<b>Opposes incentives</b> We don't need more regs.	6/21/2013 8:25 PM
148	<b>Opposes incentives</b> Again, why the need for economic stimulus in the wealthier section of the city?	6/21/2013 8:21 PM
149	<b>Opposes incentives</b> keep it local, abolish "regionalism". regionalism is the old Soviet system for consolidating control over the people and properties. abolish metro. I am against development financial incentives. also, are the aspirations really local or are they pushed on to the locals through the regionalism apparatus?	6/21/2013 7:53 PM
150	<b>Miscellaneous</b> Remove all illegals from the state of Oregon!	6/21/2013 7:46 PM
151	<b>General concerns</b> Too much big brother here. Puts government in the development business too much.	6/21/2013 7:28 PM
152	<b>Environmental concerns</b> STOP THE DESTRUCTION OF GREEN, WOODED AREAS ON BARBUR, ONLY GREEN AREAS AS WAS THE INTENTION OF OUR EARLY LEGISLATORS	6/21/2013 7:10 PM
153	<b>Planning suggestions</b> I do not recommend any more WES. Ridership is down. There are no jobs.	6/21/2013 6:59 PM
154	<b>Opposes incentives</b> I do not support this. Each individual gov't entity should be free to go its own way at the direction of its voters.	6/21/2013 6:57 PM
155	<b>Local suggestions</b> If "development incentives" means tax breaks or public money being spent on a company's private improvements, I would take a hard look at non-financial ways to stimulate private investment, such as removing barriers, frustrations, and uncertainties in the permitting process, encouraging and supporting businesses coordinating and networking with each other, and technical assistance available to all businesses, not just businesses proposing large investments.	6/21/2013 6:50 PM
156	<b>Planning suggestions</b> Let traffic flow & business will follow. Please stop the social engineering, it hasn't worked.	6/21/2013 6:32 PM
157	<b>General concerns</b> <b>Opposes incentives</b> sure sounds like social engineering and picking winners. Private investment is much better then government	6/21/2013 6:27 PM
158	<b>Opposes incentives</b> I do not support development incentives.	6/21/2013 6:16 PM
159	<b>Opposes incentives</b> No.	6/21/2013 6:07 PM
160	<b>Opposes incentives</b> I support the major employers (especially high-tech) being held accountable for the gridlock they are contributing to in the SW/west of Portland and they should be paying for support of mass transit. They SHOULD NOT be getting even more incentives and tax breaks - they are part of the problem! Ultimately they have no ties to the community unlike other employers, and have no qualms against pulling up stakes if it looks like they might have to pay for mass transit.	6/21/2013 5:54 PM



## Southwest Corridor Plan draft recommendation

161	<b>Decision-making</b> Input from the builder/developer community should be sought out. Too often planners have ideas that cannot be easily implemented due to regulatory restraints, market conditions, or other factors that do not make some development strategies practical or feasible to construct. The Round in downtown Beaverton is a good example of a project that looked good on paper, but market conditions of the area made it a failure costing the City (and all Beaverton residents).	6/21/2013 5:04 PM
162	<b>Planning suggestions</b> I am strongly pro-development, but I would add that the Urban Growth Boundary is the lynchpin of smart planning in Oregon. Communities like Sherwood are going to grow as industry moves in, but Metro should remain vigilant in preserving the rural character of parts of southern Washington County outside the Southwest Corridor.	6/21/2013 2:27 PM
163	<b>General concerns</b> Social Engineering again? Call it what it is! Strong arming the residents to achieve your "Metro" goals is a sure fire way to irritate people. We aren't dense and we can see what you are doing. And we are not happy!	6/21/2013 9:50 AM
164	<b>Environmental concerns</b> Provide incentives to reduce stormwater runoff through Low Impact retrofits. Require zero runoff from new development. Put tree canopy in parking lots.	6/20/2013 9:06 AM
165	<b>Planning suggestions</b> This recommendation should be implemented only - only if - only after - the region achieves certainty that SW Corridor HCT will be built. I.e., after all funding has been guaranteed and all PE work completed to demonstrate that the specific mode and route can be constructed within the available budget.	6/14/2013 12:09 PM
166	<b>Survey design feedback</b> I would need more details before supporting.	6/14/2013 2:17 AM
167	<b>Opposes incentives</b> The tools should not include financial incentives, tax abatements etc. This City is courting disaster with its high current level of incentives (which are by-and-large unnecessary to ensure development). Good development does not require government giveaways.	6/13/2013 7:42 PM
168	<b>Planning suggestions</b> No need to adjust the plan.	6/13/2013 2:56 PM

## Q12 Additional comments

Answered: 112 Skipped: 842

#	Responses	Date
1	<b>Decision-making</b> <b>Planning recommendations</b> Thanks for this opportunity to give my input. You people have done a great job so far and there are a vast number of good ideas in the Draft Recommendation. When thinking about the option to build light rail under the West Hills, under OHSU, please consider these points: I presume that elevators will take people down to the light rail tunnel, much like they do at the zoo. The problem is this: at the zoo, people trickle into the elevators constantly throughout the day. At OHSU, large numbers of employees end their work shifts at the same time. To handle this will require large numbers of expensive elevators which will sit around relatively unused the rest of the day, or a smaller number of elevators will be hopelessly clogged as people struggle to get down below. Is waiting for elevators any better than waiting for buses? Certainly the cost of local buses (which already exist) is incredibly less than the billion dollar cost of tunneling thru the hills and boring out elevator shafts. Let's say this option is rejected and we go with BRT or light rail thru South Waterfront. Then OHSU employees could take the tram down the hill. But wait, that's worse (slower) than the elevators situation. Another consideration is equity. Is it fair to give a tremendously costly transit benefit to one group of people, many of whom are very well-paid doctors and nurses, when the rest of us have to foot the bill? They pay only the same transit fare as we do, which is like a flat rate tax--not progressive. We need to distribute the benefits and burdens more evenly. To my mind, the best choice between BRT and light rail is Bus Rapid Transit, going down Barbur Blvd., not going under the hills, and not through South Waterfront. A connecting local bus line can feed riders from South Waterfront and maybe Corbett-Lair Hill to the BRT on Barbur. Local buses would do the same for OHSU. And, like I wrote earlier, using a large number of Express buses is something to seriously consider and seems like it would be far more cost effective. I look forward to seeing the result of this continuing process. (Signed) A2B	6/27/2013 2:14 PM
2	<b>Planning recommendations</b> I believe that parking structures should be built at key transit centers. It is unrealistic to insist or expect all users to use bikes, buses, or sidewalks to get to transit centers. Users should pay for parking.	6/26/2013 11:13 AM
3	<b>Survey design feedback</b> I would need more than 21 days and compensation to be able to submit a complete improved plan.	6/26/2013 7:48 AM
4	<b>Planning recommendations</b> I am so tired of hearing that bike lanes will help in some miraculous way to reduce congestion on the roads. We have had bike lanes for several years and there has not been a minimally noticeable change in congestion. Who is pushing this agenda. We are not Portland and we certainly are not Europe. I've lived in both and want to believe that the agencies who are in charge of planning can come up with something better than bikes are the answer to our congestion problems.	6/25/2013 10:44 PM
5	<b>Planning recommendations</b> I'm not normally a crank but I find it extraordinary that you could embark on the a major planning project such as this and COMPLETELY IGNORE Marquam Hill. You show it as an "Essential Place Type" on your map but don't follow it up with any planning. It like it's being planned by some computer program incapable of creative thinking or problem solving.	6/25/2013 8:21 PM
6	<b>Miscellaneous</b> Thank you for the opportunity to participate.	6/25/2013 7:21 PM
7	<b>Survey design feedback</b> Thanks for soliciting input through these surveys ----- HOWEVER, it would help if your website materials were more straight forward and clear. You have links to single page graphics with planner speak, totally useless. I needed to find the detailed recommendation plan to have a clue. PLEASE refrain from abbreviations and acronyms - I know that you know what you are talking about (you have been indated with this material) but you are soliciting input from outside the planner community - write clearly!!!!	6/25/2013 7:19 PM
8	<b>Local transit service</b> <b>LRT only</b> I can support further study on all of the possible solutions. However, know that if it does not move quickly and is on a limited route, aka MaxLine ridership will be limited to those that live close. Especially during the winter months when it is not fun to walk to the MaxLine or take a bus. In addition, you need to find ways to make local visits to local services easier. It is great that you want people to ride into downtown Portland, but then they go home and drive to the store or the mall.	6/25/2013 5:39 PM
9	<b>BRT &amp; LRT</b> <b>Planning recommendations</b> Would very much like to see fully separated bikeways parallel to the entire length of BRT/LRT. Minimal long-term maintenance costs for improved mobility along the corridor, as well as minimal footprint due to the small size of bikes. Would like BRT to be all-electric so as to better control our region's energy usage (easier to use wind/hydro for power, more independence from energy market fluctuations). In either BRT/LRT implementation, would like to see the ability to bring bikes onboard fully supported and encouraged, so that people can complete the last part of their trip.	6/25/2013 12:45 PM
10	<b>Planning recommendations</b> Please, no more ugly auto sprawl. It has become a moral imperative to eliminate the automobile, and that philosophy should be built into this plan. Unrealistic, you might say? I say all too real; ignoring this reality now is unforgivable.	6/25/2013 12:10 PM
11	<b>Roadway</b> The South Portland Circulation Plan that includes: 1044 Restore at-grade signalized intersections along Naito Pkwy and 5013 that restructures Naito Pkwy into a two lane road will only create more congestion needs to be thrown out as part of the obsolete Sam Adams mentality. Naito Pkwy and Barbur Bv need to remain four lane roads. With the population in Portland projected to increase, more room must be made for cars too.	6/25/2013 12:07 PM

