

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

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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 also 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 Portland¹
- includes Highway 99W and the Interstate 5 freeway, both managed by the Oregon Department of Transportation
- has a daily vehicle count on Highway 99W of approximately 24,000 near Terwilliger and approximately 50,000 near OR 217²

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

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

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

Source : ODOT 2010 AADT volumes

- has a daily vehicle count on Interstate 5 of approximately 134,000 near Terwilliger and approximately 133,000 near OR-217³
- has a resident population of approximately 200,000⁴
- has 120,700 jobs as of 2010, with major employers such as Oregon Health & Science University (OHSU) and Portland Community College (PCC) Sylvania as well as major employment centers including Tigard Triangle, Washington Square, five town centers and the Tualatin industrial area
- contains key regional educational institutions and universities, including Oregon Health & Science University (OHSU), Portland Community College (PCC) Sylvania campus, Portland State University, Lewis & Clark College and Law School, and George Fox University.

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

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

³ Ibid

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

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

Previous public engagement, September 2011 to February 2012

The 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), 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)
- maintained the project Twitter feed for live-tweeting the May 23 community planning forum, quick updates and reminders of events (twitter.com/#!/SWCorridor)
- maintained a Facebook page for quick updates, announcements and photos from events (www.facebook.com/SWCorridor)
- participated in city meetings, presentations and events related to the corridor (*see* Appendix 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.

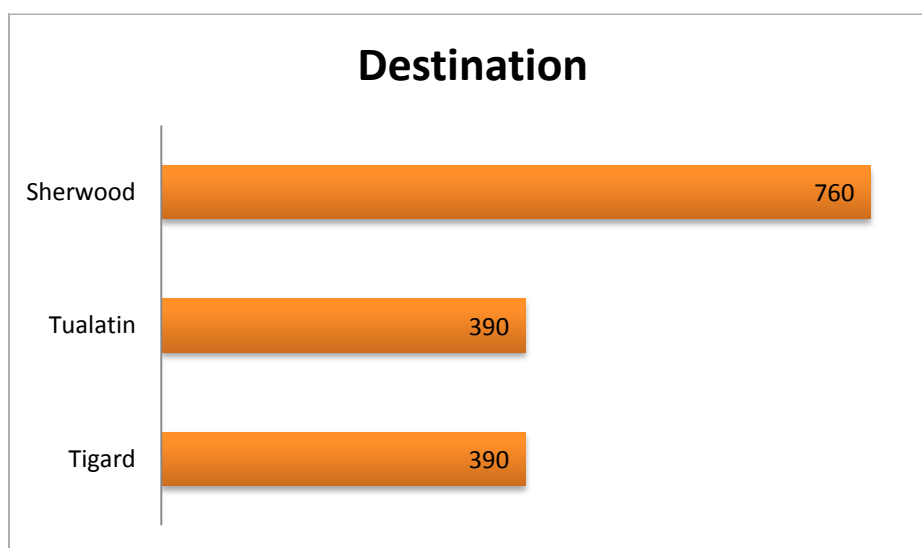
Destination

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 Barbur. Traffic is already bad on Barbur, 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 an alternative to driving to avoid roadway congestion as well as 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, the need for expanded roadways, and concerns about who will pay for transit improvements. General opposition is echoed in responses to 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.*

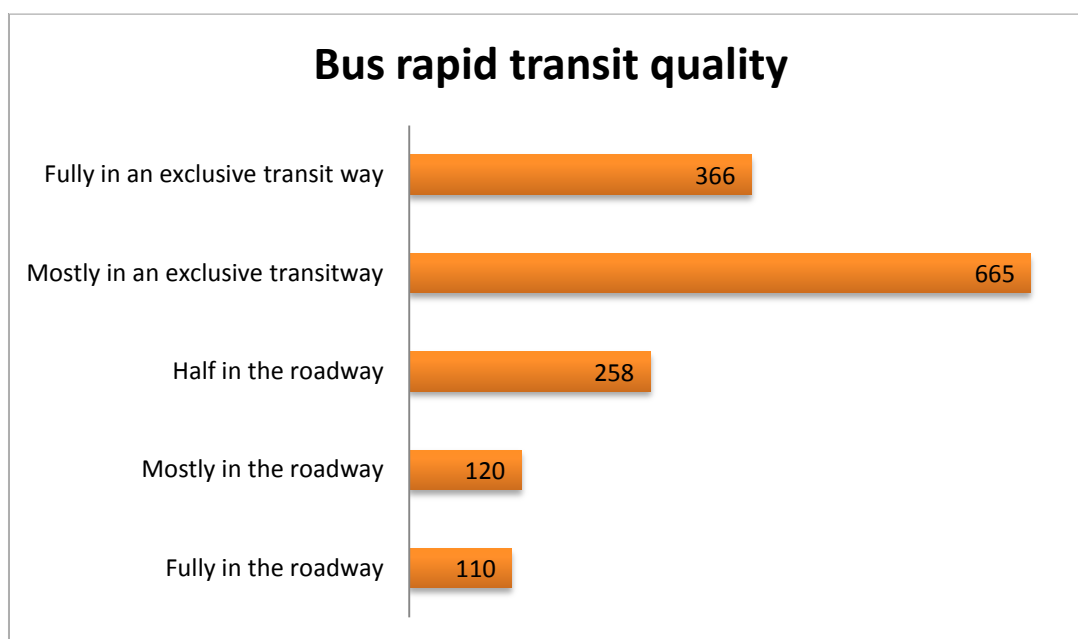
Bus rapid transit quality

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.

Supportive 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).*

Opposed 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	Hight capacity transit alternatives open ended comments Comment tag in Appendix A and general theme
146	Destination - Comments regarding potential destinations for high capacity transit
48	Supports BRT - Comments expressing support for bus rapid transit
26	Opposes BRT - Comments expressing opposition for bus rapid transit
72	Supports HCT - Comments expressing support for high capacity transit
26	Opposes HCT - Comments expressing opposition for high capacity transit
58	Supports LRT - Comments expressing support for light rail
39	Opposes LRT - Comments expressing opposition for light rail
120	Outcome - Comments regarding potential outcomes for the Southwest Corridor Plan
95	Suggestions - Comments suggesting specific actions
241	Miscellaneous - 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.

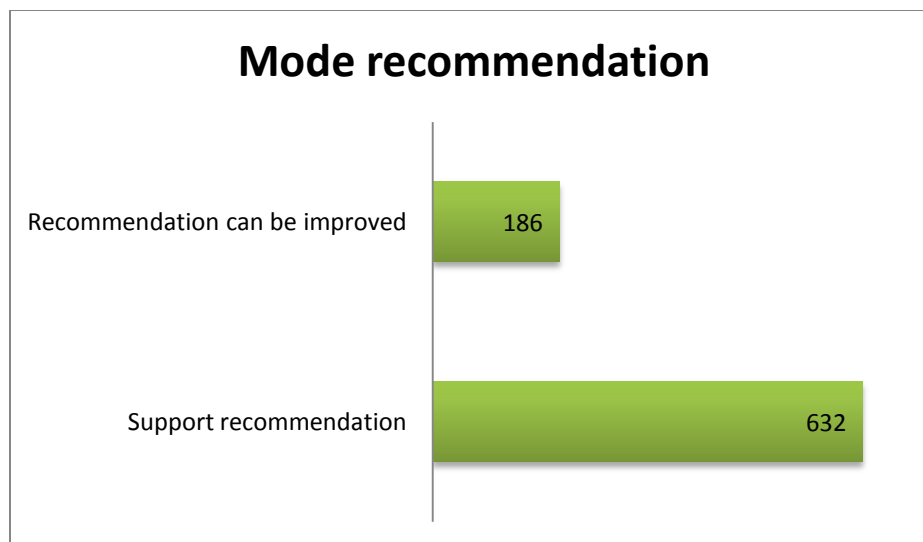
High capacity transit mode

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

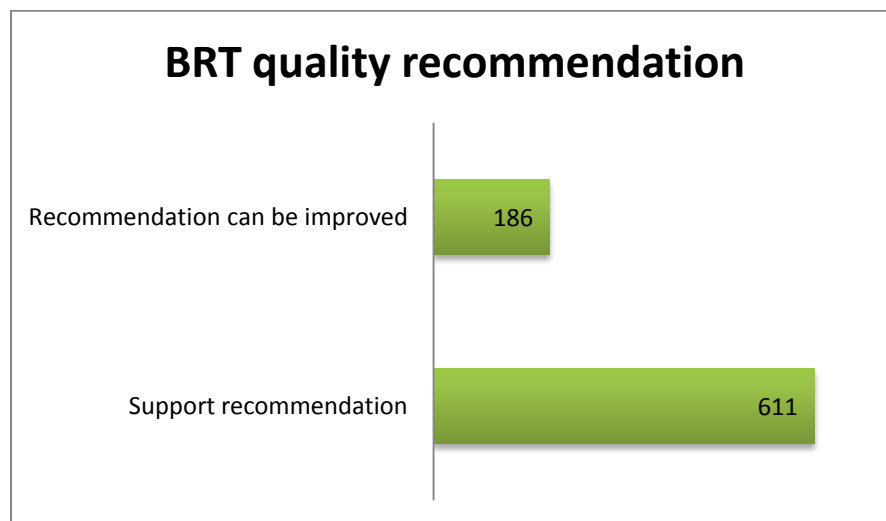
Bus rapid transit quality

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

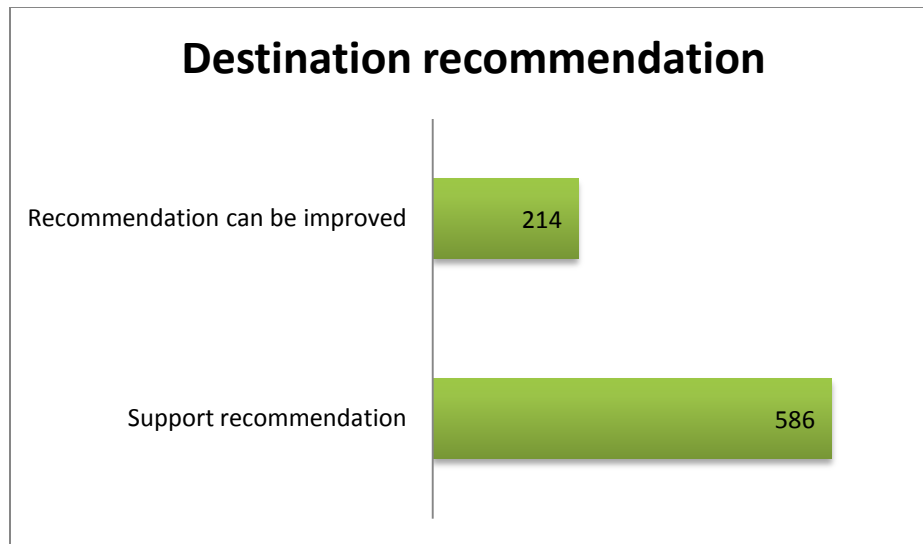
High capacity transit destination

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	Tigard - Comments regarding Tigard as the destination
25	Tualatin - Comments regarding Tualatin as the destination
86	Sherwood - Comments regarding Sherwood as the destination
22	\$ - Funding and cost comments
13	Land use - Comments regarding growth, development and housing
28	Mode - Comments regarding a specific mode of transit
19	Support - Comments generally supporting all or part of this recommendation
23	Oppose - Comments generally opposing all or part of this recommendation
23	Local transit service - Comments about the current or future need for local transit service
20	Roadway - Comments about current traffic challenges or suggestions for future roadway improvements
14	Miscellaneous - 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	Local transit service recommendation open ended comments Comment tag in Appendix B and general theme
18	\$ - Funding and cost comments
17	Support - Comments generally supporting all or part of this recommendation
12	Oppose - Comments generally opposing all or part of this recommendation
20	HCT - Comments regarding high capacity transit related to local service
33	WES - Comments regarding Westside Express Service (WES)
10	Roadway - Comments regarding current traffic challenges or suggestions for future roadway improvements
8	Active transportation - Comments regarding pedestrian and/or bicycle facilities
58	Planning suggestions - Comments suggesting elements that should be studied in the next phase of the Southwest Corridor Plan
31	Decision-making - Comments suggesting considerations related to decision-making
26	Miscellaneous - 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	Transit related projects recommendation open ended comments Comment tag in Appendix B and general theme
32	\$ - Funding and cost comments
20	Transit - Comments regarding high capacity transit or local bus service
21	Roadway - Comments regarding current traffic challenges or suggestions for future roadway improvements
40	Active transportation - Comments regarding pedestrian and/or bicycle facilities
3	Environmental concerns - Comments expressing concerns or providing suggestions related to natural resources and sustainability
11	Local suggestions - Comments suggesting specific local actions
68	Decision-making - Comments suggesting considerations related to decision-making
5	Safety - Comments raising safety concerns
4	Survey design feedback - Comments suggesting improvements to the survey
6	Miscellaneous - 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	Transit related project list open ended comments Comment tag in Appendix B and general theme
29	\$ - Funding and cost comments
31	Transit - Comments regarding high capacity transit or local bus service

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

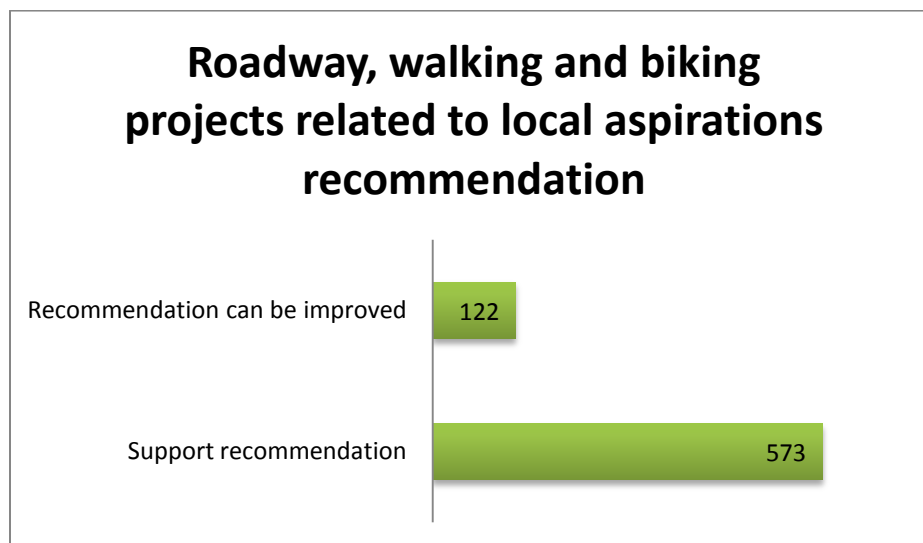
Roadway, walking and biking projects related to local aspirations

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

1	General concerns - Comments expressing concerns about government, public process or civic investment
6	Miscellaneous - Comments not included in any of the above categories

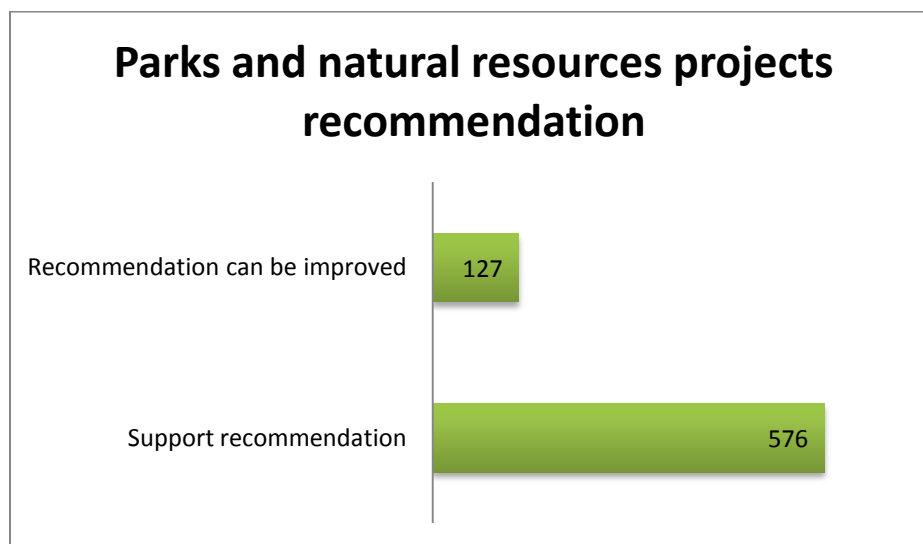
Parks and natural resources projects

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	Parks and natural resources projects recommendation open ended comments Comment tag in Appendix B and general theme
9	\$ - Funding and cost comments

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

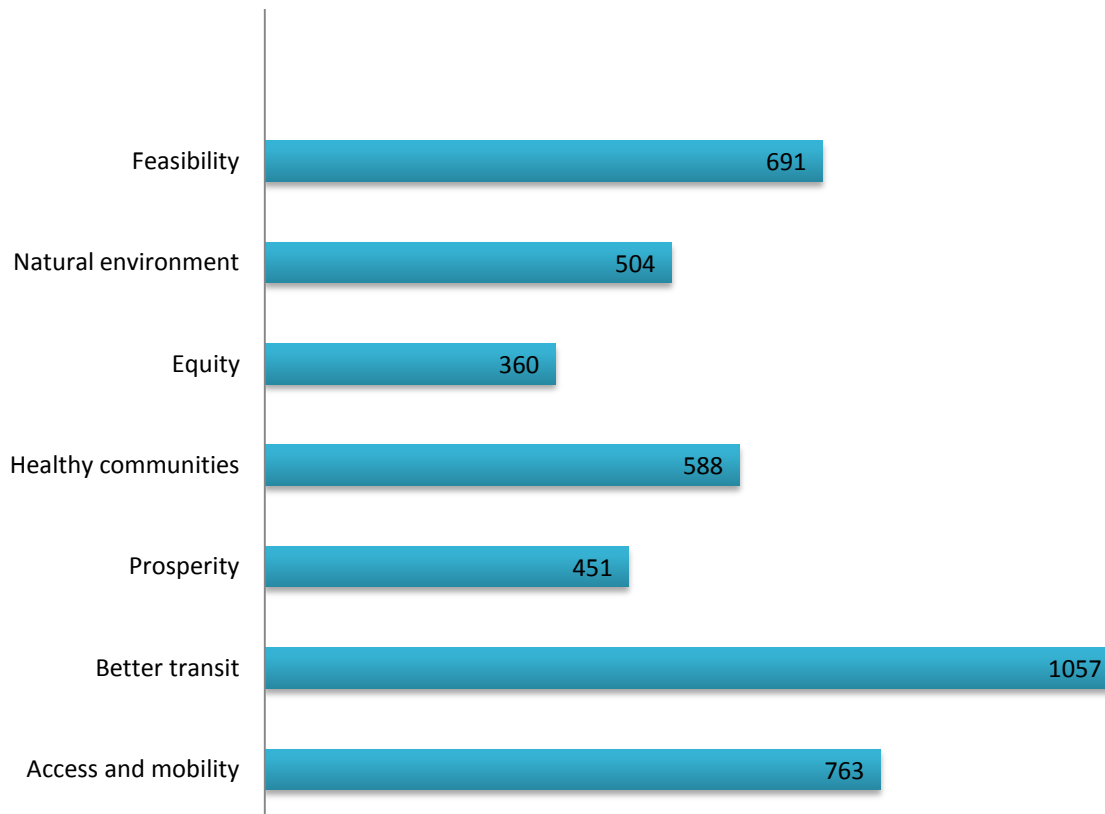
Overall plan outcomes

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	\$ - Funding and cost comments
4	Support - Comments generally supporting all or part of this recommendation
14	Oppose - Comments generally opposing all or part of this recommendation
13	BRT & LRT - Comments related to both light rail and bus rapid transit
3	BRT only - Comments in favor of only bus rapid transit or explicitly opposed to light rail
6	LRT only - Comments in favor of only light rail or explicitly opposed to bus rapid transit
9	Route - Comments expressing ideas for the route of high capacity transit
4	Local transit service - Comments about the current or future need for local transit

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

Appendix A: Comments on the high capacity transit alternatives

Q1 What is your ZIP code? (required)

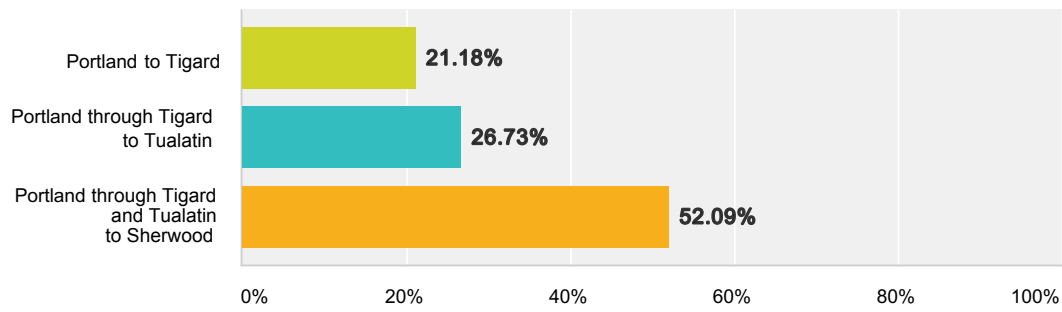
Answered: 1,715 Skipped: 0

Answer Choices	Responses
1. ZIP	100% 1,715
Total Respondents: 1,715	

Respondents from ZIP codes inside the Southwest Corridor Plan study area	46.76%	802
Respondents from ZIP codes outside the Southwest Corridor Plan study area	53.23%	913

Q2 2. Where should high capacity transit go?

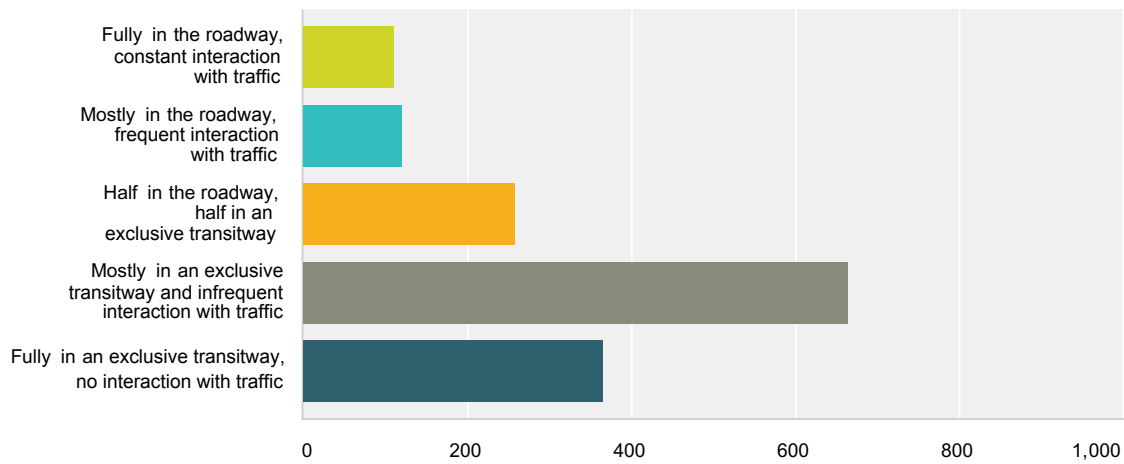
Answered: 1,459 Skipped: 256



Answer Choices	Responses	
Portland to Tigard	21.18%	309
Portland through Tigard to Tualatin	26.73%	390
Portland through Tigard and Tualatin to Sherwood	52.09%	760
Total		1,459

Q3 3. What kind of bus rapid transit would be the best fit for the Southwest Corridor?

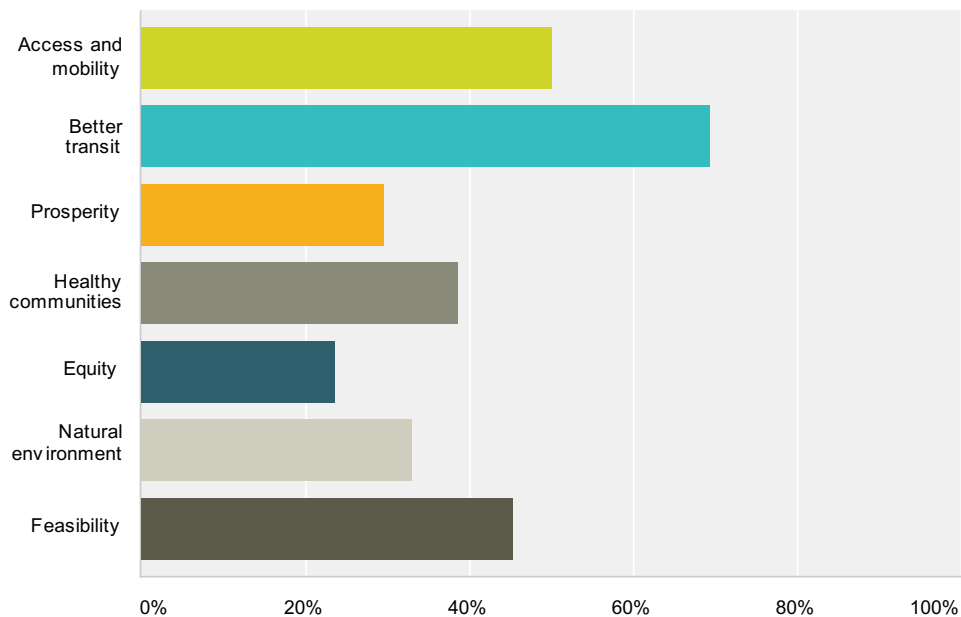
Answered: 1,519 Skipped: 196



Answer Choices	Responses	
Fully in the roadway, constant interaction with traffic	7.24%	110
Mostly in the roadway, frequent interaction with traffic	7.90%	120
Half in the roadway, half in an exclusive transitway	16.98%	258
Mostly in an exclusive transitway and infrequent interaction traffic	43.78%	665
Fully in an exclusive transitway, no interaction with traffic	24.09%	366
Total		1,519

Q4 4. The purpose of investments is to create better outcomes for communities in the Southwest Corridor. Are some outcomes more important than others? (choose 3)

Answered: 1,524 Skipped: 191



Answer Choices	Responses	
Access and mobility (more and better sidewalks and bikeways, reduced time in traffic or at lights)	50.07%	763
Better transit (quicker trips, more local service and easier walk to a MAX or bus rapid transit station)	69.36%	1,057
Prosperity (more jobs, development and housing)	29.59%	451
Healthy communities (access to parks, trails and natural areas, more walking and biking opportunities)	38.58%	588
Equity (fair distribution of benefits and burdens)	23.62%	360
Natural environment (protect and enhance streams, habitat and trees)	33.07%	504
Feasibility (cost, funding potential and support)	45.34%	691
Total Respondents: 1,524		