# Southwest Corridor Plan draft recommendation

12	<b>Planning recommendations</b> While I appreciate the effort to define the areas aspirations and put them into the mix for purposes of decision making I believe that a better approach is to identify the problems that the historic patterns of growth and development have produce and work to solve them first let the aspirations accommodate themselves to a functioning community.	6/25/2013 11:30 AM
13	<b>Planning recommendations</b> I think collaboration with local governments is important, but we want to stick to the main subject here, transportation. Let's not get too many side projects involved here and loose sight of the main goal. I support local communities working with the southwest corridor plan, but let's make the corridor the main plan.	6/25/2013 11:28 AM
14	<b>LRT only</b> <b>Roadway</b> TOTALLY REBUILD 99 ALL THE WAY TO SHERWOOD IN ANY CASE. That way you have a worthy project, no matter if light rail goes eventually is planned to go all the way to Sherwood (preferred) or only to Tigard. Don't waste money on special buses unless it is the only way to get fed funding to have hwy 99 rebuilt. Even then as you demolish the clutter along 99, leave space for the eventual light rail line all the way to Sherwood.	6/25/2013 11:07 AM
15	<b>Local transit service</b> The Capitol Hwy corridor from Barbour down to Terwilliger needs to be accessed. Since all the school kids from PCC Sylvania, Wilson High school, St. Mary's Academy and Portland State are on the 44 - 54- 56 and the bus is crowded, especially during the school year with sometimes upwards of 25 people standing in the isles, not only in the am but also the PM commute hours also. This is an unsafe situation, difficult for people to get ON the bus and OFF the bus. I ride these buses to and from work and they are constantly late in the morning arriving Downtown during the school year. I know it is difficult to just change a schedule for a part of the year, but from Sept to June, which is 9 full months, the schedule should have more frequent buses during commute hours.	6/25/2013 9:19 AM
16	<b>Planning recommendations</b> I lived until very recently in Tigard for 13 years, so my comments are reflective of the Tigard resident I was two months ago. The entire SW quadrant of the Metro area is underserved by transit infrastructure of all kinds.	6/24/2013 6:50 PM
17	<b>Local transit service</b> Keep the big money out. Increase local and express service. We need farms and local businesses. We need the trees to stay where they're at, and the water to stay clean. We don't need more service economy jobs - that pay nothing compared to the local costs of living, and are not organized. You do not deserve profit at our expense. You do not have the right to place a permanent burden on us while you receive accolades and awards for it.	6/24/2013 6:14 PM
18	<b>Survey design feedback</b> WHAT THE HELL DOES THE YEAR BORN HAVE TO DO WITH ANYTHING IN THIS SOLICITATION FOR INPUT. PUT IN THE YEARS OF BIRTH OF THOSE STAFF PEOPLE WRITING THESE COMMENTS.	6/24/2013 4:37 PM
19	<b>Planning recommendations</b> I am adamantly opposed to any more focus on bicycle rider improvements until they use the ones they have, i.e., they scream along the westside esplanade even though they have a bike lane on Naito -- even where there is no side walk; and on S Waterfront where bikers ride not only on west side on dedicated paths but also on the east side. If they're not going to use them, I suggest we quit building them.	6/24/2013 3:47 PM
20	<b>Planning recommendations</b> So much of outer Southwest is kind of a walking and biking desert, due to poor urban planning. We need to not only provide transit facilities, but an overall urban fabric that encourages and facilitates safe walking and biking, including having small commercial centers within a reasonable walk of all homes.	6/24/2013 3:23 PM
21	<b>Route</b> Please consider commuter rail to Sherwood and McMinnville.	6/24/2013 3:07 PM
22	<b>General concerns</b> There is too much micromanagement in these plans. The best focus is a narrow focus. You can not be all things to all people. You are the government and you need to leave the private sector to it's own devices.	6/24/2013 2:51 PM
23	<b>Planning recommendations</b> I am interested in hearing how these plans will affect the area and whether our family would need to move. I think as some of these things move in, families like mine (typical upper-middle class family of four) tend to move further out to the suburbs, as many of the changes do not improve our lifestyle, but rather help those around us to secure transportation and bring in more housing options (not a bad thing, but just not our needs). I have been unimpressed with the areas of Gresham, Hillsboro, Beaverton, etc where MAX has gone in.	6/24/2013 2:30 PM
24	<b>Planning recommendations</b> All this means little if I get killed walking to work on Vermont St. between 35th and 30th, where we have no sidewalks, and apparently no plans to have them put in.	6/24/2013 2:21 PM
25	<b>Miscellaneous</b> Although I live in Hillsboro I work in Tualatin and commute though Sherwood.	6/24/2013 2:03 PM
26	<b>General concerns</b> Metro's default policy is to assume people are moving to the metro region and to accommodate that growth. This is misguided. Instead, Metro should focus on keeping the regional population at a manageable level that preserves quality of life and reduced travel delays on local roads. It is a fallacy that more people means more money to improve transit. The reality is that delays become worse with higher population and options to reduce the delays become increasingly expensive.	6/24/2013 12:45 PM
27	<b>Decision-making</b> Please make sure that everyone is truly on board to avoid another Sellwood bridge or Milwaukie light rail debacle.	6/24/2013 12:21 PM
28	<b>\$</b> This project needs to pay for itself and not further burden taxpayers.	6/24/2013 12:02 PM
29	<b>Support</b> Keep up the great work! Portland will once again lead the way in sustainable living.	6/24/2013 11:42 AM