Q5 Additional comments

Answered: 448 Skipped: 1,267

#	Responses	Date
1	Destination Miscellaneous Outcome 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 construe 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	Miscellaneous Suggestions Supports BRT 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	Opposes LRT Outcome Supports BRT 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	Opposes LRT Outcome Supports BRT 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	Miscellaneous Caucasian is a racist term.	6/26/2013 4:02 PM
6	Destination Suggestions I would like to see a WES go from SW to Salem	6/26/2013 3:01 PM
7	Opposes LRT No more light rail!!!	6/26/2013 1:54 PM
8	Miscellaneous Suggestions 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	Miscellaneous 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	Destination Outcome Connectivity is key to significant destinations such as jobs, services, grocery stores, parks, schools, transit, etc.	6/26/2013 11:56 AM
11	Outcome I think that connectivity is key; connections to jobs, parks, services (medical, grocery stores, etc.), transit, etc.	6/26/2013 11:53 AM
12	Destination 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	Supports BRT 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	Miscellaneous Do we need more transit when Tri-Met is cutting bus service due to funding	6/26/2013 10:24 AM
15	Destination Miscellaneous Suggestions Supports LRT 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	Destination Miscellaneous Supports HCT 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	Opposes HCT Opposes LRT Outcome 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	Destination Opposes LRT We do not want light rail coming to Sherwood.	6/26/2013 1:42 AM
19	Miscellaneous 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	Supports HCT 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	Miscellaneous Outcome 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	Destination Opposes LRT Supports BRT 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	Miscellaneous Opposes HCT You need to consider more freeways, not just buses and light rail.	6/25/2013 7:46 PM
24	Miscellaneous 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	Supports HCT Supports LRT 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	Miscellaneous Outcome 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	Miscellaneous Outcome Supports HCT Supports LRT 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	Miscellaneous Outcome 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	Opposes HCT NO new mass transit system.	6/25/2013 5:01 PM
30	Opposes BRT Supports LRT 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	Supports LRT I support light rail serving the southwest suburbs. Definitely needed.	6/25/2013 3:42 PM
32	Suggestions Level of service requires more separate right of way. Don't get distracted from this.	6/25/2013 3:37 PM
33	Destination Miscellaneous Outcome 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	Destination Suggestions Supports BRT 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	Destination Supports BRT 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	Miscellaneous What ever happens, please just do it now! Thank you.	6/25/2013 12:31 PM
37	Destination Miscellaneous Outcome Suggestions 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	Miscellaneous 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	Miscellaneous Outcome 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	Destination Miscellaneous Opposes BRT Suggestions 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	Miscellaneous Outcome Suggestions 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	Opposes BRT Supports LRT 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	Destination Supports HCT 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	Miscellaneous 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	Miscellaneous Opposes HCT 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	Miscellaneous Opposes HCT 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	Miscellaneous 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	Supports LRT Be consistent. LRT is the obvious choice.	6/25/2013 8:17 AM
49	Outcome Supports HCT 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	Outcome Supports HCT 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	Miscellaneous Outcome 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	Opposes HCT 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	Destination Outcome I commute downtown for work and find the lack of options and frequency from Tualatin frustrating.	6/25/2013 5:35 AM
54	Supports BRT 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	Miscellaneous 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	Opposes LRT No more light rail. It is no flexible and costs a lot to build. Disband Metro.	6/24/2013 10:29 PM
57	Miscellaneous HOV lanes along I-5 would be good too.	6/24/2013 8:07 PM
58	Destination Miscellaneous The corridor through Tualatin and Sherwood on Tualatin-Sherwood Road needs service.	6/24/2013 7:44 PM
59	Destination Miscellaneous Outcome 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	Destination Miscellaneous 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	Destination Opposes BRT Outcome Supports LRT 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	Supports HCT 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	Outcome Better sidewalks are needed along Barbur blvd. 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	Opposes BRT Supports LRT 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	Destination Supports LRT Prefer light rail running on Barbur and Multnomah in SW Portland. Hall in Tigard.	6/24/2013 6:12 PM
66	Miscellaneous Outcome 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	Opposes HCT 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	Outcome Supports HCT 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	Miscellaneous 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	Miscellaneous Suggestions 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	Opposes BRT 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	Miscellaneous 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	Outcome 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	Supports LRT Light rail.	6/24/2013 4:20 PM
75	Miscellaneous n/a	6/24/2013 4:16 PM
76	Miscellaneous Outcome Sidewalk and infrastructure improvements are needed around any rapid transit stations.	6/24/2013 3:56 PM
77	Destination 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	Supports HCT Supports LRT I ride Max and the bus. I prefer Max. Much quicker getting to my destinations	6/24/2013 3:42 PM
79	Destination Miscellaneous We should have high speed rail to Salem and Eugene.	6/24/2013 3:42 PM
80	Destination Miscellaneous Supports HCT 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	Miscellaneous Avoid the mess that got stirred up in Oregon City .	6/24/2013 3:24 PM
82	Destination Miscellaneous Supports HCT 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	Destination Outcome 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	Miscellaneous Outcome 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	Miscellaneous 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	Destination Miscellaneous Outcome Supports HCT 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	Destination Supports HCT 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	Miscellaneous Outcome 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	Destination Outcome Suggestions Supports HCT Supports LRT 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	Opposes LRT No more light rail! Too much money for yuppies and tourists	6/24/2013 2:46 PM
91	Supports HCT 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	Destination 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	Miscellaneous License bikes and bike riders for add'l revenue.	6/24/2013 2:40 PM
94	Miscellaneous Opposes HCT Outcome Suggestions 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	Miscellaneous Outcome Suggestions 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	Destination 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	Miscellaneous Glad to be able to provide my input!	6/24/2013 2:36 PM
98	Supports LRT Light rail would be awesome.	6/24/2013 2:35 PM
99	Destination Miscellaneous Outcome Suggestions Supports HCT 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	Miscellaneous 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	Destination Opposes BRT Suggestions 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	Miscellaneous Opposes LRT Supports BRT 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	Destination Miscellaneous 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	Miscellaneous Outcome Glad that sidewalks, parks and other improvements are part of the discussion	6/24/2013 2:30 PM
105	Miscellaneous Suggestions 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	Miscellaneous Outcome 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	Destination Miscellaneous 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	Destination Miscellaneous Opposes BRT Outcome Supports HCT 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	Destination Miscellaneous Supports HCT 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	Destination Miscellaneous Opposes BRT Outcome 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	Destination Miscellaneous Supports LRT 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	Miscellaneous Outcome Suggestions Supports BRT 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	Miscellaneous Outcome Although I live in Hillsboro I work in Tualatin and commute through Sherwood.	6/24/2013 1:52 PM
114	Outcome This survey assumes that the pursuit of equity means a loss of prosperity.	6/24/2013 1:38 PM
115	Destination Miscellaneous Outcome Suggestions Supports BRT 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	Supports HCT Supports LRT 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	Destination Suggestions Supports HCT Supports LRT 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>Miscellaneous Opposes LRT Outcome Suggestions Supports BRT 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>Destination Miscellaneous 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>Miscellaneous Outcome 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>Opposes LRT Supports BRT 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>Outcome 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>Destination Miscellaneous Outcome Supports HCT 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>Miscellaneous Build more/wider roads. Raise funding for special bus only roads only through fares.</p>	6/24/2013 11:41 AM
125	<p>Supports LRT I fully support light rail transit and think it is the wave of our future.</p>	6/24/2013 11:37 AM
126	<p>Miscellaneous 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>Destination Tie in the new system to WES, please (they meet at a WES station).</p>	6/24/2013 11:12 AM
128	<p>Supports HCT 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>Opposes BRT Supports LRT 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>Outcome 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>Miscellaneous Outcome Suggestions 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>Outcome Suggestions Supports HCT 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>Miscellaneous 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>Miscellaneous 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	Destination Supports HCT Lightrail or streetcar options to Tigard would be great!	6/24/2013 9:42 AM
136	Destination Miscellaneous Supports LRT 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	Miscellaneous Opposes HCT 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	Miscellaneous Outcome Please look for affordable ways to implement a high quality project. Opportunities for public-private partnerships?	6/24/2013 9:35 AM
139	Destination Outcome Suggestions Supports HCT 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	Miscellaneous Outcome Suggestions 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	Miscellaneous Your options do not include "none of the above".	6/24/2013 9:22 AM
142	Miscellaneous 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	Miscellaneous 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	Destination Supports HCT Supports LRT 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	Supports BRT 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	Destination Supports HCT 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	Supports BRT 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	Destination Miscellaneous 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	Supports HCT 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	Miscellaneous Opposes LRT Supports BRT 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	Miscellaneous Suggestions No HOV or like lanes to slow other transportation	6/24/2013 8:21 AM
152	Miscellaneous 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	Miscellaneous Outcome 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	Opposes LRT Supports BRT More express buses is a far better alternative than costly rail transit.	6/24/2013 7:53 AM

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155	Miscellaneous Outcome The fact that light rail takes sooooo 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	Miscellaneous Outcome 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	Destination Miscellaneous Outcome 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	Opposes LRT Supports BRT Efficient bus transit is greatly perfered over any additional wasted dollars on any type of rail transit.	6/24/2013 7:13 AM
159	Miscellaneous Outcome 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	Outcome Suggestions Supports BRT 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	Destination Miscellaneous Outcome Supports LRT 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	Destination Miscellaneous Opposes HCT Outcome 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	Destination Miscellaneous Outcome 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	Destination Miscellaneous Outcome Suggestions Supports HCT 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	Destination Miscellaneous Suggestions Supports HCT 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	Destination Miscellaneous Outcome Supports LRT 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	Miscellaneous Outcome Suggestions You need to WIDEN the roads and keep them in good repair.	6/23/2013 9:16 PM
168	Supports HCT 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	Destination Suggestions 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	Destination Miscellaneous Opposes LRT Outcome Suggestions 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	Destination Reduce traffic on 99W Newberg - Sherwood - Tigard - Portland by building the Dundee to Wilsonville by pass.	6/23/2013 7:51 PM
172	Opposes LRT Supports BRT 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

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173	Opposes LRT 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	Miscellaneous 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	Opposes HCT 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	Miscellaneous The Cleveland model is awesome.	6/23/2013 5:44 PM
177	Supports HCT 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	Supports BRT 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	Miscellaneous None	6/23/2013 3:50 PM
180	Destination Connecting PSU and downtown to OHSU via a tunnel should be a priority.	6/23/2013 2:05 PM
181	Suggestions The transit options should not impact existing roadways or highways.	6/23/2013 1:32 PM
182	Miscellaneous 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	Miscellaneous Outcome 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	Miscellaneous 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	Miscellaneous Please keep the needs of older adults in your planning.	6/23/2013 11:36 AM
186	Destination Miscellaneous Opposes HCT 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	Miscellaneous Opposes HCT 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	Destination 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	Destination Miscellaneous 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	Miscellaneous Suggestions 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	Opposes BRT Supports LRT 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	Miscellaneous 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	Miscellaneous Outcome 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	Miscellaneous 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	Miscellaneous Outcome Cost is the most important factor.	6/23/2013 6:46 AM
196	Opposes LRT 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	Destination Supports HCT 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	Miscellaneous Europe has evolved mass transit and many places are finding bikes to be more friendly ultimately.	6/22/2013 11:10 PM
199	Destination Supports HCT 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	Destination Miscellaneous Supports HCT 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	Destination Opposes BRT Supports LRT 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	Miscellaneous Suggestions Supports HCT 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	Miscellaneous I want better roads!!!!!!!	6/22/2013 7:00 PM
204	Opposes LRT Suggestions Supports BRT 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	Outcome 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	Miscellaneous 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	Destination Supports HCT Supports LRT 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	Miscellaneous Opposes HCT 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	Miscellaneous Opposes HCT light rail has never been cost effective. the milwauie 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	Miscellaneous Outcome 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	Miscellaneous Outcome 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	Opposes BRT Supports LRT 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	Miscellaneous Outcome 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	Destination Outcome Supports BRT try single lane BRT - run inbound in morning, outbound in evening, with return trip in traffic	6/22/2013 4:46 PM
215	Destination Suggestions 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	Destination it won't affect me much. we need better transit in inner se.	6/22/2013 3:54 PM
217	Miscellaneous Need to invest to get ready for non fossil fuel future.	6/22/2013 3:48 PM
218	Destination Suggestions Supports BRT Supports HCT 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	Miscellaneous Opposes HCT Outcome 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	Supports LRT 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	Opposes BRT Outcome Supports HCT 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	Destination Suggestions Supports HCT 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	Opposes BRT Outcome Supports LRT 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	Destination Miscellaneous Opposes LRT Outcome Supports BRT 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	Suggestions 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

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226	Miscellaneous 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	Miscellaneous Suggestions 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	Miscellaneous Opposes LRT Outcome 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	Opposes BRT Outcome Supports LRT 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	Opposes BRT Suggestions Supports BRT 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	Miscellaneous Opposes HCT 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	Opposes LRT Supports BRT 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	Miscellaneous Opposes HCT 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	Opposes LRT Supports BRT 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	Destination Miscellaneous 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	Miscellaneous Outcome Greening of our communities. reducing noise levels.	6/22/2013 11:08 AM
237	Destination Miscellaneous Outcome 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	Miscellaneous Opposes LRT 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	Destination Outcome Supports HCT 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	Miscellaneous 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	Supports HCT 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	Destination Miscellaneous Supports LRT 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	Miscellaneous 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	Opposes LRT 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	Miscellaneous Opposes HCT 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	Miscellaneous I find your numbers hard to believe.	6/22/2013 10:14 AM
247	Outcome 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	Opposes LRT Supports BRT 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	Miscellaneous Opposes BRT Supports LRT 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	Miscellaneous Outcome 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	Miscellaneous 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	Outcome 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	Miscellaneous Opposes HCT 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	Miscellaneous Outcome Suggestions 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	Destination Opposes HCT 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	Opposes BRT Suggestions Supports LRT 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	Miscellaneous 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	Miscellaneous Suggestions 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	Miscellaneous 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	Miscellaneous Outcome Supports HCT use investment for community-building: high density and mix of uses at transit stops and along corridor	6/22/2013 8:43 AM
261	Miscellaneous Outcome 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	Miscellaneous Supports HCT Supports LRT 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	Miscellaneous 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	Supports LRT I support Light Rail!!!	6/22/2013 8:14 AM