# Southwest Corridor Plan draft recommendation

30	<b>Oppose</b> Metro's tact of using the false dichotomy of having us choose between two expensive and unnecessary ideas does not serve the area's best interests.	6/24/2013 10:38 AM
31	<b>Planning recommendations</b> I like the approach of the plan on livability, not just as a transportation project but how to take advantage of the area's potential. Also, I appreciate the development choices, both transportation and businesses, that support people staying in the neighborhood as we age.	6/24/2013 10:38 AM
32	<b>Planning recommendations</b> Only lower middle class and poor people will live in transit corridors. Way too much noise, crime, and air pollution for middle and upper class people.	6/24/2013 10:31 AM
33	<b>Planning recommendations</b> 1) We need policies that encourage dense development closer in, rather on the edge of the UGB, where they generate more VMT of traffic	6/24/2013 9:56 AM
34	<b>BRT &amp; LRT</b> Thank you. I hope whatever transit goes in BRT or LTR has exclusive lanes. It needs to be quick - at the same time making it more difficult to drive.	6/24/2013 9:49 AM
35	<b>Planning recommendations</b> Please take more time to leave natural areas in tact for animals and birds. We all need trees and love them in Tigard. I would like to see Tigard be more like Lake Oswego with their tree regulations.	6/24/2013 9:29 AM
36	<b>Survey design feedback</b> The presentation of the survey is deceptive. The questions are misleading. Most people will say they support connectivity but not understand the consequences hidden in the details.	6/24/2013 9:24 AM
37	<b>Planning recommendations</b> It would be nice if METRO would take into account the affect on the majority that use cars instead of the minority that bike and use these expensive means of travel.	6/24/2013 8:21 AM
38	<b>Oppose</b> no rail to Tualatin or Sherwood.	6/24/2013 8:04 AM
39	<b>BRT &amp; LRT</b> <b>Local transit service</b> While this expansion is very forward thinking and supports an excellent vision for the SW, it does not match up well with the current climate of budget constraints that Trimet has raised as an issue and has lead to reductions in service to existing routes already. We can not allow expansion to equal further reductions in service or to increase the existing budgetary crises. As such, I suggest that a stronger look at feasibility be taken and consideration be given not just to adding new rapid transit, but to replacing existing lines entirely or at least possibly reducing service of existing lines to the expansion areas so as to offset costs. On an intuitive basis only, I believe the plan to include both Tigard and Tualatin is overenthusiastic and does not match well with budget and resource constraints. It will be better to reign in expectations earlier, rather than pay early planning and even development costs before the realization sets in as schedule and cost overruns begin to blossom.	6/24/2013 7:50 AM
40	<b>\$</b> If you continue to over spend our tax dollars on facilities we do not need at this time, you are going to eventually find that voters are tired of having government agenda's forced on them and you all be without jobs....	6/24/2013 7:32 AM
41	<b>LRT only</b> <b>Route</b> Build light rail, encourage new private development along the route and fix Naito in Lair Hill	6/23/2013 9:56 PM
42	<b>LRT only</b> I believe light rail to be preferable to buses for Barbur Blvd corridor.	6/23/2013 9:15 PM
43	<b>Planning recommendations</b> In general the roads in the southwest suburbs are poorly designed for bicycle and pedestrian access. This seems like a critical issue to be addressed.	6/23/2013 9:00 PM
44	<b>Survey design feedback</b> This survey did not provide enough info for a knowledgeable person to know if they supported or opposed some items. As a result, any illusion of consensus emerging from it should feel pretty thin.	6/23/2013 8:22 PM
45	<b>Support</b> This is a well thought out and comprehensive proposal which merits the support of all stakeholders.	6/23/2013 6:41 PM
46	<b>BRT only</b> Bus rapid transit From Wikipedia, the free encyclopedia Cost The capital costs of implementing BRT lines can be lower than up-front costs of constructing LRT lines. A study by the United States Government Accountability Office found that the average capital cost per mile for busways was \$13.5 million while light rail average costs were \$34.8 million.[16] However, a huge range of capital costs can be seen, as BRT lines can cost anywhere from \$200,000—\$55 million per mile, while LRT lines can range from \$12.4—\$118.8 million per mile.[citation needed] The total investment varies considerably due to factors such as cost of the roadway, station structures, park-and-ride facilities, traffic signal systems and vehicles. The costs of a running a BRT system is about \$13.49 a mile and the total cost for a year of expenditure is \$987.80 according to a study done by the GAO. Running a BRT system is much less expensive than running a light rail system. The BRT is also much less expensive than a trolley system.[17] Light rail and tram systems require the placement of rails for the entire line. The tram usually avoids the high additional costs for engineering structures, such as tunnels, that need to be built for metro rail systems. Properly maintained rail tends to provide a smoother ride, making it more attractive to riders than road-based systems.	6/23/2013 5:13 PM
47	<b>Planning recommendations</b> need increased addition to storm water runoff management or our creeks will never be what we want them to be.	6/23/2013 3:37 PM
48	<b>Survey design feedback</b> This was a particularly confusing survey with many questions that come through as motherhood/apple pie. I'm not sure what you're angling for, but this survey isn't going to be very clear validation.	6/23/2013 2:04 PM
49	<b>BRT &amp; LRT</b> I take public transportation exclusively. I need it to be available for getting to work, shopping and personal needs. 7 days a week. I have a disability.	6/23/2013 11:45 AM



# Southwest Corridor Plan draft recommendation

50	<b>Route</b> stop this...we don't need the crime...and we paid for everybody else to get max now they better pay for us...I won't vote for new taxes and will vote against politicians who raise taxes and ram this down our throats...stay out of hall/72nd/bonita/durham area....you are going to ruin our neighborhood...	6/23/2013 11:00 AM
51	<b>\$ Oppose</b> Stop...don't bring us crime...we paid for everyone else's max...they better pay for ours....I won't vote for any new taxes if we pay more than anyone else did...plus I won't vote for the politicians ramming this down our throats...	6/23/2013 10:54 AM
52	<b>\$ Oppose</b> The feds, state, metro as a whole paid 99.9% of costs for milwaukie, banfield, westside, etc...I expect the same for this or I will not vote for anything raising taxes for this boondoggle...nobody rides that crap anywhere else why do you tree hugging liberals expect different here...the definition of insanity...	6/23/2013 10:44 AM
53	<b>Roadway Route</b> You have to be bold. You can do this incrementally. Fixing the traffic and saving the green spaces come first. Why not put a raised light rail bed over the freeway, with bridges from Barbur stations to train and pedestrian walkways from east to west over the freeway.	6/23/2013 9:17 AM
54	<b>Planning recommendations</b> Until mass transit becomes faster than driving it won't be utilized by most people	6/23/2013 9:01 AM
55	<b>BRT &amp; LRT</b> Improvements in public transportation, sidewalks and biking conditions for SW Portland would be a very good thing. There are a lot of areas of that part of town that are theoretically but not really accessible except via car. For instance, my Aunt's house on SW 60th Ave. On weekends and evenings it is very hard to get to and from there by bus and the number of hills and lack of sidewalks make biking and walking a sweaty, dangerous endeavor.	6/23/2013 8:59 AM
56	<b>Oppose</b> The trust in our government to be fair and balanced in its approach to transportation plans is highly distrusted by residents. The bias of the questions in your survey seem to support this as well, with no consideration of cars and our choices to be in them. Please take this into consideration.	6/23/2013 8:51 AM
57	<b>General concerns</b> Government is too big, too bloated, too costly, and too arrogant.	6/23/2013 8:30 AM
58	<b>General concerns</b> METRO continues to waste money and mispend money just like TriMet. My confidence in government is zero. My race is Human.	6/23/2013 8:18 AM
59	<b>Oppose Roadway</b> Most of these plans seem to be focused on making it more difficult for individual passenger cars to move around the area. Very frustrating for most of us.	6/23/2013 7:01 AM
60	<b>Planning recommendations</b> Allow flexible zoning along transit corridors and do not socially engineer development too much. Metro does not control the private market, and their policies should facilitate problem solving, not funnel their vision into local communities.	6/22/2013 6:21 PM
61	<b>Survey design feedback</b> Please start including an "other" option for gender identification in these surveys. It's uncomfortable to check any box without a third option.	6/22/2013 5:38 PM
62	<b>BRT &amp; LRT</b> Investing in transit builds better communities and more functional systems. I am all for alternative modes of transport, as I do not believe that car transit is sustainable or scaleable.	6/22/2013 3:50 PM
63	<b>BRT &amp; LRT</b> I've been taking the bus from Montavilla to Tigard (72nd/Cardinal) for 8 years and I would love to see more public transportation options, especially dedicated travel lanes for rapid bus transport. It is very frustrating to either sit in afternoon I5 traffic on the 96 bus, or take the 38 bus and have it take an hour to get downtown.	6/22/2013 3:49 PM
64	<b>LRT only</b> I am really excited about the potential of this project. I am disappointed that HWY 99 doesn't seem to be route under consideration for LRT anymore. I believe that is the quickest and most direct route through Tigard, however I do see the advantage of connecting the Tigard Triangle area to public transit. Seven years ago, I bought a house less than a mile from HWY 99 believing that MAX would be here in a decade...that now seems overly optimistic, but I still look forward for the time when my public transit options include a quicker commute downtown and a direct line to the airport on LRT.	6/22/2013 3:42 PM
65	<b>Roadway</b> Traffic would decrease significantly in the Portland area if there were a west side by pass.	6/22/2013 12:39 PM
66	<b>Roadway</b> focus more on auto transport improvements and less on mass transit. This is not New York....	6/22/2013 12:00 PM
67	<b>\$ BRT &amp; LRT</b> Not a great fan of light rail. Not flexible and cost is too high. We had light rail and replaced it with the more flexible and less costly buses. However, I prefer to ride the light rail, but as a tax payer, it does not pencil out well.	6/22/2013 11:46 AM
68	<b>Planning recommendations</b> Consider and enhance unique aspects of SW. Avoid cookie-cutter zoning and development standards that are too large in scale and further urbanize the area.	6/22/2013 11:43 AM
69	<b>Survey design feedback</b> That Draft proposal was very long, and small print - hard to read. I didn't take time to do that. The survey was only supposed to be 8 minutes long! I may print the Draft out, read it at my leisure and do the survey again!	6/22/2013 11:12 AM
70	<b>\$ Support</b> these interconnecting pedestrian/bike/transit ways are awesome. the fed does little with my tax money that I approve of. the state does some better. with metro and Washington county, I can see where my money goes and I can get my money's worth. btw, I support raising taxes to pay for all transit and issuing residents free passes to encourage use and equitability.	6/22/2013 11:05 AM
71	<b>\$ Oppose</b> budget decisions must be based upon the premise that they can be paid for. When the budget does not balance now, how does one decide to increase spending. No sane household operates this way, nor should sane government representatives. get out the clouds and back to reality.	6/22/2013 10:39 AM