Southwest Corridor transit options

265	Miscellaneous Do cost estimates include making the bridges adequate to withstand the major earthquake that we are "due"?	6/22/2013 7:53 AM
266	Miscellaneous Suggestions Supports LRT 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	Miscellaneous Outcome Congestion discourages traffic. That's good. Develop communities in ways that encourage working nearby.	6/22/2013 7:49 AM
268	Supports BRT 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	Miscellaneous Supports HCT 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	Opposes LRT 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	Destination Suggestions use the roadways already available. leave Haines street alone.	6/22/2013 7:39 AM
272	Suggestions Supports HCT 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	Suggestions Supports BRT Why don't you just put more busses on the road. Cheaper and much more flexible routes.	6/22/2013 7:14 AM
274	Supports HCT Supports LRT 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	Miscellaneous Suggestions H.O.T. lanes are way better than either of the two options proposed.	6/22/2013 6:34 AM
276	Destination Supports HCT I commute every day from downtown Portland to OHSU so would be a beneficiary of this transportation.	6/22/2013 6:28 AM
277	Opposes LRT NO MORE LIGHT RAIL BOONDOGGLES!	6/22/2013 4:29 AM
278	Destination Miscellaneous South Portland should be reconnected by increased pedestrian and bike access to Naito.	6/22/2013 2:38 AM
279	Destination Supports HCT Supports LRT 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	Miscellaneous 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	Outcome 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	Destination Miscellaneous Suggestions 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	Opposes HCT 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	Miscellaneous existing MAX system should start developing express service	6/22/2013 12:17 AM
285	Destination Supports HCT 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	Destination Miscellaneous Opposes LRT Suggestions Supports BRT 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	Supports LRT Light rail is the better long term investment.	6/21/2013 11:41 PM
288	Opposes BRT Supports LRT 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	Destination Miscellaneous Outcome Suggestions Supports BRT Supports HCT 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	Destination Suggestions 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	Miscellaneous I think the ridership estimate is far too low considering the coming reaction to global warming.	6/21/2013 10:55 PM
292	Destination I prefer the OHSU tunnel option	6/21/2013 10:55 PM
293	Destination Supports HCT We need reliable transit connections to Yamhill County (Newberg/ Mac).	6/21/2013 10:54 PM
294	Destination Supports HCT 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	Opposes LRT Suggestions Supports BRT 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	Miscellaneous Opposes BRT Suggestions 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	Opposes LRT Do not build more light rail. It is expensive and inflexible.	6/21/2013 10:12 PM
298	Miscellaneous Outcome Suggestions 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	Miscellaneous Suggestions Widen more roads.. Build overpasses at intersections to eliminate traffic signals	6/21/2013 10:06 PM
300	Destination Miscellaneous 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	Miscellaneous Transit needs to be easily accessible, frequent and actually go someplace with access to transit connections.	6/21/2013 10:00 PM
302	Suggestions 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	Destination Miscellaneous Suggestions Don't reduce vehicle capacity on SW Barbur for any of these options.	6/21/2013 9:32 PM
304	Miscellaneous Suggestions Supports HCT 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	Miscellaneous 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	Opposes LRT Suggestions Supports BRT 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	Destination Supports LRT 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	Miscellaneous 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	Destination Opposes LRT Suggestions 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	Miscellaneous Outcome Supports HCT 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	Miscellaneous 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	Outcome 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	Supports HCT 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	Outcome Cost is most important. What is the return for money spent.	6/21/2013 8:34 PM
315	Miscellaneous Outcome 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	Destination Miscellaneous First, a freeway bypass must be built 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	Suggestions 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	Miscellaneous Focus more efforts on improving basic infrastructure than building up even more public transit.	6/21/2013 8:14 PM
319	Miscellaneous 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	Miscellaneous Outcome Suggestions 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	Destination Miscellaneous Suggestions 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	Miscellaneous keeping additional vehicles off existing roadways is a great idea.	6/21/2013 7:52 PM
323	Destination Supports HCT 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	Miscellaneous This area is so congested it is scary to drive to or shop in.	6/21/2013 7:51 PM
325	Miscellaneous 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	Destination Opposes LRT Suggestions Supports BRT 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	Miscellaneous Outcome Suggestions 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	Miscellaneous Suggestions Supports BRT Supports LRT 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	Miscellaneous Opposes HCT 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	Miscellaneous Suggestions 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	Miscellaneous Outcome 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	Miscellaneous Outcome Suggestions 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	Miscellaneous 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	Destination WE need to build the SW by pass from I-5 to Sherwood.	6/21/2013 7:25 PM
335	Miscellaneous Opposes LRT 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	Destination 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	Miscellaneous Opposes HCT 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	Destination Opposes HCT 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	Miscellaneous Outcome Public transit options should be so good as to cause people to question choosing private transport.	6/21/2013 7:08 PM
340	Miscellaneous 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	Supports HCT A transit option is need to aleaviate congestion on major thoroughfare.	6/21/2013 7:01 PM
342	Opposes LRT Suggestions Supports BRT 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	Opposes LRT 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	Miscellaneous 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	Destination Supports HCT We need public transit from Beaverton to Salem	6/21/2013 6:54 PM
346	Miscellaneous 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	Supports HCT 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	Destination 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	Miscellaneous 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	Miscellaneous Outcome 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	Miscellaneous 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	Destination Miscellaneous Suggestions 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	Miscellaneous 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	Miscellaneous I need better bikeways, and more frequent bus service.	6/21/2013 6:29 PM
355	Destination Miscellaneous Outcome Suggestions Supports BRT 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	Miscellaneous Opposes HCT 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	Destination Supports HCT TRANSIT NEAR GEMINI DRIVE	6/21/2013 6:22 PM
358	Miscellaneous 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	Opposes HCT 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	Destination Miscellaneous Suggestions Supports BRT 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	Destination Opposes HCT More money is spent in SW Portland than in any other part of the city. Enough already.	6/21/2013 6:11 PM
362	Miscellaneous 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	Opposes LRT NO LIGHTRAIL!!!!	6/21/2013 6:00 PM
364	Destination Do not make Hall Road a corridor. Too many children nearby.	6/21/2013 5:46 PM
365	Miscellaneous 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	Destination Miscellaneous 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	Destination Miscellaneous 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	Destination Miscellaneous Outcome Suggestions Supports BRT Supports HCT 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	Destination Miscellaneous Opposes HCT 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	Opposes BRT Supports LRT 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	Destination Outcome Supports HCT 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	Destination Miscellaneous Outcome Supports LRT 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	Destination Miscellaneous Opposes HCT Outcome 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	Miscellaneous Opposes HCT 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	Miscellaneous 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	Opposes LRT Supports BRT 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	Outcome Southwest values its "green" very highly and whatever transit option is chosen must be cognizant of that	6/20/2013 10:09 AM
378	Miscellaneous Outcome This is a tremendous opportunity to reduce polluted erosive stormwater runoff by using green infrastructure.	6/20/2013 8:51 AM
379	Opposes LRT Supports BRT 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	Opposes HCT I am totally opposed to rapid transit so I know my position can go to Hell	6/19/2013 12:54 PM
381	Destination 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	Destination Miscellaneous Outcome Suggestions 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	Destination Supports HCT 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	Opposes BRT Supports LRT Do more with trains less with buses.	6/18/2013 9:23 AM
385	Miscellaneous Suggestions 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	Opposes LRT No MAX! We don't need the crime that light brings to communities.	6/17/2013 4:01 PM
387	Outcome Supports BRT 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	Destination Supports LRT 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	Destination Suggestions Supports LRT 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	Destination Suggestions 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	Opposes HCT 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	Miscellaneous 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	Suggestions 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	Miscellaneous Opposes HCT Outcome 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	Opposes HCT 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	Destination Supports LRT 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	Destination Suggestions 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	Miscellaneous Outcome 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	Miscellaneous Please avoid disruption of established residential neighborhoods.	6/13/2013 6:27 PM
400	Destination 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	Destination Suggestions 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	Destination Suggestions 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	Miscellaneous Opposes BRT Outcome Supports LRT 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	Opposes LRT Supports BRT Bus, not light rail please. Fixed rail is short sided given unknown future events.	6/13/2013 2:58 PM
405	Destination Suggestions Supports HCT Supports LRT 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	Outcome 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	Suggestions Perhaps get OHSU to contribute funding for the tunnel that it would benefit so much from?	6/12/2013 2:52 PM
408	Suggestions 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	Destination 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	Opposes BRT Outcome Supports LRT 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	Destination Supports LRT 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	Destination Supports LRT 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	Miscellaneous Opposes LRT Supports BRT 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	Supports LRT 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	Miscellaneous 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	Suggestions 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	Destination Miscellaneous Outcome 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	Miscellaneous Outcome 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	Miscellaneous Supports HCT I support faster transit plus safer bikeways along the corridor to provide viable transportation options.	6/7/2013 1:40 PM
420	Destination Supports HCT 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	Destination Opposes HCT Definitely NOT interested in this happening in Sherwood.	6/4/2013 8:12 AM
422	Suggestions Supports HCT 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	Destination Opposes HCT 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	Opposes LRT NO LIGHTRAIL!!	6/3/2013 4:30 PM
425	Destination Opposes HCT 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	Miscellaneous Outcome 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	Supports LRT 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	Outcome Supports HCT 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	Miscellaneous Opposes HCT 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	Supports LRT Much prefer Light Rail!	5/29/2013 6:18 PM

Southwest Corridor transit options

431	Opposes LRT Suggestions Supports BRT 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	Supports BRT 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	Miscellaneous Not sure what survey was trying to accomplish!	5/28/2013 1:48 PM
434	Destination Suggestions Supports HCT 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	Miscellaneous Outcome 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	Destination Miscellaneous 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	Opposes BRT Supports LRT 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	Destination Miscellaneous 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	Destination Suggestions Supports HCT 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	Miscellaneous Opposes LRT 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	Destination Suggestions I fully support a tunnel under OHSU.	5/26/2013 1:01 PM

Southwest Corridor transit options

442	<p>Destination Miscellaneous Suggestions 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>Destination Suggestions 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>Miscellaneous 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 it 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>Miscellaneous 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>Destination Suggestions Direct access to OHSU from downtown and SW is critical for this project to succeed.</p>	5/25/2013 8:44 AM
447	<p>Miscellaneous Best of luck.</p>	5/25/2013 6:16 AM
448	<p>Destination Supports LRT I believe the SW Corridor should be light rail all the way to Sherwood.</p>	5/25/2013 3:05 AM

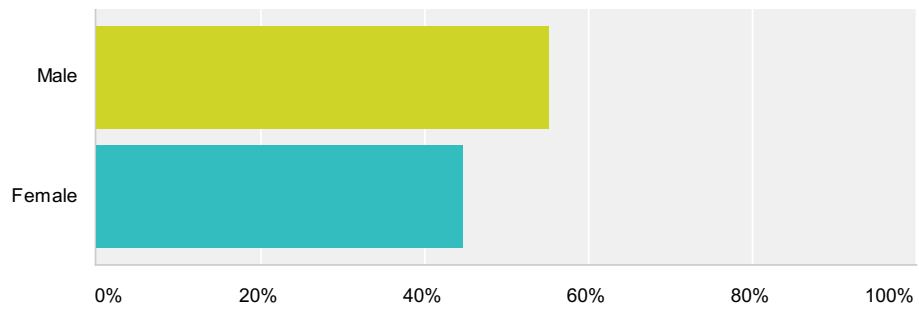
Q6 5. Month and year you were born
(optional)

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)

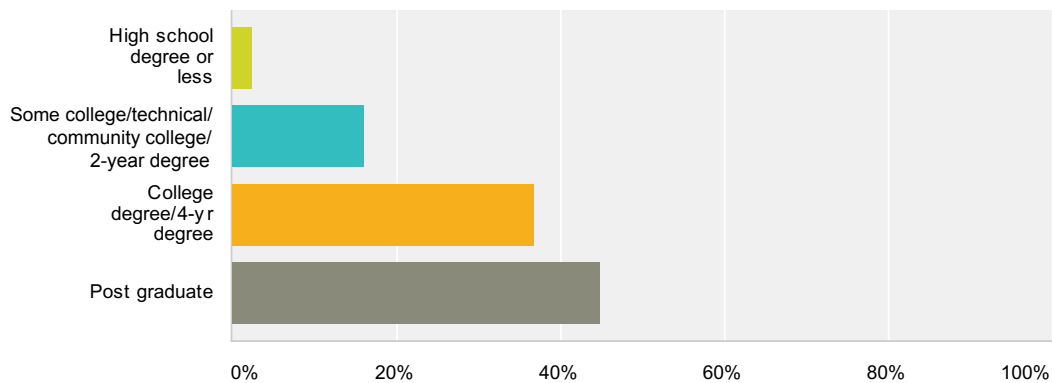
Answered: 1,315 Skipped: 400



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)

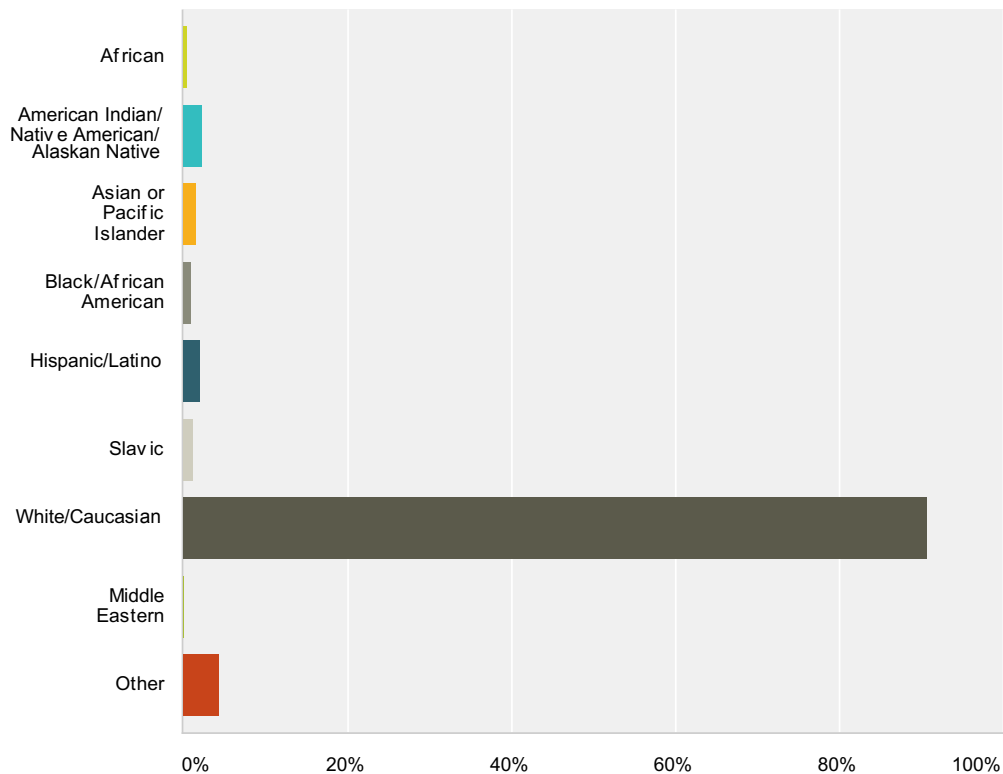
Answered: 1,368 Skipped: 347



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

Appendix B: Comments on the staff draft recommendation

Q1 What is your ZIP code? (required)

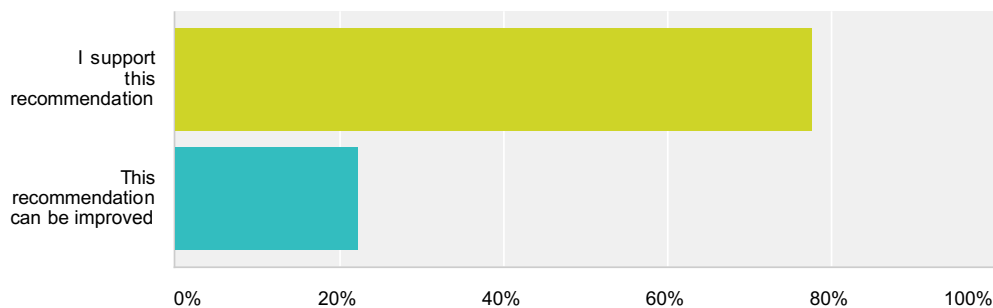
Answered: 954 Skipped: 0

Answer Choices	Responses	
1. ZIP	100%	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	BRT only Local transit service 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	Decision-making bus rapid transit should only be considered if there are lanes dedicated to transit (and possibly HOV)	6/27/2013 12:22 AM
3	Decision-making Opposes HCT Roadway Build for cars and not "high ridership" which is not what most of us choose.	6/26/2013 1:59 PM
4	\$ Decision-making Quit studying and build it! Delay means higher cost!	6/26/2013 1:34 PM
5	Decision-making There will not be that high of ridership for a long time look at WES	6/26/2013 10:30 AM

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6	Safety 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	LRT only 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	\$ 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	\$ 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	Decision-making LRT option has been given short-shrift; process is skewed to favor BRT.	6/25/2013 7:58 PM
11	BRT & LRT 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	BRT only Route Eliminate high-cost new builds and use existing ROWs = BRT only	6/25/2013 6:11 PM
13	Decision-making 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	\$ 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	\$ WES is a bust, don't repeat.	6/25/2013 5:00 PM
16	Route Purchase new right-of-way, do not reduce capacity for freight and passenger vehicles.	6/25/2013 2:47 PM
17	Route 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	\$ 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	Route 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	Decision-making 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	BRT & LRT 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	Route 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	\$ 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	LRT only Be consistent. LRT only.	6/25/2013 8:20 AM
25	LRT only recommend light rail only	6/25/2013 6:06 AM
26	\$ Not only capital costs, but operational costs must be determined and compared.	6/24/2013 10:40 PM
27	BRT only 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	Local transit service 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

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29	BRT & LRT 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	\$ 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	LRT only 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	Roadway 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	LRT only 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	\$ 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	Route WES commuter rail, could be an option to Sherwood and McMinnville.	6/24/2013 3:04 PM
36	Route 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	Local transit service 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	Local transit service Roadway 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	Decision-making Opposes HCT Roadway 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	BRT only 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	\$ 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	BRT only Bus rapid transit only	6/24/2013 11:45 AM
43	BRT & LRT 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	Roadway 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	BRT & LRT 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	Decision-making What about asking through the ballot? See what happened on the east side.	6/24/2013 11:14 AM
47	LRT only Planning for light rail that goes to Tualatin at the same time that WES service exists ad 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	Decision-making We have to make lifestyle changes to keep air and water quality at acceptable levels.	6/24/2013 11:03 AM