# Southwest Corridor Plan draft recommendation

72	<b>Decision-making</b> I strongly recommend more input from the citizens!	6/22/2013 9:42 AM
73	<b>General concerns</b> Very disappointed with Metro in general. Poor record.	6/22/2013 9:29 AM
74	<b>BRT &amp; LRT</b> Take a look at bridges like Cathedral bridge in Portland, built back in the early 1900's. They were not short sited and built a bridge that was wide enough for a couple horse carts. They built for the future and that is why 4 lanes of traffic can flow across the bridge 100 yrs later. Get away from old technology of bus transportation and look to subways, with maybe underground bike pathways included.	6/22/2013 9:12 AM
75	<b>Route</b> With an increased aging population, consideration needs to be given to easier (not all are qualified for or needing disabled transportation) to this sector and access to shopping, entertainment, etc.	6/22/2013 9:03 AM
76	<b>Decision-making</b> Please think big, way beyond what you think the area will need	6/22/2013 7:26 AM
77	<b>Decision-making</b> Again, don't get stuck in temporary solutions.	6/22/2013 6:13 AM
78	<b>Decision-making</b> Please know that your "public input" is skewed by your questions, your "process" and your pre-formed conclusions. "The public has spoken and we are responding" is simply not true. If you're certain you have the public's support, then put any major expenditures to a general vote, if you dare. If not, quit pretending.	6/22/2013 4:46 AM
79	<b>Route</b> I think a priority should be reconnecting South Portland. As an area immediately adjoining downtown with much potential for future development, shouldn't the priority be to limit urban sprawl by increasing livability and active transportation there, rather than increasing connections to farflung suburbs such as Sherwood?	6/22/2013 3:08 AM
80	<b>BRT &amp; LRT</b> I strongly support the southwest corridor transit improvements as a way to unify the greater metro area, and to facilitate two-way interaction for employment, shopping, services, and events. I find travelling the corridor now so intimidating that I frequently do not take advantage of activities requiring such travel.	6/22/2013 2:24 AM
81	<b>Miscellaneous</b> Thanks for the opportunity to weigh in.	6/22/2013 1:58 AM
82	<b>Survey design feedback</b> This designed survey seems of little value - it's phrased to encourage support for the work already done.	6/22/2013 1:53 AM
83	<b>BRT &amp; LRT</b> <b>Roadway</b> I think you will miss the boat by over studying this problem. Try this: roads are for cars and trucks to move people and commerce. Increase the rail to move people. Leave the green spaces alone for now. Thank you. Stop asking about RACE!!! Consider everyone a taxpayer and go from there.	6/21/2013 11:14 PM
84	<b>\$</b> <b>Oppose</b> Stop this nonsense! We don't need it. It will not improve our quality of life. It costs too much in dollars and in congestion. Please!!! No SW Corridor Plan!	6/21/2013 11:12 PM
85	<b>LRT only</b> I would like to see light rail extension into Yamhill County, McMinnville	6/21/2013 11:07 PM
86	<b>Planning recommendations</b> Please remember that in the SW area of Portland that borders Clackamas County there are narrow roads that are not conducive to bike lanes and limited bus service which is not likely to change due to smaller population. Strategies that work for denser population areas do not work as well in areas that have less population.	6/21/2013 10:12 PM
87	<b>Miscellaneous</b> What is the sound of one hand clapping?	6/21/2013 9:43 PM
88	<b>Survey design feedback</b> This is a terrible way to solicit opinions.	6/21/2013 9:37 PM
89	<b>BRT &amp; LRT</b> <b>Roadway</b> Dedicated transit lanes, such as one might find in a European city, would be an improvement. A sensible adaption to our situation would be to allow EVs, hybrids, and multiple-passenger vehicles some use of those lanes where feasible.	6/21/2013 9:22 PM
90	<b>Oppose</b> This plan is not well thought out or presented. It pokes a finger in the eye of what Washington County and its cities/urban communities have already done. Within the three county metro area Washington is the only county which has a street (MSTIP) improvement program. Seems Washington County is being stiffed in favor of Multnomah County.	6/21/2013 9:01 PM
91	<b>Route</b> I am concerned that residents of western Tigard will not have easy access to high speed transit focused around only downtown Tigard and Tualatin. Park and Ride options are quite limited. Tigard Transit Center park and ride is often over full capacity. The Tigard park and ride in the triangle is difficult to access during rush hour traffic. New park and ride lots with frequent transit service need to be established throughout western Tigard from highway 99W to Scholls Ferry road.	6/21/2013 8:54 PM
92	<b>BRT only</b> I hope that buses to be used might be electric or perhaps run on natural gas. Please consider any and all alternatives to gasoline that could be as reliable but less polluting.	6/21/2013 8:53 PM
93	<b>Miscellaneous</b> REMOVE ALL ILLEGALS FROM THE STATE OF OREGON!	6/21/2013 7:47 PM
94	<b>General concerns</b> Thank goodness I will be dead before anything happens so my pain is going to be short lived. My children and grandchildren have to pay the price for lack of leadership because elected and appointed officials don't have the guts to stick their necks out to make a decision and get it done. Foresight is a missing quality in today's leaders. Thank goodness I moved here so many decades ago when leaders knew what to do and did it. While I won't suffer, maybe the kids will move somewhere else where there is still hope.	6/21/2013 7:30 PM
95	<b>BRT &amp; LRT</b> I work in this corridor and would love to have a transit option	6/21/2013 7:16 PM
96	<b>Oppose</b> expect you to put light rail where it will do the most damage whether it is wanted or not	6/21/2013 7:16 PM
97	<b>West</b> <b>Corridor Plan public involvement report</b> Ridership is down 41%. There are no jobs.	6/21/2013 6:50 PM

# Southwest Corridor Plan draft recommendation

98	<b>Roadway</b> Stop the social engineering, it hasn't worked. Create better traffic flow. It's better for the economy and in the long run reduces commute times thus lower pollution & gas consumption.	6/21/2013 6:33 PM
99	<b>Oppose</b> Just say no to light rail and bus rapid transit---don't waste the time or money	6/21/2013 6:28 PM
100	<b>Decision-making</b> While I support the plan, it is written not written a way that is easily understood by the general public. Even this survey is fairly meaningless. "Further study"? Why? What does that mean? How could any one be against that? True citizen involvement should be more than this.	6/21/2013 6:24 PM
101	<b>Oppose</b> No LIGHTRAIL or walking/biking projects.	6/21/2013 6:08 PM
102	<b>Roadway</b> A thoughtful approach is essential. This is a large area with lots of people. Roads are often congested, so that alternative means need to be created to get around.	6/21/2013 4:46 PM
103	<b>Route</b> Another idea would be to have a transit system stop on Bangy Rd either at Kruse Way or Bonita Rd with parking.	6/21/2013 4:39 PM
104	<b>Roadway</b> Build the west side freeway first	6/21/2013 4:32 PM
105	<b>General concerns</b> As you can tell, I am not happy with Metro or most of its goals. Metro HAD potential, but by trying to force Portland mentality on those of us that CHOOSE to live in the Sub-burbs, you have wasted whatever potential you could have had. It will take a lot of time and very careful and gentle work to win back the trust of the Counties. You would be better for all if you just split Metro up and let Clackamas and Washington County go our own ways. But then how would you fund the grandiose Plans that Portland has?	6/21/2013 9:53 AM
106	<b>Planning recommendations</b> Use this as an opportunity to reduce air pollution, greenhouse gasses and stormwater runoff. Re-green the SW Corridor.	6/20/2013 9:08 AM
107	<b>BRT only</b> <b>Roadway</b> I like the discussion of options for BRT through Tigard to Tualatin, seems like a good balance. However, while studying BRT it is critical that rush hour traffic is not impacted by the creation of such a project (either by additional congestion or the creation of "bus only" lanes that limit road expansion and hence indirectly hurt traffic flow). I would love to see BRT options with less than 50% exclusive right of way to keep costs down and allow for more road projects to be completed to help traffic overall in the region, but I understand that without federal funding no project is likely viable.	6/17/2013 2:22 PM
108	<b>Route</b> Serious consideration should be given to connecting the SW High Capacity Transit Line (LRT) to the Yellow Line via the inner eastside and the new Willamette River Bridge rather than connecting to the rest of the system downtown. This creates a N-S high capacity transit corridor that can compete for commuters with I-5 from Vancouver to Tualatin and eventually to Wilsonville. The Westbank LRT/Streetcar Station could provide excellent downtown access and the OMSI Station and Stations at the bridgeheads could provide fast efficient connections to eastside buses and trains. It also would provide redundancy in the case of a Steel Bridge closure.	6/17/2013 11:21 AM
109	<b>Oppose</b> Do not put light rail in Tigard and Tualatin.	6/14/2013 2:18 AM
110	<b>Miscellaneous</b> Thank you for soliciting feedback. I am excited about improvements to my city and appreciate the time you are spending in planning our future.	6/13/2013 8:31 PM
111	<b>\$</b> Think hard about potential unintended negative consequences to the City of Portland and plan for how they will be avoided or mitigated. Use the availability of transit to the suburbs to spread the burden of providing low income housing, and support services to the homeless, disadvantaged and low income households. With good transit, these populations and the services to assist them can be located outside the City as well as within. The City is doing far more than its regional share at present. Use transit to spread this burden around.	6/13/2013 7:48 PM
112	<b>Support</b> It's a bit hard to understand all of these recommendations, but I hope and trust you are doing the right thing: improving bicycling and transit. Motor vehicles have gotten 100 years of attention as we've paved over our landscape; now it's time to start undoing that legacy of destruction.	6/13/2013 3:02 PM