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49	\$ 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	Decision-making 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	\$ 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	Opposes HCT No light rail.	6/24/2013 10:24 AM
53	Route 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	Route 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	\$ People want their cars. Please stop spending money on light rail/bus options.	6/24/2013 9:40 AM
56	Route 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	Roadway removing projects related to road diets	6/24/2013 9:38 AM
58	Roadway We also need to improve standard auto traffic and capacity .	6/24/2013 9:38 AM
59	BRT only 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	Opposes HCT Neither option is acceptable. Increase buses as needed. No light rail, no bus rapid transit.	6/24/2013 9:26 AM
61	Decision-making Take it to a vote, put it on the ballot.	6/24/2013 9:15 AM
62	BRT only 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	\$ would like to see costs and pros/cons of additional highway construction for comparison	6/24/2013 8:49 AM
64	Decision-making Only consider high end BRT. Some BRT implementations are not attractive to transit riders.	6/24/2013 8:49 AM
65	\$ Cost is too high and benefits too low.	6/24/2013 8:14 AM
66	Local transit service Route No rail to Tualatin or Sherwood...add more express bus routes.	6/24/2013 8:01 AM
67	BRT only Light rail takes so long to implement and has NO flexibility if population density changes	6/24/2013 7:51 AM
68	\$ 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	BRT only Concentrate on cost efficient bus rapid transit using existing roadways and transit facilities.	6/24/2013 7:20 AM
70	\$ Decision-making Increases liveability of suburban Portland and increases property values.	6/24/2013 1:51 AM
71	BRT & LRT We want high quality transit that operates uninterrupted by auto traffic. Preferably light rail.	6/23/2013 9:26 PM
72	\$ BRT only 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	Decision-making 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	Opposes HCT 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	\$ Decision-making Stop wasting money on the studies and start building	6/23/2013 6:44 PM
76	LRT only Emphasize light rail. Once it is built it is cheaper to operate.	6/23/2013 5:35 PM

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77	\$ Decision-making Opposes HCT 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	BRT & LRT I support the light rail option first.	6/23/2013 3:35 PM
79	BRT & LRT 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	BRT & LRT 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	Roadway 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	BRT only Bus rapid transporttion only	6/23/2013 12:05 PM
83	Local transit service 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	Opposes HCT 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	Decision-making 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	Opposes HCT 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	Roadway Highway capacity is maxing out.	6/23/2013 9:10 AM
88	Route 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	Local transit service 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	\$ Too costly	6/23/2013 8:21 AM
91	Decision-making be aware of the destruction caused by roadway widening--trees and habitat loss, noise increases.	6/23/2013 8:16 AM
92	\$ Privatize TriMet; stop wasting tax dollars on misspent monies.	6/23/2013 8:13 AM
93	BRT only bus is fine. we all know that light rail is a failure.	6/23/2013 7:20 AM
94	Decision-making Roadway 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	BRT only 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	BRT only just lpg bus	6/22/2013 10:44 PM
97	Roadway 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	BRT only BRT is less expensive. Stop your infatuation with rail.	6/22/2013 7:02 PM
99	Decision-making Safety 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	Decision-making drop fictitious ridership	6/22/2013 6:38 PM
101	LRT only 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	BRT only I do not support rail.	6/22/2013 3:45 PM

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103	Roadway 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	BRT only 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	\$ 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	LRT only 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	\$ 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	Decision-making 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	Roadway Traffic would decrease significantly in Portland if there were a west side by pass.	6/22/2013 12:37 PM
110	BRT only 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	Route 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	BRT only No more light rail	6/22/2013 12:25 PM
113	LRT only Please stop adding buses. They pollute. Let's move to light rail. It works.	6/22/2013 12:20 PM
114	BRT & LRT 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	BRT & LRT 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	BRT only reduce light rail...very expensive and not as accessible...boondoggle on funds.	6/22/2013 11:56 AM
117	BRT only I do not support light rail.	6/22/2013 11:39 AM
118	BRT only I do not support light rail.	6/22/2013 11:35 AM
119	BRT only 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	LRT only 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	Route 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	Decision-making 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	BRT & LRT 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	\$ Stop spending all this public money and let people decide how they want to travel.	6/22/2013 11:06 AM
125	BRT only Focus on BRT since it will have lowest cost of new infrastructure.	6/22/2013 11:03 AM
126	Route but I don't approve of tunneling due to cost vs benefit ratios.	6/22/2013 10:57 AM
127	\$ BRT only 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	BRT & LRT 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	Opposes HCT by cancelling it.	6/22/2013 10:02 AM
130	Decision-making 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	BRT only Regular buses are fine. No light rail.	6/22/2013 9:24 AM
132	Local transit service Opposes HCT 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

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133	Route 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	Roadway Extremely high vehicle traffic in these area needs to be addressed.	6/22/2013 8:52 AM
135	\$ BRT only 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	BRT only No more light rail. There's never express lines so it's stupid slow for getting around.	6/22/2013 7:32 AM
137	Local transit service 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	\$ BRT only Light rail is not needed and is too costly .	6/22/2013 6:55 AM
139	Roadway 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	BRT & LRT 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	Route Develop off traffic lane corridor; look at Copenhagen model with walk to from every block.	6/22/2013 6:11 AM
142	BRT only Busses only	6/22/2013 6:04 AM
143	BRT only No light rail boondoggles, PLEASE! Completely non-sustainable from any viewpoint!	6/22/2013 4:32 AM
144	\$ BRT only Study only one of these two; study the least costly alternative.	6/22/2013 1:40 AM
145	LRT only 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	\$ 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	BRT only Limit your time and energy to bus rapid transit.	6/22/2013 12:05 AM
148	LRT only 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	LRT only 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	BRT & LRT 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	\$ BRT only Lt rail too expensive	6/21/2013 11:06 PM
152	BRT only Light rail's inflexibility seems to make it a bad choice.	6/21/2013 11:03 PM
153	BRT only Roadway 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	BRT & LRT 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	BRT only Dump light rail - It is not cost effective . Buses are more cost effective and more flexible.	6/21/2013 10:43 PM
156	Local transit service Just improve existing bus service.	6/21/2013 10:37 PM
157	Roadway Light rail is BULLSHIT. Dump it and expand roads you JACKASSES!!!	6/21/2013 10:24 PM
158	BRT only Stay with a bus system. It is fflexible and can bechanged as ridership demand changes.	6/21/2013 10:24 PM
159	Roadway 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	BRT only 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	BRT & LRT 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	Roadway Need more road lanes.	6/21/2013 9:53 PM

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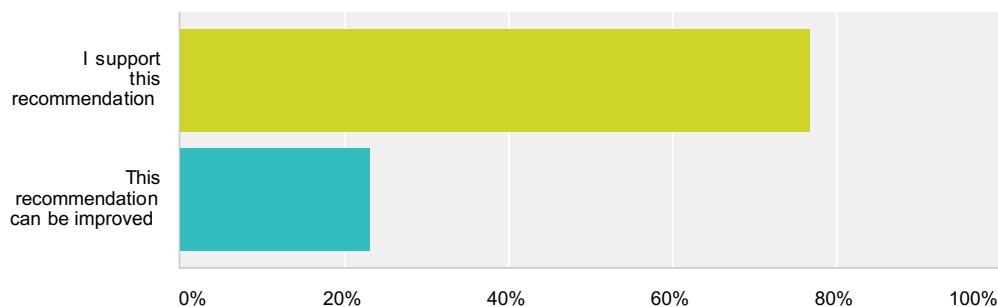
163	BRT only Light rail requires the use of specialized infrastructure (the rail lines) whereas buses use generalized infrastructure (the roadways). The future is too uncertain to lock our communities into anything other than the most flexible infrastructure available. Abandon any study of light rail.	6/21/2013 9:43 PM
164	Roadway 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	\$ BRT only Light rail is far too expensive	6/21/2013 9:33 PM
166	BRT only 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	Roadway 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	\$ BRT only 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	BRT only 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	BRT only Local transit service Route 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	BRT only 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	BRT only More bus. We don't need light rail.	6/21/2013 8:21 PM
173	BRT only The cost/benefit analysis of light rail should have excluded it from further consideration.	6/21/2013 8:17 PM
174	Opposes HCT Phony survey . Assumes that all support the concept of HCT to start with.	6/21/2013 8:03 PM
175	LRT only 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	BRT & LRT priority should be on what is the most eco-friendly option to operate and sustain.	6/21/2013 7:45 PM
177	BRT only 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	Decision-making Remove all illegals from the state of Oregon!	6/21/2013 7:41 PM
179	Decision-making 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	Route I don't think workday commuting growth is going to downtown Portland.	6/21/2013 7:21 PM
181	BRT only 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	BRT only no light rail	6/21/2013 7:12 PM
183	LRT only 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	LRT only 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	BRT only Buses only - NO WES or MAX - no one rides it because there are no jobs.	6/21/2013 6:58 PM
186	Opposes HCT trolley s only no rapid anything especially NO rail	6/21/2013 6:56 PM
187	BRT & LRT 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	Local transit service More service to and from tualatin	6/21/2013 6:30 PM
189	Decision-making Tri-Met isn't working now, a more basic practical solution is needed	6/21/2013 6:28 PM
190	Decision-making Please take into account the opinion of the public involved: Vancouver has repeatedly voted AGAINST light rail.	6/21/2013 6:21 PM
191	Opposes HCT Just say no to light rail and bus rapid transit---don't waste the time or money	6/21/2013 6:21 PM
192	BRT only Bus Only Way more cost effective Use Diamond lanes for transit	6/21/2013 6:17 PM
193	BRT only NO LIGHTRAIL!	6/21/2013 6:05 PM

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194	BRT & LRT 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	BRT only Light rail requires expensive subsidies to operate. Bus is a better option.	6/21/2013 4:48 PM
196	Opposes HCT Roadway NO more max, wes, or streetcars, Build the 605 freeway north and south, that would help.	6/21/2013 4:29 PM
197	LRT only 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	BRT only Roadway 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	BRT & LRT 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	BRT only 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	Decision-making Consider the carbon footprint.	6/20/2013 9:06 AM
202	Roadway focus on improving roadways	6/19/2013 2:03 PM
203	LRT only 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	LRT only 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	BRT only Do not put in light rail. People who live here do not want light rail.	6/14/2013 2:09 AM
206	BRT & LRT I support light rail as the best choice and bus rapid transit as a second choice.	6/13/2013 8:21 PM
207	Roadway It doesn't address Tualatin-Sherwood Road, it needs to be widened.	6/13/2013 5:09 PM
208	BRT only 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	Local transit service Keep current bus service	6/13/2013 3:04 PM
210	BRT only 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	Support 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	Local transit service 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	Oppose Support 50% is too low.	6/27/2013 12:22 AM
4	Support Quit studying and build it! Delay means higher cost!	6/26/2013 1:34 PM
5	Oppose All vehicles should use the new lanes; not just buses.	6/26/2013 12:51 PM
6	Oppose Do not screw with Tualatin Sherwood road. We need more capacity for freight not bus only lanes.	6/26/2013 10:30 AM
7	LRT only Oppose 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	Oppose 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

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9	Support 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	Roadway Support This recommendation will only be viable if additional roadways are built to accommodate this possibility.	6/25/2013 10:15 PM
11	\$ 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	Local transit service Route 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	Roadway Support 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	Roadway Parcel segments of existing roadway for exclusive transit use instead of building all new roads.	6/25/2013 6:11 PM
15	\$ Support 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	Oppose Drop this option	6/25/2013 5:00 PM
17	Support 75% and 100% should only be considered.	6/25/2013 3:39 PM
18	Support Purchase new right-of-way, do not reduce capacity for freight and passenger vehicles.	6/25/2013 2:47 PM
19	Support Would like to see percentage of separation be raised to 75%-100%.	6/25/2013 12:25 PM
20	\$ Oppose 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	Support 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	Support 80-100% dedicated right of way	6/25/2013 11:29 AM
23	LRT only Oppose 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	\$ Local transit service Support 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	Support 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	\$ Oppose Transit in existing right of way is less expensive.	6/25/2013 10:04 AM
27	\$ As above, operational costs must be determined and compared.	6/24/2013 10:40 PM
28	Oppose 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	\$ Explore using buses that are fueled by renewable energy sources which will outlive petro extinction/higher cost.	6/24/2013 8:52 PM
30	LRT only Support 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	\$ Oppose "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	LRT only Support 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	Miscellaneous SEE ABOVE	6/24/2013 4:31 PM
34	Oppose I do not support that amount of dedicated infrastructure for bus traffic	6/24/2013 4:26 PM

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35	Oppose Route 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	LRT only 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	LRT only Buses cause congestion with cars and bicycles. Light rail is the best option.	6/24/2013 3:46 PM
38	\$ 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	LRT only 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	\$ 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	Roadway 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	Roadway 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	Local transit service 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	Support 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	\$ 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	\$ 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	Route BRT should be incorporated on existing ROW for a majority of the route	6/24/2013 11:45 AM
48	\$ Support Use the option if it works and is a cheaper option.	6/24/2013 11:19 AM
49	Oppose No way! Too much!	6/24/2013 11:14 AM
50	Support 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	\$ Local transit service 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	Support 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	Support Much better idea than light rail.	6/24/2013 10:24 AM
54	Route As long as regular traffic does not flow, buses should not have an exclusive right of way.	6/24/2013 9:41 AM
55	Support BRT should be 100 percent exclusive right-of-way to function optimally.	6/24/2013 9:40 AM
56	Oppose 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	Support But only if we insist on having some kind of public fixed route transit.	6/24/2013 9:39 AM
58	Oppose Further study ways to make current transit options more affordable.	6/24/2013 9:26 AM
59	Oppose I don't agree with this as an option. Too much dedicated right of way.	6/24/2013 9:15 AM
60	Oppose Cost is too high and benefits too low.	6/24/2013 8:14 AM
61	Roadway 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	Support YEAH!! No light eail!!	6/24/2013 7:51 AM
63	Oppose Utilize existing infrastructure.. Build more stops not special roadways!	6/24/2013 7:20 AM
64	Support I think the percent of time within an exclusive right of way should be closer to 75-100.	6/24/2013 6:59 AM

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65	Roadway Support 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	Support If bus rapid transit then 100% exclusive right of way	6/23/2013 9:26 PM
67	Oppose Roadway 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	Support 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	Miscellaneous See above.	6/23/2013 7:09 PM
70	\$ Oppose you will abuse the money as you have done in the past. Do not do this.	6/23/2013 6:49 PM
71	Oppose Skip BRT and look at subways or Els.	6/23/2013 6:44 PM
72	Support Emphasize exclusive right of way because of the efficiency benefits of avoiding traffic.	6/23/2013 5:35 PM
73	Oppose More detail about how this option would work is needed.	6/23/2013 3:35 PM
74	\$ 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	Roadway Support 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	Support I lean toward most EXCLUSIVITY.	6/23/2013 12:03 PM
77	\$ Oppose 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	Oppose Stop...don't bring us crime...	6/23/2013 10:53 AM
79	Oppose Roadway Route 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	Route Support 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	Oppose Roadway 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	Local transit service Roadway Route Support 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	Oppose This approach is wrong.	6/23/2013 8:45 AM
84	Oppose 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	Oppose 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	Roadway 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	LRT only I believe efforts and funding should be used towards light rail system and study .	6/23/2013 7:10 AM
88	Roadway Remember the individual car!!	6/23/2013 6:52 AM
89	LRT only Oppose Only rail no polluting buses	6/23/2013 4:45 AM
90	LRT only Oppose 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	Support more exclusive ROW	6/22/2013 10:56 PM

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92	Support It should be 70-95% exclusive ROW	6/22/2013 9:12 PM
93	Support 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	Oppose it sucks, drop it	6/22/2013 6:38 PM
95	Support 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	LRT only Oppose 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	Local transit service Roadway Route 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	Oppose Dedicating a lane to bus traffic only will only increase congestion.	6/22/2013 3:42 PM
99	Support 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	Support 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	Roadway Traffic would decrease significantly in Portland if there were a west side by pass.	6/22/2013 12:37 PM
102	\$ 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	Roadway Support I support as long as current traffic lanes are not removed.	6/22/2013 12:25 PM
104	LRT only Oppose Please stop adding buses. They pollute. Let's move to light rail. It works.	6/22/2013 12:20 PM
105	\$ Support Bus rapid transit without exclusive right of way would be a waste of money .	6/22/2013 11:56 AM
106	Oppose Route 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	Oppose I do not think busses need exclusive right of way .	6/22/2013 11:39 AM
108	Oppose I do not think there needs to be exclusive right of way .	6/22/2013 11:35 AM
109	Oppose 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	Local transit service Roadway Route 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	Oppose Expanding r-o-w for exclusive bus transit is archaic.	6/22/2013 11:19 AM
112	Oppose 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	Support Go 100 % exclusive right of way!	6/22/2013 11:06 AM
114	\$ 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	Oppose 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	\$ Support 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	Support 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	Oppose cancelling it	6/22/2013 10:02 AM
119	Oppose No BRT. Regular bus service.	6/22/2013 9:24 AM
120	Oppose 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

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121	Oppose 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	Roadway Extremely high vehicle traffic in these area needs to be addressed.	6/22/2013 8:52 AM
123	\$ Oppose Bus is not a desirable alternative for riders. It is not a good use of Federal dollars.	6/22/2013 8:35 AM
124	LRT only Oppose 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	Support 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	Local transit service Route 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	Local transit service Oppose Waste of money, just run more express and local busses	6/22/2013 7:32 AM
128	Oppose buses are lame.	6/22/2013 7:22 AM
129	Oppose Expanding bus service is not needed/	6/22/2013 6:55 AM
130	Oppose The ROW should not be exclusive but be available with a toll based on traffic.	6/22/2013 6:40 AM
131	Oppose Interim solution only.	6/22/2013 6:11 AM
132	Support Increase the exclusive right-of-way for the study to 70-100%.	6/22/2013 2:12 AM
133	\$ Support 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	Support 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	\$ 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	LRT only Oppose 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	Local transit service Route 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	LRT only 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	LRT only 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	LRT only Oppose 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	\$ Oppose 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	LRT only See above. Frequent, efficient light rail is so much more desirable than a bus.	6/21/2013 10:48 PM
143	Support 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	Roadway Support Exclusive right of way is fine, but don't take existing travel lanes from 99w	6/21/2013 10:37 PM
145	\$ Oppose Roadway DUMP Buses. Build roads, Only low life Welfare types who can't afford cars ride them	6/21/2013 10:24 PM
146	\$ Oppose Don't spend money for bus only roads. If demand changes you are locked into your routes.	6/21/2013 10:24 PM
147	\$ Oppose 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	Support 100% exclusive right-of-way.	6/21/2013 10:04 PM
149	Miscellaneous See statement above.	6/21/2013 10:04 PM
150	Roadway Need more road lanes.	6/21/2013 9:53 PM
151	Roadway Support 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	Roadway The current four lanes of Highway 99 for automobile travel must remain available for that use.	6/21/2013 9:30 PM

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153	LRT only Oppose Many people will not ride the bus, no matter where. More people would take light rail, IMHO	6/21/2013 9:29 PM
154	\$ Roadway 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	Oppose You don't have enough to support lanes restricted to buses.	6/21/2013 9:07 PM
156	Local transit service Oppose 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	Miscellaneous See my notes above	6/21/2013 8:51 PM
158	Support Must be dedicated right of way	6/21/2013 8:47 PM
159	\$ Support 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	Roadway Route Support 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	Support Please make it 100% exclusive right of way.	6/21/2013 8:16 PM
162	Support 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	Support 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	Local transit service LRT only Route 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	Oppose Support is buses, they need to operate on clean fuels to reduce pollution from exhaust gases and particles	6/21/2013 7:45 PM
166	\$ Roadway 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	Miscellaneous Remove all illegals from the state of Oregon!	6/21/2013 7:41 PM
168	Roadway Support 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	Support 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	Support 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	\$ Local transit service Oppose 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	LRT only Support 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	Oppose Tri-Met isn't working now, a more basic practical solution is needed	6/21/2013 6:28 PM
174	\$ Support 50 to 80 -- including 100 at the top delivers a possible more expensive 100 %	6/21/2013 6:25 PM
175	\$ Oppose Just say no to light rail and bus rapid transit---don't waste the time or money	6/21/2013 6:21 PM
176	Oppose 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	LRT only Make it light rail	6/21/2013 6:11 PM
178	Oppose NO exclusive right away. Stop hating cars!	6/21/2013 6:05 PM
179	\$ Support 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

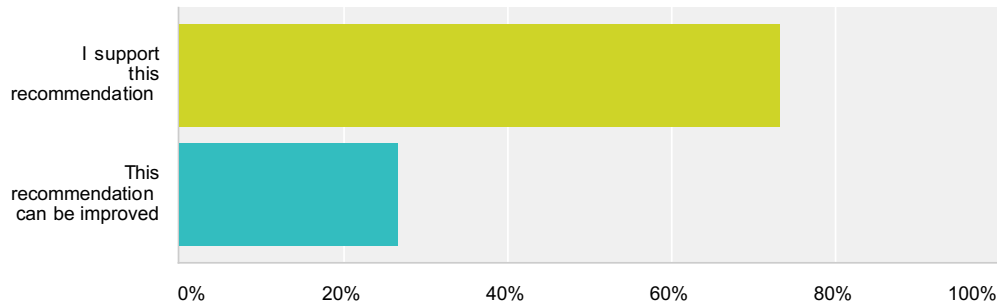
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180	Oppose Roadway HOV lane with both cars and buses should be studied, but not an exclusive bus lane. Adding lanes within existing rights of way should also be studied.	6/21/2013 4:48 PM
181	Support I don't suport any new rail transit	6/21/2013 4:29 PM
182	Oppose Roadway Please don't build additional roadway s for buses.	6/21/2013 2:24 PM
183	Local transit service 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	Route Support 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	\$ Oppose 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	\$ 21st Century transit should not run on diesel. Buses or trains under consideration should be electric.	6/20/2013 12:04 PM
187	Support Make transit to downtown RAPID. Speed it up.	6/20/2013 9:06 AM
188	\$ Oppose 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	Oppose However, the reduced ridership concerns me as it means there will be more traffic in roadway s.	6/18/2013 6:06 PM
190	LRT only Although I would still prefer to see light rail.	6/18/2013 5:05 PM
191	\$ LRT only Oppose I believe the long term benefits of light rail outweigh the cost savings.	6/17/2013 12:40 PM
192	Oppose Forget BRT. See above.	6/17/2013 10:44 AM
193	Support 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	Support 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	Local transit service Route 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	Local transit service Route 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	Oppose 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	Oppose Less exclusiv e right of way	6/13/2013 3:04 PM
199	Oppose 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	Local transit service Tualatin 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	Local transit service 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	Sherwood HCT to Sherwood should also be considered.	6/27/2013 12:22 AM
4	Support 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	Sherwood Support 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	Sherwood Go to Sherwood and even Newberg	6/26/2013 1:34 PM
7	Sherwood Please try to include Sherwood into any possible future designs.	6/26/2013 1:05 PM
8	Tigard 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	Miscellaneous Include park and rides for Sherwood commuters	6/26/2013 10:07 AM
10	\$ 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

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11	Sherwood I voted for Sherwood in the transit plan- is this no longer a recommendation?	6/26/2013 7:03 AM
12	Land use 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	\$ 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	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.	6/25/2013 10:11 PM
15	\$ 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	Miscellaneous 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	Tigard In desperate need for Tigard, less sure about Tualatin or Sherwood.	6/25/2013 6:56 PM
18	Land use 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	Sherwood 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	Local transit service TriMet must get its house in order first	6/25/2013 5:00 PM
21	Roadway Purchase new right-of-way, do not reduce capacity for freight and passenger vehicles.	6/25/2013 2:47 PM
22	Sherwood 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	Sherwood 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	Sherwood Extending to Sherwood in the future should be designed into the process.	6/25/2013 1:56 PM
25	Sherwood 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	Tigard It should go only to Tigard where passengers can make the over-priced Wes connection to Tualatin.	6/25/2013 11:42 AM
27	Local transit service 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	Sherwood GO TO SHERWOOD. REBUILD 99 THE WHOLE WAY DOWN! Tualatin already has the (heavy rail) train link!	6/25/2013 11:00 AM
29	Tualatin 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	Land use 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	Sherwood transit should continue through to Sherwood	6/25/2013 6:46 AM
32	Local transit service Tualatin 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	Mode Sherwood Sherwood need express service to Beaverton, Hillsboro and Portland under this scenario.	6/24/2013 10:40 PM
34	Local transit service 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	Sherwood 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	Sherwood 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	Sherwood 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

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38	Local transit service 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	Sherwood 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	Miscellaneous SEE ABOVE	6/24/2013 4:31 PM
41	Sherwood Tualatin 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	Sherwood 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	Support to Salem?	6/24/2013 3:46 PM
44	Local transit service 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	Land use 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	Sherwood Include Sherwood as a main section of the corridor.	6/24/2013 3:18 PM
47	Sherwood 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	Local transit service Sherwood needs a direct bus connection to tualitan.	6/24/2013 3:04 PM
49	Local transit service Frequency (all day) of bus connections to/from the high capacity line (rail or BRT) is key.	6/24/2013 2:59 PM
50	Sherwood Include Sherwood: Portland through Tigard to Tualatin AND SHERWOOD...	6/24/2013 2:49 PM
51	Miscellaneous See all my comments above.	6/24/2013 2:40 PM
52	Local transit service 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	Local transit service Support More integration with Light Rail & existing bus services.	6/24/2013 2:31 PM
54	Oppose 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	Sherwood 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	Sherwood Should go all the way to Sherwood may be even Woodburn.	6/24/2013 1:54 PM
57	Oppose Roadway 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	Sherwood high capacity transit should be provided through to Sherwood	6/24/2013 1:32 PM
59	Sherwood Include Sherwood in high capacity transit destination	6/24/2013 12:45 PM
60	Land use 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	Sherwood Bring BRT right out on 99W to Sherwood	6/24/2013 11:45 AM
62	Sherwood 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	Tigard Tualatin 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	Land use Support 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	Sherwood Would love to see a high capacity transit connection to Sherwood.	6/24/2013 10:40 AM

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66	\$ Local transit service 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	Roadway 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	Tualatin 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	Local transit service Without local transit, this will fail.	6/24/2013 9:40 AM
70	Land use 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	Sherwood Should at least plan for HCT for Sherwood	6/24/2013 9:32 AM
72	Miscellaneous Extremely irritating to not have any other options than the two that you show.	6/24/2013 9:26 AM
73	Sherwood I think it should go through to Sherwood.	6/24/2013 8:55 AM
74	Sherwood I think it should go through to Sherwood.	6/24/2013 8:49 AM
75	Tigard stop at tigard	6/24/2013 8:47 AM
76	Local transit service Sherwood Extend to Sherwood and improve bus access to cities like Newberg, Dundee and McMinnville	6/24/2013 8:47 AM
77	\$ Cost is too high and benefits too low.	6/24/2013 8:14 AM
78	Land use no rail to Tualatin. community is too small to support & growth is limited by UGB.	6/24/2013 8:01 AM
79	Sherwood Tigard Tualatin 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	Sherwood Include Sherwood and plan for Newberg	6/24/2013 7:00 AM
81	Mode 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	Sherwood Study high capacity transit to Sherwood as well.	6/24/2013 12:06 AM
83	Tualatin Tualatin is better than Sherwood for this line	6/23/2013 9:26 PM
84	Miscellaneous See above.	6/23/2013 7:09 PM
85	Oppose I doubt the other communities will support your proposals, but that hasn't stopped you in Milwaukie!	6/23/2013 6:49 PM
86	Sherwood Subway through to Sherwood.	6/23/2013 6:44 PM
87	Tigard 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	Tigard 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	Support 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	Roadway 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	Sherwood Sherwood the destination with commuter rail connection to Newberg	6/23/2013 1:20 PM
92	Sherwood I support connection with Sherwood	6/23/2013 12:03 PM
93	Land use Sherwood 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	\$ Oppose 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	Oppose Stop...don't bring us crime...	6/23/2013 10:53 AM

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96	Oppose Roadway 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	Mode Support Bus rapid transit is preferred over Max.	6/23/2013 9:33 AM
98	Local transit service Mode 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	Support Good idea; the area is growing and road capacity is not.	6/23/2013 9:10 AM
100	\$ Tigard 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	Sherwood High capacity transit should be to Sherwood on 99W not through downtown Tualatin.	6/23/2013 9:01 AM
102	Roadway Better transit and road improvements have been deferred for years. This planning does not address them.	6/23/2013 8:45 AM
103	Mode Oppose Light rail is costly to build, and spreads crime.	6/23/2013 8:21 AM
104	Sherwood Include Sherwood or don't bother.	6/23/2013 8:13 AM
105	Roadway Build a new west side freeway to help lighten up traffic for the rest.	6/23/2013 7:20 AM
106	Support The time has come for easy to access rail. It fits the environmental concerns of many Oregonians.	6/23/2013 7:10 AM
107	Local transit service Busses should be considered for more of the options.	6/23/2013 6:52 AM
108	Sherwood continue to study Sherood	6/22/2013 10:56 PM
109	\$ rail is not cost-efficient	6/22/2013 10:44 PM
110	Sherwood Sherwood should be included as well	6/22/2013 9:42 PM
111	Sherwood Find a way to go farther along the 99W corridor to Sherwood/Newberg	6/22/2013 9:12 PM
112	Sherwood Ignoring Sherwood is a mistake. Trimet ridership is low in Shewood because service is currently so poor.	6/22/2013 8:28 PM
113	Sherwood I believe it should be extended to Sherwood	6/22/2013 7:10 PM
114	Sherwood Tigard Tualatin 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	\$ are you nuts??? no direct routes, would cost a fortune	6/22/2013 6:38 PM
116	Sherwood I support the high capacity transit going all the way to Sherwood.	6/22/2013 6:14 PM
117	Sherwood 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	Land use Tualatin There is greater potential and land for future employment opportunities in Tualatin.	6/22/2013 4:15 PM
119	Support i believe the bus rapid transit is best	6/22/2013 3:59 PM
120	Sherwood connect direct thru Sherwood	6/22/2013 3:49 PM
121	Sherwood 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	Oppose Roadway 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	Sherwood Tigard Tualatin 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	Oppose High capacity transit takes up more land that can be put to better use.	6/22/2013 3:34 PM
125	Support 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	Tigard 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	Sherwood Should go to Sherwood	6/22/2013 12:45 PM
128	Roadway Traffic would decrease significantly in Portland if there were a west side by pass.	6/22/2013 12:37 PM
129	Local transit service We need a diversified and flexible bus system..	6/22/2013 12:32 PM