**Q13 What year were you born? (optional)**

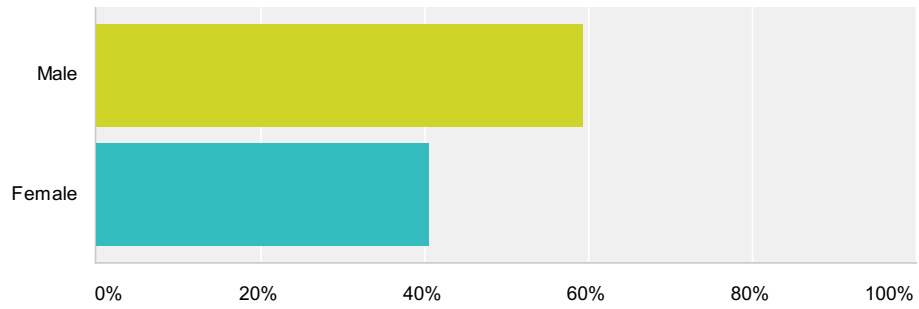
Answered: 558 Skipped: 396

Metro requested optional demographic information in order to better understand whether public involvement tools such as this survey reach as many people from the general population as possible. The responses to the demographic questions did not influence the consideration of the responses to the rest of questions of the survey.



## Q14 What is your gender? (optional)

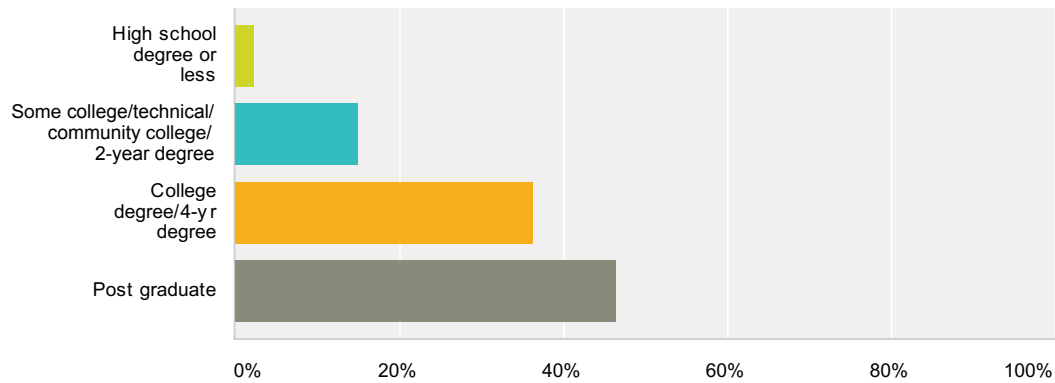
Answered: 601 Skipped: 353



Answer Choices	Responses	
Male	59.40%	357
Female	40.60%	244
Total	601	

# **Q15 What is the highest level of education you have had the opportunity to complete? (optional)**

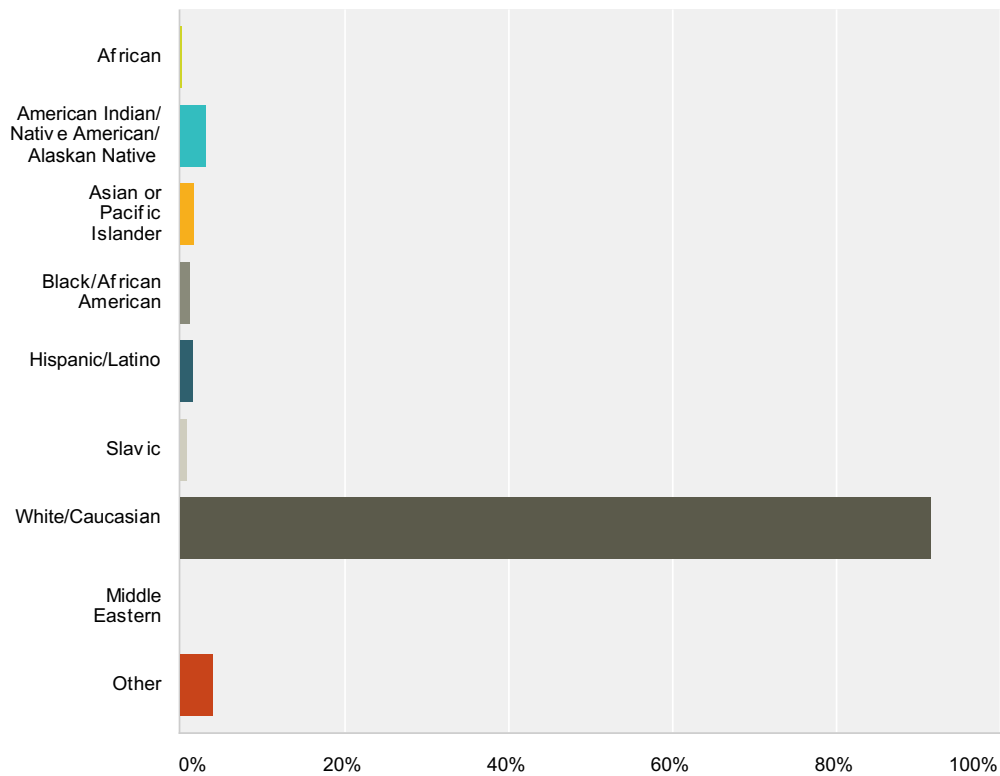
Answered: 627 Skipped: 327



Answer Choices	Responses	
High school degree or less	2.23%	14
Some college/technical/community college/2-yr degree	14.99%	94
College degree/4-yr degree	36.36%	228
Post graduate	46.41%	291
Total		627

## Q16 What is your race or ethnicity? (optional)

Answered: 588 Skipped: 366



Answer Choices	Responses	
<b>African</b>	<b>0.17%</b>	<b>1</b>
<b>American Indian/Native American/Alaskan Native</b>	<b>3.06%</b>	<b>18</b>
<b>Asian or Pacific Islander</b>	<b>1.70%</b>	<b>10</b>
<b>Black/African American</b>	<b>1.19%</b>	<b>7</b>
<b>Hispanic/Latino</b>	<b>1.53%</b>	<b>9</b>
<b>Slavic</b>	<b>0.85%</b>	<b>5</b>
<b>White/Caucasian</b>	<b>91.67%</b>	<b>539</b>
<b>Middle Eastern</b>	<b>0%</b>	<b>0</b>
<b>Other</b>	<b>3.91%</b>	<b>23</b>
Total Respondents: 588		

**Comments collected during the  
Community planning forum  
June 26, 2013**

Approximately 50 people attended the community planning forum on June 26 at the Tigard Library. People were invited to talk with project staff, ask questions and comment on the draft recommendation. Their comments appear below and have been factored into the results included in the body of the public comment report.

**RECOMMENDATION: MODE**

Both light rail and bus rapid transit are recommended to be studied in greater detail in the next phase of the Southwest Corridor Plan.

This recommendation is based on (1) the high ridership potential of both modes and (2) additional design needed to produce more accurate capital cost estimates that will clarify tradeoffs among cost, operating efficiency and the potential to support local aspirations.

**Respondents who supported this recommendation offered the following comments:**

- [LRT only] I favor rail over bus – more community improvement.
- [BRT & LRT] Please look at BRT & LRT. What are travel time differences?
- [LRT only, Local transit service] Yes, strongly support light rail as part of an integrated regional network.
- [LRT only, Route] Extend Orange Line on Eastside from Rose Q to OMSI, across new LR bridge to S Waterfront, tunnel to OHSU, Hillsdale, Mult Village, Barbur TC, PCC, then surface route Tigard-Tualatin.
- [LRT only] Having worked at Crag in transportation planning in the 1970s, it is obvious that LR is the appropriate mode for the SW Corridor.
- [LRT only, \$] I favor light rail. It will be cheaper to operate annually & cleaner.
- [BRT & LRT] Other cities all over the world have wonderful HC transit options. Let's get up to speed.
- [BRT & LRT, Route, Roadway] Yes, hit as many major destinations as possibly directly with exclusive right of way. Definite hit PCC & OHSU directly. Tualatin good destination. Must avoid traffic and be fast, no mixed traffic.
- [BRT & LRT] Yes. Evaluate both BRT & LRT. Goal is 100% dedicated corridor & car-competitive trip times.
- [LRT only] I favor LRT over BRT due to increased ridership.

**Respondents who believed this recommendation could be improved offered the following comments:**

- [Safety] Public safety (police, fire, medical) input.