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130	Mode Support 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	Mode Light rail is a valuable tool that the region should invest in.	6/22/2013 11:56 AM
132	Mode reduce dependence on expensive light rail	6/22/2013 11:56 AM
133	Sherwood It needs to extend to Sherwood.	6/22/2013 11:34 AM
134	Mode 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	Mode 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	Oppose Roadway 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	\$ Support growing area need good public transit. establish at a lower cost while now not completely developed.	6/22/2013 10:57 AM
138	Mode Oppose WOW, look at the great success of WES????? insanity times more insanity should somehow equal common sense????	6/22/2013 10:28 AM
139	Support Whatever solution is implemented will need to address the entire corridor to be effective	6/22/2013 10:18 AM
140	Sherwood 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	Oppose by cancelling it.	6/22/2013 10:02 AM
142	Sherwood 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	\$ Sherwood 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	Oppose Kill it this idea.	6/22/2013 9:24 AM
145	Oppose 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	Mode 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	Roadway 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	Tualatin Don't go into Tualatin. Keep some small town places just that. Small town.	6/22/2013 8:27 AM
149	Mode The study should include WES service impact. Including more service on WES.	6/22/2013 7:49 AM
150	Sherwood I'd take it to Sherwood, or at least plan for that	6/22/2013 7:43 AM
151	\$ 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	Sherwood 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	Local transit service Sherwood 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	\$ A study is not needed, it is a wasting money. Metro has already made its mind up	6/22/2013 6:55 AM
155	Oppose Transit makes little sense in outlying suburbs.	6/22/2013 6:40 AM
156	Sherwood Tualatin 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	Sherwood 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	Mode Tigard Tualatin 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	\$ Tigard 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	Tigard 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	Tigard Tigard only; moving away from the I-5 corridor induces sprawl that then overwhelms local roads.	6/22/2013 12:53 AM
162	Mode Buses.....	6/22/2013 12:05 AM
163	Sherwood We should consider High Capacity service to Sherwood if it is not feasible now.	6/21/2013 11:49 PM
164	Mode 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	Sherwood 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	Land use Destination on both ends is not necessary. Density of riders along the route is a better determinant.	6/21/2013 11:18 PM
167	Sherwood add Sherwood...there is great housing, a good source of employees. Put the rail in	6/21/2013 11:08 PM
168	Support I think this is very important	6/21/2013 11:01 PM
169	Local transit service 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	Miscellaneous See above.	6/21/2013 10:48 PM
171	\$ Only if it generates enough revenue to cover its operational costs	6/21/2013 10:43 PM
172	Sherwood 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	Miscellaneous BULLSHIT.	6/21/2013 10:24 PM
174	Oppose No more light rail.	6/21/2013 10:24 PM
175	\$ 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	Miscellaneous End the project at Portland city limits	6/21/2013 10:17 PM
177	Mode Consider, at some point BRT in Tigard/WS/Beaverton corridor	6/21/2013 10:16 PM
178	Sherwood to Sherwood	6/21/2013 10:04 PM
179	Roadway Do not take away road lanes for this.	6/21/2013 9:53 PM
180	Tigard I do not support extending the transit connection passed Tigard. Doing so only adds to urban sprawl.	6/21/2013 9:43 PM
181	Sherwood Include Sherwood in the additional study	6/21/2013 9:37 PM
182	Sherwood why not to Sherwood?	6/21/2013 9:18 PM
183	\$ use the most cost effective way to reach the goal.	6/21/2013 9:17 PM
184	Roadway Sherwood 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	Roadway 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	\$ It's hard to believe any responsible person would approve wasting so much money.	6/21/2013 9:07 PM
187	Miscellaneous 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	Local transit service 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	Sherwood mass transit from Portland to Sherwood	6/21/2013 8:47 PM
190	Sherwood In the long run continuation to Sherwood would serve more people and provide better investment	6/21/2013 8:44 PM
191	Sherwood Tigard Tualatin 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	Oppose It is not needed.	6/21/2013 8:21 PM
193	Miscellaneous Include Gresham. This is a city of 100,000+ people!	6/21/2013 8:18 PM
194	Local transit service Sherwood Tualatin 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	Sherwood Sherwood should be included.	6/21/2013 8:13 PM

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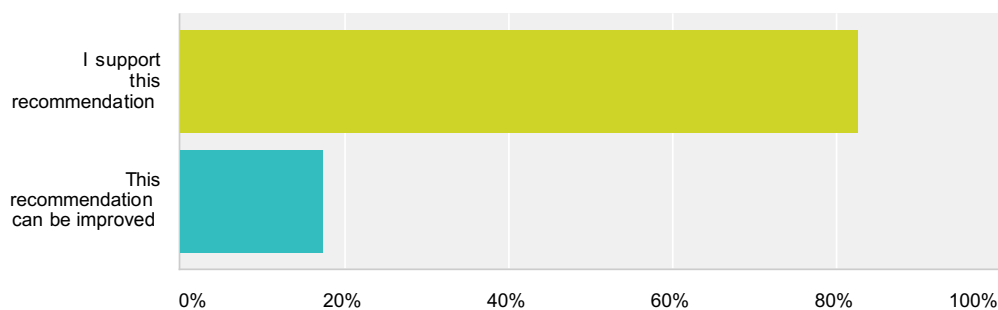
196	\$ seems like the additional ridership (increase of +2500-4000, or 20% more riders) doesn't justify the potential cost increase at this time (~doubling the cost)	6/21/2013 8:10 PM
197	Oppose Again TriMet has demonstrated over 20 years that it has little interest in operating a working bus system 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	Support 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	Roadway 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	Miscellaneous Remove all illegals from the state of Oregon!	6/21/2013 7:41 PM
201	\$ 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	Miscellaneous See previous comment	6/21/2013 7:09 PM
203	Mode I do not recommend any more WES. Ridership is down. There are no jobs.	6/21/2013 6:58 PM
204	Sherwood Tigard Tualatin 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	Oppose 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	Support 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	Sherwood Include Sherwood as part of the baseline study.	6/21/2013 6:49 PM
208	Mode 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	Sherwood If you are going you might as well go all the way to Sherwood.	6/21/2013 6:43 PM
210	Mode 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	Sherwood Would love if rapid transit existed between sherwood and tigard.	6/21/2013 6:32 PM
212	Local transit service Tri-Met isn't working now, a more basic practical solution is needed	6/21/2013 6:28 PM
213	Tualatin 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	Oppose 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	Tigard Only to Tigard.	6/21/2013 6:05 PM
216	Oppose 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	Roadway 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	Roadway 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	Mode This does not take into account that the rails are being used during the mid-day hours.	6/20/2013 11:07 PM
220	Sherwood 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	Roadway Hmmm this will further ruin barbur :(6/20/2013 8:29 PM
222	Sherwood Tigard Tualatin 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	Tigard 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

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224	Mode Light rail is cleaner and has a lower operating cost than bus.	6/20/2013 9:06 AM
225	Oppose 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	Sherwood 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	Mode Oppose Do not put light rail in.	6/14/2013 2:09 AM
228	Sherwood 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	Tigard End it in Tigard. Improve WES from Tualatin.	6/13/2013 3:00 PM
230	Mode 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	Planning suggestions 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	Planning suggestions I would like to see park and water shed improvements included.	6/26/2013 4:51 PM
3	WES 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	\$ WES Get rid of WES! It's a money pit, losing huge amounts of money every day!	6/26/2013 12:51 PM
5	Active transportation Planning suggestions 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	Planning suggestions Add areas to park so we can drive to transit stations and park	6/26/2013 10:30 AM
7	Miscellaneous Planning suggestions 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	Support 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	Miscellaneous 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	\$ 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	Planning suggestions 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	Planning suggestions Ongoing improvements need study, not sure about TriMet's ability to implement.	6/25/2013 6:56 PM
13	Active transportation Planning suggestions Support 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	Planning suggestions 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	\$ Oppose Don't dump more taxpayer down the drain	6/25/2013 5:00 PM
16	HCT Planning suggestions 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 Bicycle and walking to a bus is at least 20 or more minutes away.	6/25/2013 4:37 PM
17	\$ Oppose Do not use my tax dollars for this.	6/25/2013 2:47 PM
18	Planning suggestions Add better access for bicycles to #4.	6/25/2013 12:25 PM
19	Planning suggestions 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	Planning suggestions 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	Miscellaneous The plan summary above is just vague words - means nothing.	6/25/2013 11:00 AM
22	Planning suggestions Support 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	Support 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	Support 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	Planning suggestions The ability for transit scheduling outside of the commuter times would be a key item.	6/24/2013 11:22 PM

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26	HCT Planning suggestions WES 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	Planning suggestions 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	Planning suggestions Support 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	Miscellaneous SEE GENERALIZED COMMENT ABOVE	6/24/2013 4:31 PM
30	HCT Planning suggestions 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	Miscellaneous see previous comments on infrastructure expenditures related to bus service	6/24/2013 4:26 PM
32	Planning suggestions Support 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	\$ Oppose I don't know that we have the population (tax base) to support such an elaborate system.	6/24/2013 3:33 PM
34	HCT Planning suggestions 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	WES Remove WES connection. Although TriMet has had many successful projects, WES is not one of them.	6/24/2013 3:10 PM
36	Planning suggestions More detail and emphasis on access to transit.	6/24/2013 2:59 PM
37	Planning suggestions Support 4.better transit access, including licensing of bikes and riders.	6/24/2013 2:49 PM
38	Decision-making Planning suggestions 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	HCT Tigard should be reachable by Tri-Met. Also downtown Lake Oswego.	6/24/2013 2:38 PM
40	HCT Planning suggestions 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	Oppose Roadway 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	WES Consider WES a good, but not overly successful experiment. Seriously, (and I mean SERIOUSLY) consider eliminating WES.	6/24/2013 1:32 PM
43	Planning suggestions 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	Decision-making Planning suggestions 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	Support Why not - makes sense	6/24/2013 11:19 AM
46	\$ Decision-making If these are added will others be taken away? What will it do to fares?	6/24/2013 11:14 AM

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47	Planning suggestions 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	\$ Decision-making 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	Roadway Don't forget about the cars.	6/24/2013 10:29 AM
50	Roadway 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	Decision-making 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	Decision-making HCT Planning suggestions 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	Decision-making 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	Miscellaneous The question is too broad to be effective in this context.	6/24/2013 9:15 AM
55	WES 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	Decision-making Don't bother to go out to auto-oriented places after Tualatin.	6/24/2013 8:49 AM
57	WES 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	WES Take WES out of the equation - it is expensive & not reliable. Only runs on weekday commutes - absurd!	6/24/2013 7:51 AM
59	Planning suggestions WES 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	Planning suggestions Support 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	Decision-making Planning suggestions We want better transit service as well as better reliability and travel times	6/23/2013 9:26 PM
62	WES Remove the WES consideration.	6/23/2013 8:47 PM
63	WES No high capacity transit line	6/23/2013 8:11 PM
64	Miscellaneous See above.	6/23/2013 7:09 PM
65	Planning suggestions please include improve bike lanes and storage at parking centers.	6/23/2013 3:35 PM
66	Decision-making 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	Roadway 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	Decision-making 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	Planning suggestions Please keep seniors and people with physical difficulties foremost in the planning.	6/23/2013 11:39 AM
70	\$ Decision-making 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	Miscellaneous Stop don't bring us crime....	6/23/2013 10:53 AM
72	Roadway 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	HCT Opinion Get rid of the HCT corridor elements and build what is genuinely needed.	6/23/2013 8:45 AM

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74	HCT Bus service is the most flexible, and has lowest total cost.	6/23/2013 8:21 AM
75	Roadway 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	HCT Planning suggestions 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	Active transportation Planning suggestions 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	Roadway 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	Roadway Roadways for cars need to be improved too	6/22/2013 9:42 PM
80	Miscellaneous 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	Oppose WES 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	Planning suggestions WES 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	Miscellaneous 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	Planning suggestions WES 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	Planning suggestions WES 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	WES 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	Planning suggestions 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	WES 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	Miscellaneous Not really sure what you mean by this alt.	6/22/2013 2:12 PM
90	Roadway Traffic would decrease significantly in Portland if there were a west side by pass.	6/22/2013 12:37 PM
91	Roadway 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	Planning suggestions 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	Planning suggestions 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	Decision-making Oppose 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	Decision-making 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	Oppose by cancelling it.	6/22/2013 10:02 AM
97	Miscellaneous Fire the current planners and replace them with less dogmatic, smarter people.	6/22/2013 9:24 AM
98	Decision-making 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	Miscellaneous Definitely these key area but not by bus service. Please get off this way of thinking old school.	6/22/2013 9:00 AM

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100	Active transportation Decision-making 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	HCT Less bus, more rail.	6/22/2013 8:35 AM
102	HCT Also, we need to have light rail service across the bridge and going into Vancouver, Washington	6/22/2013 8:28 AM
103	\$ WES 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	WES 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	Miscellaneous 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	Roadway 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	Decision-making Interim solutions can get you bogged down and made permanent.	6/22/2013 6:11 AM
108	Decision-making But it ignores Clackamas County's specific needs. Why is that absent?	6/22/2013 1:49 AM
109	Oppose 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	Support WES 5. Increased hours (daily and weekends) for WES	6/22/2013 1:31 AM
111	Decision-making Planning suggestions Prioritize investments in safety improvements for pedestrians, in order to make transit use more attractive.	6/22/2013 12:53 AM
112	Planning suggestions without including connections to northern washington county	6/22/2013 12:52 AM
113	Planning suggestions #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	Planning suggestions You can do all these things working with buses.	6/22/2013 12:05 AM
115	Planning suggestions Improved local transit connections crossing the river to Oregon City / SE metro area.	6/21/2013 11:49 PM
116	Planning suggestions 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	Decision-making narrow this down to a rail transit system, county and citiesw can do the side walks	6/21/2013 11:08 PM
118	Decision-making WES 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	Oppose NO!	6/21/2013 10:58 PM
120	\$ Decision-making Any capital improvements must be cost justifiable based on expected revenue	6/21/2013 10:43 PM
121	Decision-making 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	Miscellaneous IT IS BULLSHIT ALSO.	6/21/2013 10:24 PM
123	Roadway Build more freeways and improve the existing ones.	6/21/2013 10:24 PM
124	Roadway Build more roads.	6/21/2013 10:18 PM
125	\$ Planning suggestions 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	Decision-making Not enough info to make a judgment	6/21/2013 10:14 PM
127	\$ Decision-making do not fund.	6/21/2013 10:04 PM
128	Roadway Do not take away road lanes.	6/21/2013 9:53 PM
129	WES 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	HCT Support #2 is very important	6/21/2013 9:32 PM
131	Roadway 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	Miscellaneous 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	Decision-making WES Consider whether WES should be discontinued	6/21/2013 9:07 PM