- [BRT only, \$, Roadway] Limited BRT – no light rail. We do not (and will not) have **decropy** to support a rail system in Tigard area. Improved by: eliminate this discussion of light rail or dedicated bus. Quit wasting \$ on this – commit to Westside Bypass.
- [\$, Safety] Not only look at cost of either options, but also consider environmental and health community impact? What communities will benefit the most and at the cost of who?
- [Route] If a tunnel, place a station at Hillsdale.
- [BRT only] Where does Tigard have room for light rail? BRT all the way.
- [Local transit service, \$] In addition, improvements to local and express bus service need to be considered. Light rail is not automatically cost effect and comes with huge construction costs and social issue w/ gentrification, tax-abatement losses, and loss of local bus service.
- [Safety] Look at the environmental costs of each alternative. Is one cleaner than the other?
- [Route, BRT & LRT] Please include how stops are chosen in terms of location. 1. What neighborhoods are closest to stops? 2. What infrastructure will be chosen alongside the SE stops? 3. If light rail, please indicate a detailed Title VI disparate effects analysis.

## **RECOMMENDATION: LEVEL OF BUS RAPID TRANSIT**

It is recommended that we further study bus rapid transit that has between 50 and 100 percent of the route within an exclusive right of way.

This recommendation is based on (1) the federal funding that becomes available for bus rapid transit projects that operate mostly out of regular roadway traffic and (2) the operational efficiency of transit outside of congested roadways. Examples in the U.S. and internationally suggest that bus rapid transit with a higher level of exclusive right of way would best support local aspirations in the corridor.

### **Respondents who supported this recommendation offered the following comments:**

- [Route] The faster the busses can move from point a to point b, the better
- [Route] Yes as exclusive as possible for the right of way so busses aren't stuck in traffic and can actually be a real alternative
- [Route] Need to know travel time trade offs with 50 to 100% ROW
- [Support, \$] Agreed, BRT has highest potential both on and off corridor and is extremely cost efficient
- [\$] I am concerned about the number of buses needed to keep the wait short
- [Support, Local transit service, Route] Yes and focus ROW investments in areas where multiple lines travel or street improvements (sidewalks, crossings, etc) can occur.
- [LRT only] FACT: A rubber tire rolling on pavement requires 10x more energy to overcome rolling friction than a steel wheel on a steel rail. Principle of Physics.
- [Support, Roadway] Yes, Id support 50 to 100% in separate ROW, including all congested locations with volume/demand near or at capacity.

**Respondents who believed this recommendation could be improved offered the following comments:**

- [Route] Making the trip faster is the best way to get people out of their cars.
- [Route] Keep stops far enough apart to maintain faster service
- [Route] Where do you have the space to make a dedicated ROW? Poll land owners.
- [Support] Study options but strong preference for 100% right of way.
- [Miscellaneous] Public safety (police, fire, medical) input.

**RECOMMENDATION: DESTINATION**

It is recommended that we further study a high capacity transit connection from Portland, through Tigard, to Tualatin.

This recommendation is based on ridership potential, operational efficiency, and plans for increased housing and employment in Tigard and Tualatin. This would mean that transit connections between other communities, such as Sherwood, would be made through local bus service.

**Respondents who supported this recommendation offered the following comments:**

- [Support, Mode] Yes, to provide an entire quadrant of the region with frequent, reliable, high capacity options.
- [Tigard, Tualatin] My kids and I would use HCT a lot – bring it to Tigard and Tualatin
- [Tualatin, Sherwood] Yes, the main route should go to Tualatin with feeder service to Sherwood. Hit Bridgeport village
- [Tigard, Tualatin] Agree. Tigard & Tualatin are key.
- [Tigard] Yes! Very important for Tigard. I'd really like access to HCT downtown Tigard.
- [Land use, Roadway] Tunnel under PCC to hit directly and avoid impacts to residential area. Topography already works in its favor and would avoid having to deal with a disconnected road network of residential streets. Tunnel under OHSU, Hillsdale, Multnomah Village instead of Barbur Blvd alignment. These Town Centers are much better suited to transit and walkability than auto oriented Barbur Blvd which will never change from being auto oriented.
- [Tigard, Tualatin, Land use, Mode] Absolutely. Don't stop @ Tigard. Save Bridgeport and downtown Tualatin with LRT.
- [Support] Yes – we need to address the public transportation needs in all these cities affected by this project.

**Respondents who believed this recommendation could be improved offered the following comments:**

- [\$, Roadway] By: End this process save our \$\$\$. Kill the rail, focus on the need for better freeway flow to Hillsboro/Wilsonville. WESTSIDE BYPASS
- [Miscellaneous] Public Safety (police, fire medical) Input
- [Tualatin, Mode] Tualatin looks a central core that is conducive to rail.
- [\$, Tualatin, Mode] Consider a rail option that would stop in Tigard to lower costs and not duplicate WES.

## **RECOMMENDATION: LOCAL TRANSIT SERVICE**

The following improvements to local transit service are recommended to TriMet to be considered in their 2013-14 Southwest Service Enhancement Plan.

1. Transit service that connects key Southwest Corridor locations quickly and reliably to one another and to a potential high capacity transit line. These include but are not limited to: Beaverton, Washington Square, Lake Oswego, King City, Durham, Tualatin industrial areas, and downtown Sherwood. This also includes improved local transit circulation from the Southwest Corridor throughout Washington County, including connections to northern Washington County.
2. Improved local transit connections to Westside Express Service (WES).
3. Capital improvements necessary to achieve higher transit system functioning, such as “queue jumps” and/or re-orientation of existing transit lines to better connect key corridor areas and a future high capacity transit system.
4. Identification of improvements cities and counties can make for better transit access (e.g., sidewalks and safe pedestrian crossings).

### **Respondents who supported this recommendation offered the following comments:**

- [Decision-making] TriMet is hopeless. Tigard should make their bus svc.
- [Miscellaneous] Local transit service from 99W to Bridgeport on **Durban** is a key connection. Esp for high school can connect – THS & PCC w/ transit!
- [HCT] Bull Mt. needs more bus connections to HCT.
- [Active transportation] Support improved functioning with transit signal priority & improved ped/bike access.
- [Miscellaneous] Improve local bus service in Tualatin, Tigard, Sherwood to get around cities in addition to commuter service at the regional level. More frequent, too. Inadequate levels of service now.
- [WES] Improve frequently on WES to make it more useful, never runs when I want to ride it.
- [Miscellaneous] Yes, establish routes as close to a grid as possible while still serving important locations.

- [Decision-making, Support] Absolutely!!! TriMet service in Tigard is very poor- TriMet has neglected our city with lower levels of service, old, vulnerable buses & overcrowded buses. Tigard should consider splitting from TriMet and form our own transit system.

**Respondents who believed this recommendation could be improved offered the following comments:**

- [Miscellaneous] Public Safety (police, fire, medical) input
- [WES, HCT] Focus on WES offers no benefit – it does not meet the need of most travelers, and costs too much. Focus on access to city-wide bus service, linked to regional buses (BRT or express bus) WES is a financial error that has cost our region, helped reduce bus service.
- [HCT] I get the focus on **Lereton** % SW Tualatin CPA but residents need transit access too & I'm frustrated by lack of attention to this for LT viability of Tualatin as neighborhood.
- [Support, HCT, Roadway] Great idea! Look at all the Portland-Salem traffic – get it on the rails.
- [WES] Extend WES to Salem – increase the hours of service.

**RECOMMENDATION: TRANSIT RELATED ROADWAY, BIKING AND WALKING PROJECTS**

There are a number of potential on-the-ground projects that could help people walk, bike or drive to a new light rail or bus rapid transit station. These projects came from community plans, technical analysis and public input.

It is recommended that these transit related projects are refined and prioritized in the next phase of the Southwest Corridor Plan when a community-supported transit investment is identified.

**Respondents who supported this recommendation offered the following comments:**

- [Transit, local suggestions] We need these connections to transit throughout the neighborhoods.
- [Transit, Roadway, Active transportation] Consider not just the immediate station area, but how people get to the stops, and how streets along these routes can improve.
- [Miscellaneous] Support refinement. What are these projects specifically?
- [Roadway, Active transportation] Fix Naito/ R.I. Bridge Interchange to reclaim land to rebuild neighborhoods destroyed by ramps. Stitch **Lair** Hill neighborhood back together and improve walkability and connectivity.
- [Transit, Active transportation] Please connect Cook Park & Fanno Creek trail. Would provide great route to HCT.

**Respondents who believed this recommendation could be improved offered the following comments:**



- [\$, Transit] Keep peripheral project costs down – transit is not a Christmas tree for everything else someone might want – focus on the main corridor.
- [Active transportation] Make biking safe.
- [Safety] Public safety (police, fire, medical) input.
- [Active transportation] Project # go53 can be shortened – don’t need special bike/ped walk for SW Haines East of Lesser (PDX).
- [Transit, Active transportation] Transit needs to accommodate multiple modes more effectively – more room for bikes.
- [Roadway, Transit, Active transportation] Yes. Emphasize complete experience (sidewalk, street lights, signals). Also bike boulevards from neighborhoods to HCT.
- [Transit, Local suggestions] Focus on the transit. Allow the cities to work through their own connectivity plans.
- [Transit] Tualatin: no focus on connections for existing SFR neighborhoods to access transit (& don’t mean park & ride).

## **RECOMMENDATION: ROADWAY, WALKING AND BIKING PROJECTS RELATED TO LOCAL ASPIRATIONS**

There are a number of potential on-the-ground projects that support key places, such as main streets, downtowns and growing employment and industrial areas in the Southwest Corridor. These projects also came from community plans, technical analysis and public input.

It is recommended that these potential projects be listed in local capital improvement plans, transportation system plans, the Regional Transportation Plan and in TriMet’s transit investment priorities.

### **Respondents who supported this recommendation offered the following comments:**

- [Supports projects] Yes – start planning now. Get these projects in the queue.
- [\$, Supports projects] Yes, have plans in place for when funding becomes avail.
- [Planning suggestions] HCT is more conducive to OHSU, Hillsdale, Multnomah Village than Barbur BLVD for supporting walkability, employment, main streets than an auto oriented strip – highly skeptical Barbur can change to a pedestrian oriented street meanwhile Hillsdale & Mult. Vill. Have the compact walkable bones.
- [Supports projects] YES

### **Respondents who believed this recommendation could be improved offered the following comments:**

- [General concerns] These are important issues, however each jurisdiction should not solve each other’s problems. TriMet for example, should focus on transit – nothing else.

- [General concerns] Public Safety (police, fire medical) INPUT
- [Planning suggestions, Roadway] Need a ramp to I-5 at Burlingame.
- [General concerns] Focus on transportation leave the capital imp plans to the cities.

## **RECOMMENDATION: PARKS AND NATURAL RESOURCES PROJECTS**

There are a number of potential green projects that support the natural amenities in the corridor. These projects include parks, trails, natural areas, storm water facilities, green streets and natural resource enhancements such as wildlife corridors and improved culverts for fish passage. These projects also came from community plans, technical analysis and public input.

It is recommended that these potential projects are supported through their inclusion in local and regional plans.

### **Respondents who believed this recommendation could be improved offered the following comments:**

- [General concerns] Public safety (police, fire, medical) input.
- [Environmental concerns] Add trees to any HCT station landscaping
- [Environmental concerns] Street trees!
- [Environmental concerns] Reduce storm water runoff
- [Environmental concerns] Undo the damage done by existing transportation infrastructure
- [Planning suggestions] I don't see much connection between these projects and transit. Focus on transportation instead.
- [Environmental concerns] Ensure that green space projects remain high on the priority list – should remain main thrust of land use planning.
- [General concerns] SW Corridor Plan is a transportation plan. We should not co-mingle other issues. Parks/greenspaces are important but should be a totally separate plan.
- [Environmental concerns] Please add lots of trees to Pacific Hwy in Tigard
- [Planning suggestions] Please consider connecting parks (including Tigard's new purchases) with local transit.
- [Planning suggestions] Focus on transportation. Leave the parks and greenway planning to the cities – comply with local green plans and landscape requirements.
- [Planning suggestions, \$] Focus on transportation. Leave parks and natural areas to a parks project or levy. Just driving up costs and getting off topic.
- [Planning suggestions] Yes but provide a hierarchy of park types. Activate those near stations.
- [Environmental concerns, General concerns] I think Portland/Metro has embraced environmental issues at the expense of serving people effectively. (Removing culverts is a dumb idea.)

- [Environmental concerns, \$] Building off of the comment above, it would be encouraging to see Portland/Metro/TriMet care about the reduction of SOV emissions. The direct correlation between investment in infrastructure and reduction (ACTUAL) of actual SOVs needs to be shown to the public.

## **RECOMMENDATION: DEVELOPMENT STRATEGY**

It is recommended that local and regional governments adjust regulations and policies and develop incentives to stimulate private investment in Southwest Corridor communities.

Regulatory tools such as development incentives or zoning codes and land use policies can help communities intentionally steer development to achieve local aspirations.

### **Respondents who supported this recommendation offered the following comments:**

- [Supports incentives] Absolutely, TOD won't happen without incentives.
- [Supports incentives] This would help stimulate these projects. They are for the good of the people so cities need to assist with policies.
- [Supports incentives] Yes, make the most of HCT stations with both housing and employment.

### **Respondents who believed this recommendation could be improved offered the following comments:**

- [General concerns] Public safety (police, fire, medical) input.
- [\$, Planning suggestions] Don't forget tax increment financing
- [\$] Too much growth equals inflation!! Higher prices.
- [Planning suggestions] It is good to address some of the broader issues with policy that limit project potential. However, there should also be regulatory tools to avoid issues of gentrification of community members. Bring more mixed income housing
- [Decision-making, local suggestions] Make sure the community/city supports density before changing the code.
- [Decision-making, local suggestions] By listening to constituent voters. Stop focus on HCT. Step back and resolve greater regional arterial issues. Read: Westside Bypass.

## Appendix C: Outreach events calendar





OUTREACH	LOCATION	DATE/ TIME	AGENCY
<b>Project Events</b>			
Economic Summit	Tigard Library	5/21/2013	Metro, project partners
Community Planning Forum	Tualatin Library	5/23/2013	Metro, project partners
Community Planning Forum	Tigard Library	6/26/2013	Metro, project partners
<b>Community Events</b>			
SWNI Transportation Committee	Multnomah Arts Center	3/18/2013	SWNI
SWNI Board Meeting	Multnomah Arts Center	3/27/2013	SWNI
Homestead NA meeting	OHSU CDRC Building	4/2/2013	Homestead NA
South Portland NA meeting	National College of Natural Medicine	4/3/2013	South Portland NA
SWNI open house	Multnomah Arts Center	4/25/2013	SWNI, Portland
Westside Economic Alliance	Jordan Ramis Conference Center	5/8/2013	Metro
Regional Trails Fair	Metro	5/8/2013	Metro
Haines Street neighbors	Haines Street	5/22/2013	Metro
Citizen Participation Organization 4M	Metzger Park Hall	5/22/2013	Metro, Washington County
Latino Network	Latino Network	5/31/2013	Metro
Center for Intercultural Organizing	Metro	6/5/2013	Metro
Portland Business Association Transportation Committee	Black Box	6/11/2013	Portland, Metro
The Community Housing Fund	Metro	6/14/2013	Metro
Center for Diversity and the Environment	By telephone	6/17/2013	Metro
Environmental Justice Discussion Group	Tualatin Library	6/18/2013	Metro, Tualatin
Vision Action Network	Vision Action Network	6/24/2013	Metro
Far Southwest NA	Comfort Suites Southwest Hotel	6/25/2013	Metro
<b>Local Government Events</b>			
Tigard City Council	Tigard City Hall	2/19/2013	Tigard

OUTREACH	LOCATION	DATE/ TIME	AGENCY
Portland Planning and Sustainability Commission	1900 SW 4th Ave, Portland	2/26/2013	Portland
Portland Freight Committee	Portland City Hall	3/7/2013	Portland
Portland Pedestrian Advisory Committee	Portland City Hall	3/19/2013	Portland
Portland Bicycle Advisory Committee	Portland City Hall	4/9/2013	Portland
Tigard open house	Tigard Town Hall	4/30/2013	Tigard
Tigard TAC	Tigard Town Hall	5/1/2013	Tigard
Washington County Planning Directors		5/2/2013	Washington County
Washington County Coordinating Committee	Beaverton Library	5/6/2013	Washington County
Tigard Planning Commission	Tigard Town Hall	5/6/2013	Tigard
Washington County Board	Hillsboro Public Services Building	5/14/2013	Washington County
Sherwood Planning Commission	Sherwood City Hall	5/14/2013	Sherwood
Tualatin Planning Commission	Tualatin Police Department	5/16/2013	Tualatin
Tigard City Council workshop	Tigard Town Hall	5/21/2013	Tigard
Tualatin City Council work session	Tigard Town Hall	5/28/2013	Tualatin
Sherwood City Council	Sherwood City Hall	6/4/2013	Sherwood
Tigard TAC	Tigard Town Hall	6/5/2013	Tigard

OUTREACH	LOCATION	DATE/ TIME	AGENCY
Tualatin Transportation Task Force	Tualatin Police Department	6/6/2013	Tualatin
Tualatin City Council work session	Tualatin Council Building	6/10/2013	Tualatin
Tualatin Parks Advisory Committee	Tualatin Council Building	6/11/2013	Tualatin
Tigard CCAC	Tigard Town Hall	6/12/2013	Tigard
Tigard Planning Commission	Tigard Town Hall	6/17/2013	Tigard
Beaverton City Council	Beaverton City Hall	6/18/2013	Beaverton
King City City Council	King City City Hall	6/19/2013	King City
Tualatin Planning Commission	Tualatin Police Department	6/20/2013	Tualatin
Tualatin Transportation Task Force	Tualatin Police Department	6/25/2013	Tualatin
Tigard City Council	Tigard Town Hall	6/25/2013	Tigard
Durham City Council	Durham City Hall	6/25/2013	Durham
<b>School Outreach Efforts</b>			
PCC	PCC Sylvania Campus	6/3/2013	Metro
<b>Web and Social Media</b>			
Website updates	n/a	ongoing	Metro
Twitter	n/a	ongoing	Metro
Facebook	n/a	ongoing	Metro
blog	n/a	ongoing	Metro
Metro newsfeeds	n/a	ongoing	Metro





## **Appendix D: Economic summit event summary**



## Appendix D: Economic summit event summary

On May 21, 2013 the SW Corridor Project staff conducted the SW Corridor economic summit. Local business, education, and government stakeholders were invited to participate in this event to provide input on the project from an economic vitality perspective. The summit took place at the Tigard Library from 7:30 to 9 a.m. Twenty-four (24) participants attended this event (not counting project and partner organizations' staff).

The SW Corridor economic summit participants received a presentation from Malu Wilkinson, SW Corridor Plan Project Manager from Metro, and Ed Hovee, from E.V. Hovee Consultants, regarding the implications of the Plan's options for the economic situation of the affected jurisdictions and communities in the study area. After the presentation, the participants divided into groups to discuss the content of the presentation from their institutional perspectives. Staff facilitated the discussion groups and captured the participants' input, which has been organized in two areas:

1. Destination of the high capacity transit (HCT) options
2. Type of bus rapid transit (BRT)

**Destination of the HCT options:** The majority of participants indicated that they prefer to have HCT that extends from downtown Portland, through Tigard, to Tualatin. The majority also indicated that they would like to see local transit access improvements in addition to any HCT project, to provide better service to the areas that end up not being served directly by HCT. One important area that will need local transit improvements is Sherwood, which was not identified by the participants as the preferred destination option.

Other input regarding the alignment and destination included:

- support for HCT that serves OHSU, either through a light rail tunnel or through an HCT alignment that serves South Waterfront
- be mindful that people will come to the employment areas not just using the HCT alignment, but also from other points further east and southwest, so the system should be designed to help those users as well
- preserving freight mobility is also vital for the SW Corridor
- the importance of considering how HCT will serve both more and less affluent users, without prioritizing one group over the others

**Type of BRT:** The majority of the participants expressed strong support for building a BRT option that runs mostly or entirely on an exclusive transitway, so it is eligible for federal funding through the New Starts Program.

Other input regarding the type of BRT included the following.

- BRT is a more flexible option that could change alignments to serve different areas, in the event of significant demographic change, much more easily than light rail
- contact other jurisdictions, both in the outside the US, that have built BRT systems in order to learn from their experiences
- adjust BRT and other bus service schedules so buses can serve workers in the Corridor's employment areas, who start their shifts early in the morning, at times when currently there is no transit service available



**Outstanding questions:** The participants in SW Corridor economic summit also posed a number of questions.

- What is the expected life span of the HCT systems under consideration?
- Is there efficiency in having a singular transit option?
- Why is it so much more expensive to operate HCT to Sherwood than it is to Tualatin? The distance from Tigard to Tualatin is roughly the same as from Tualatin to Sherwood, but the operating expenses increase disproportionately in relation to the distance.
- Would the BRT buses be diesel or electric?
- What is the break even (amortization) point for both LRT and BRT investments?

**Conclusion:** The summit's participants' input indicates that:

1. There is strong support for having an HCT system that serves Tigard and has its final destination in Tualatin
2. Regarding the BRT options, there is strong support for having a system that runs mostly on an exclusive transitway

The information and conclusions from the economic summit concurs with the input collected at the community planning forums of May 23 and June 26, 2013, the outreach to organizations that work with environmental justice populations, the two online surveys and other outreach activities conducted during the January through June 2013 period.

## **Appendix E: Environmental justice outreach**



## **Appendix E: Environmental justice outreach**

Metro complies with Title VI of the 1964 Civil Right Act and Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations." Metro is responsible for communicating with environmental justice populations to identify potential impacts of a new high capacity transit line and actions that would mitigate those impacts.

During this first phase of the Southwest Corridor Plan, Metro and plan partners laid the groundwork that will support collaboration with environmental justice populations as high capacity transit solutions are identified and designed.

In May and June 2013, Metro staff contacted sixteen organizations that work with populations with low incomes and/or from racial and ethnic minority groups.

1. American Association of Retired People (AARP) Oregon
2. Asian Pacific American Network of Oregon (APANO)
3. Center for Diversity and the Environment (CDE)
4. Center for Intercultural Organizing (CIO)
5. Coalition for a Livable Future
6. Coalition of Communities of Color
7. The Community Housing Fund of Washington County
8. Community Partners for Affordable Housing (CPAH)
9. Elders In Action
10. Immigrant and Refugee Community Organization (IRCO)
11. Latino Network
12. New Portlanders Program of the City of Portland's Office of Equity and Human Rights
13. Organizing People Activating Leaders (OPAL)
14. Oregon Opportunity Network
15. Tigard Senior Center
16. Vision Action Network of Washington County

The objectives for the contact with these organizations were to brief them about the SW Corridor Plan and get input regarding the transit options and the draft recommendations being considered by the Steering Committee. Staff was able to meet with representatives from six of these organizations: Latino Network, CIO, the Community Housing Fund, Elders in Action, the New Portlanders Program, and the Vision Action Network. Two other organizations, CDE and OPAL, provided less structured input by phone and email. A summary of all the input collected is presented below.

Staff also heard from five other organizations: AARP, Coalition for a Livable Future, CPAH, IRCO and the Tigard Senior Center, whose representatives indicated that they were interested in providing input on the Plan at a later stage. Staff will continue to develop relationships with all these and other organizations working with environmental justice populations to ensure proper understanding of the Plan's impacts and appropriate solutions or mitigation to problems that may be identified in future phases.



**Summary of input:** The organizational representatives were asked about the high capacity transit (HCT) options, including destinations, bus rapid transit (BRT) levels, Plan outcomes, and the draft recommendations being considered by the Steering Committee. The majority of the people who provided input indicated that transportation was not their area of expertise, so they focused primarily on the questions about Plan outcomes and additional community resources.

When asked about the HCT options, the collective preference was BRT, with Tualatin as its destination. Some representatives indicated that they would prefer BRT to run on a dedicated transitway for 50% or higher of the alignment, in order to be eligible to apply for a greater amount of federal funds. Increased or enhanced local bus service was also mentioned as an important element to have in addition to the final Plan.

The representatives' input on the Plan outcomes unequivocally pointed to Equity (fair distribution of benefits and burdens) as the top one, followed by Healthy communities (access to parks and natural areas, and walking and biking opportunities). Prosperity (more jobs, development, and housing) and Access and mobility (more and better sidewalks and bikeways, reduced time in traffic or at lights) were also mentioned as priorities, but not as high as the first two ones. This input is noteworthy because it clearly diverges from the input from the Transit options survey, which came from an overwhelmingly white population with bachelor's degrees or higher, that placed Better transit (quicker trips, more local service, and more easily accessible HCT stations), Access and mobility, and Feasibility (cost, funding potential and support) as the top three outcomes.

The environmental justice organizations' representatives identified a number of additional organizations and groups for Metro to contact in future phases of the Plan, in order to obtain more complete input from this perspective. They also offered numerous suggestions for creating mutual understanding between Metro and other transportation agencies and the environmental justice populations, especially immigrants and refugees:

- Help environmental justice populations understand the benefits of transit, since they usually want to replicate unsustainable patterns of consumption that include excessive driving
- Use multiple channels to reach out these populations, including targeted marketing, political mobilization, and work with opinion leaders.
- Consider that these populations tend to have high levels of civic engagement, but through different networks from the official, mainstream ones. Learn more about the "ethnicstream" in order to tap into those networks and bring them into the mainstream.

**Conclusion:** The input collected from organizations that work with environmental justice populations in this phase of the SW Corridor Plan was important and pointed at elements in the draft recommendation where there is broad support: HCT to Tualatin; BRT as a preference, especially on 50% or higher of a dedicated transitway. It also points at differences in preferred Plan outcomes between representatives from these populations and the mainstream opinion.

Metro staff are aware that the outreach summarized here is a small step in the direction of greater participation and inclusion in decision-making for the environmental justice populations.

Metro and partner agencies' staff will continue to build and strengthen relationships with these and other organizations and their communities, and to design opportunities for them to meaningfully participate in the SW Corridor Plan's Refinement and future phases.



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.

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