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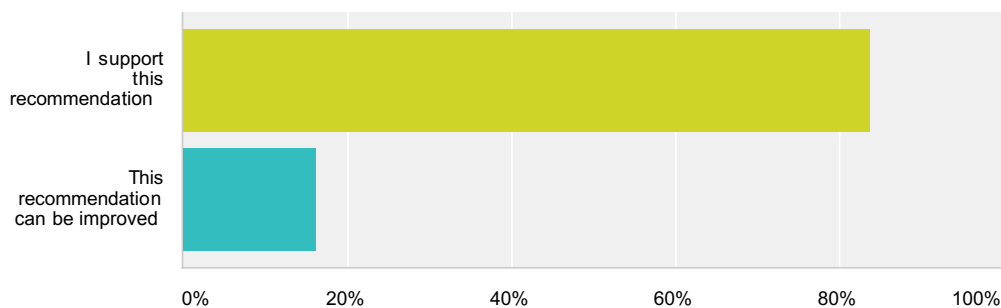
134	\$ WES Remove item (2). Don't dump any more money into WES, which would become duplicative if light rail and/or HCT bus is instituted.	6/21/2013 8:59 PM
135	Support anything that improves access for northern Washington County is of interest to me	6/21/2013 8:54 PM
136	Miscellaneous Local transit 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	Miscellaneous 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	HCT Planning suggestions Bus down Tualatin Sherwood rd	6/21/2013 8:47 PM
139	Miscellaneous 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	Decision-making Planning suggestions No reason to extend the service to Lake Oswego and Sherwood.	6/21/2013 8:18 PM
141	Active transportation By a connection to the new Kaiser hospital. Bike paths along all mass transit corridors	6/21/2013 8:18 PM
142	HCT WES 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	Oppose Planning suggestions 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	Planning suggestions PCC Sylvania should be one of the key locations. Nobody rides the WES.	6/21/2013 7:58 PM
145	Roadway 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	Miscellaneous Remove all illegals from the state of Oregon!	6/21/2013 7:41 PM
147	Miscellaneous 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	WES I do not recommend any more WES. Ridership is down. There are no jobs.	6/21/2013 6:58 PM
149	Roadway Fix existing roads, better light timing, install speed bumps, enforce reduced speeds	6/21/2013 6:56 PM
150	Planning suggestions Include Wilsonville as a key location.	6/21/2013 6:50 PM
151	Miscellaneous Tri-Met isn't working now, a more basic practical solution is needed	6/21/2013 6:28 PM
152	Decision-making Roadway 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	HCT No Light Rail	6/21/2013 6:17 PM
154	\$ 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	\$ Planning suggestions WES 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	\$ WES wes cost tooo much money	6/21/2013 4:29 PM
157	Planning suggestions Support 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	Oppose 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	Support As I said, more bus stops etc would be fabulous.	6/20/2013 8:29 PM
160	\$ Planning suggestions WES 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

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161	WES Extend WES to Salem and make it available more hours.	6/20/2013 9:06 AM
162	Planning suggestions 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	Active transportation The importance of pedestrian access to transit cannot be overstated.	6/13/2013 8:21 PM
164	Decision-making 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	\$ Active transportation 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	Decision-making 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	Roadway Roads and parking but not more bikelanes. Your focus is transit not more bike lanes	6/26/2013 10:46 AM
3	Active transportation Decision-making 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	Decision-making 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	Active transportation 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	\$ 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	Decision-making Local suggestions 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	Decision-making Many could probably be implemented soon.	6/25/2013 7:13 PM
9	Decision-making 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

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10	Decision-making Roadway 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	Active transportation 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	Decision-making 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	Transit 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	Active transportation Environmental concerns 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	Decision-making KILL THESE MONEY-SUCKING SPECIAL-INTEREST DRIVEN BUDGET BUSTERS!!!	6/25/2013 11:03 AM
16	Active transportation see last remark, I am all for anything that reduces car traffic	6/25/2013 10:30 AM
17	Active transportation Decision-making 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	Active transportation Decision-making 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	Active transportation 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	Decision-making 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	Decision-making 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	Survey design feedback AND WHAT IS THE DEFINITION OF COMMUNITY-SUPPORTED TRANSIT INVESTMENT?	6/24/2013 4:36 PM
23	Decision-making minimal expense should be diverted for pedestiran & bike traffic	6/24/2013 4:27 PM
24	Active transportation Secure bike parking, or ability to bring bike on bus/train is essential.	6/24/2013 3:16 PM
25	Decision-making 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	Decision-making Roadway 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	Decision-making 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	Decision-making Local suggestions 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	Decision-making 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	Miscellaneous makes sense to respond to these	6/24/2013 11:23 AM
31	Decision-making Roadway It should not be an exclusive public transit study. It must accommodate growing vehicle volume.	6/24/2013 11:21 AM
32	Decision-making These areas are being served fine with the current transit structure. Changes will only waste tax payers' money.	6/24/2013 10:36 AM

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33	Decision-making 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	Roadway 1) There needs to be a southbound on-ramp onto I-5 between downtown and Capitol Highway	6/24/2013 9:54 AM
35	Decision-making Transit Limited bike capacity on buses and trains means that bike/transit mode splits aren't really practical.	6/24/2013 9:42 AM
36	\$ 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	\$ Decision-making Local communities need to participate (and fund) these projects.	6/24/2013 8:57 AM
38	\$ Decision-making We do not need any more money spent on the relatively few people that bike.	6/24/2013 8:19 AM
39	Decision-making Lower the emphasis on bike related projects.	6/24/2013 8:00 AM
40	Decision-making 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	\$ Do not spend money on additional or new infrastructure.	6/24/2013 7:28 AM
42	Transit 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	Miscellaneous 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	Decision-making Again at the sake of trees and resale value - stay away	6/23/2013 6:51 PM
45	Active transportation Pedestrian & cycling improvements are of great importance if we are to have a complete transportation system!	6/23/2013 5:39 PM
46	Decision-making 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	Active transportation Local suggestions 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	\$ Active transportation 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	Roadway 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	Decision-making Keep pressure ON to make decisions and keep project moving forward.	6/23/2013 12:12 PM
51	Active transportation Local suggestions Again, we need more bike lanes, not necessarily to transit stations, but along the main corridors.	6/23/2013 11:58 AM
52	Decision-making 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	\$ Decision-making 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	Roadway Survey design feedback 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	Active transportation Safety 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	Roadway Transit 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	Decision-making 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	Active transportation Safety the walk from my home to the nearest bus stop is not safe	6/23/2013 8:19 AM
59	Active transportation Separate walk/bike/drive pathways.	6/23/2013 8:17 AM
60	Roadway drive.	6/23/2013 7:23 AM
61	Miscellaneous 100%	6/23/2013 7:14 AM
62	\$ Decision-making 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.104	6/23/2013 6:59 AM

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63	Decision-making don't overburden costs with \$ millions for other things	6/22/2013 11:03 PM
64	Decision-making 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	Miscellaneous no	6/22/2013 6:39 PM
66	Decision-making Make sure to include parking facilities, like a park and ride.	6/22/2013 6:20 PM
67	Roadway Bus signal priority at major intersections.	6/22/2013 4:40 PM
68	Active transportation Local suggestions We need a lot more bicycle & walking options.	6/22/2013 4:40 PM
69	Active transportation Local suggestions 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	Active transportation Decision-making 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	Active transportation Roadway I support as long as existing traffic lanes are not removed.	6/22/2013 12:27 PM
72	Active transportation Decision-making 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	Decision-making Roadway Taking away from possible improvements (widening of 99 for example) will increase congestion, travel time, costs etc.	6/22/2013 11:30 AM
74	Decision-making Stop spending on bikes which are not appropriate for Tigard	6/22/2013 11:09 AM
75	Active transportation "these projects came from community plans..." it's what the people want.	6/22/2013 11:01 AM
76	Decision-making 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	Decision-making by cancelling it.	6/22/2013 10:04 AM
78	Active transportation Local suggestions Safety 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	Active transportation Good sidewalks and pedestrian crossings.	6/22/2013 9:29 AM
80	Active transportation Decision-making 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	Safety Make sure there is a safe area for this	6/22/2013 9:09 AM
82	Local suggestions Access for residents in the Garden Home -- Multnomah Village area needs to be enhanced.	6/22/2013 9:09 AM
83	Active transportation Decision-making 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	Active transportation 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	Decision-making 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	Decision-making It is too costly	6/22/2013 6:58 AM
87	Active transportation Great idea and a practical approach that makes a lot of sense.	6/22/2013 6:57 AM
88	Decision-making Eliminate the station and eliminate the problem.	6/22/2013 6:42 AM
89	Decision-making There need to be some user fees - i.e. bicycle registration fees.	6/22/2013 6:06 AM
90	Decision-making Environmental concerns No more boondoggles, please. Abstract "good ideas" are often non-sustainable from economic, environmental and practical viewpoints.	6/22/2013 4:46 AM
91	Survey design feedback 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	Decision-making Reduce the number of potential projects being refined and prioritized by one-third.	6/22/2013 1:51 AM

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93	\$ Decision-making 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	\$ Decision-making 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	Decision-making increase parking at the rail stations espical the Sunset!!!	6/21/2013 11:12 PM
96	\$ Transit 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	Roadway More expressways are needed.	6/21/2013 10:31 PM
98	Roadway 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	Miscellaneous ARE YOU FUCKING KIDDING?	6/21/2013 10:28 PM
100	\$ Avoid capital-intensive projects.	6/21/2013 10:21 PM
101	\$ Decision-making What percentage of funding would be set aside for this important part of the overall plan?	6/21/2013 10:08 PM
102	Roadway Do not take away road ways.	6/21/2013 9:54 PM
103	\$ Transit 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	Active transportation Decision-making I think there is too much emphasis on the bicycle.	6/21/2013 9:36 PM
105	Active transportation Decision-making Min bike improvements...	6/21/2013 9:35 PM
106	Decision-making 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	\$ Roadway 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	\$ They wouldn't do it if they were paying for it.	6/21/2013 9:09 PM
109	Transit Get a viable functioning transit service operating first.	6/21/2013 8:58 PM
110	Roadway Bike improvements should be lower priority vs cars.	6/21/2013 8:25 PM
111	Decision-making 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	\$ Decision-making Transit 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	Miscellaneous Remove all illegals from the state of Oregon!	6/21/2013 7:46 PM
114	Decision-making 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	Active transportation Transit 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	Decision-making Environmental concerns 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	Transit I do not recommend any more WES. Ridership is down. There are no jobs.	6/21/2013 6:59 PM
118	Decision-making A comprehensive plan is needed initially for the entire project rather than an add-on study later.	6/21/2013 6:57 PM
119	Roadway 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	Decision-making Transit This is at least better then 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	Decision-making 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	Decision-making Plan public involvement report	6/21/2013 6:20 PM

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123	Active transportation 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	Decision-making Transit 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	Decision-making Local suggestions 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	Decision-making Add LOW-COST seating for those waiting for local buses.	6/20/2013 11:12 PM
127	Decision-making It is not safe to bike from Tigard to Portland. Make it safe.	6/20/2013 9:06 AM
128	Active transportation this should be the focus, not light rail	6/19/2013 2:04 PM
129	Survey design feedback I would need more details before supporting.	6/14/2013 2:17 AM
130	Decision-making 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	Decision-making 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	Active transportation Local suggestions 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	Decision-making consider earthquake activity in construction	6/26/2013 11:49 PM
3	Active transportation Local suggestions Safety 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	Decision-making Roadway 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	Decision-making Roadway 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	Decision-making miscellaneous 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	Decision-making miscellaneous 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	Decision-making Transit 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	Active transportation Transit 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	Roadway Roadway not bikelanes	6/26/2013 10:46 AM
11	Active transportation 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

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12	Active transportation 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	Active transportation 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	Active transportation 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	Local suggestions See above.	6/25/2013 8:10 PM
16	Environmental concerns 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	Active transportation Active transportation are the modes of the future. Stop planning for automobiles and plan for people!	6/25/2013 6:23 PM
18	Local suggestions 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	Local suggestions Roadway Transit 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	Local suggestions Utilizing Hwy 99 by reducing single car occupancy and turning it into a smoother moving transit route.	6/25/2013 2:08 PM
21	Local suggestions 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	Active transportation 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	Active transportation Decision-making 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	\$ Active transportation 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	\$ Decision-making Local suggestions 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	Active transportation Decision-making Transit 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	Active transportation Environmental concerns 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	\$ Decision-making KILL THESE MONEY-SUCKING SPECIAL-INTEREST DRIVEN BUDGET BUSTERS!!! STICK TO THE BASICS!	6/25/2013 11:03 AM
29	Active transportation Roadway Safety 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

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30	Active transportation Decision-making 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	Decision-making 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	Active transportation Decision-making Safety Transit 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	Active transportation Safety 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	Active transportation Local suggestions 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	Active transportation 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	Active transportation Decision-making Local suggestions Roadway 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	Active transportation Safety 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	Active transportation Safety Safe walkways are paramount. Bike lanes come next in importance.	6/24/2013 8:11 PM
39	Local suggestions 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	Active transportation Decision-making Roadway 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	Decision-making miscellaneous 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	Active transportation Safety 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	Decision-making Environmenta concerns 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	Decision-making Transit 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	Active transportation Decision-making 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	Active transportation Local suggestions Safety 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	Decision-making miscellaneous Access for electric wheelchairs? They are wider and quiet. Sometimes people don't see them.	6/24/2013 3:48 PM
48	Active transportation Decision-making Local suggestions Safety 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	Active transportation Local suggestions 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

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50	Active transportation Environmenta concerns 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	Local suggestions Commuter rail device to Sherwood and McMinnville.	6/24/2013 3:07 PM
52	\$ Decision-making Realistic continuing operational costs compared to realistic continuing operational funding amounts and sources.	6/24/2013 3:00 PM
53	Decision-making 9053	6/24/2013 2:52 PM
54	Decision-making Reality .	6/24/2013 2:50 PM
55	Decision-making miscellaneous Safety Increased safety , public art, accessibility .	6/24/2013 2:46 PM
56	Decision-making 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	Active transportation Decision-making Local suggestions Roadway 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	Active transportation Decision-making Local suggestions 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	Active transportation Decision-making miscellaneous 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	Active transportation Decision-making 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	Active transportation Decision-making Roadway Make as few walk/ride across roadways as possible.	6/24/2013 1:57 PM
62	Decision-making Roadway 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	Environmenta concerns Local suggestions 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	Active transportation Transit 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	Decision-making Local suggestions Transit 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	Decision-making Transit convenient park and rides at major transit stations. this will encourage increased ridership	6/24/2013 12:29 PM
67	Active transportation No more bike paths on existing surface streets	6/24/2013 11:54 AM
68	Decision-making Transit Later availability for access to transit for people with evening or night jobs.	6/24/2013 11:41 AM
69	Active transportation Decision-making Local suggestions miscellaneous 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	Decision-making Roadway Solve the Hwy 217 problem with a N-S connector further West	6/24/2013 11:23 AM
71	\$ Can it make some economic sense? HOW ARE OPERATING COSTS GOING TO BE COVERED?	6/24/2013 11:21 AM
72	\$ Find the funding first!	6/24/2013 11:18 AM
73	Decision-making No	6/24/2013 11:18 AM

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74	Decision-making miscellaneous Safety 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	Decision-making Transit Many and large covered waiting areas for transit riders. It ALWAYS rains in Oregon!	6/24/2013 10:30 AM
76	Active transportation Roadway 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	Decision-making Transit A high speed Vancouver to Beaverton would really be nice at some point.	6/24/2013 9:47 AM
78	Active transportation 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	Active transportation Finish the connecting points of the Fanno Creek Trail.	6/24/2013 9:40 AM
80	Decision-making Again, find out if the community supports this through ballot measures and funding.	6/24/2013 9:23 AM
81	Decision-making 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	Active transportation I support bike and ped improvements to Barbur. Fix the gaps at bridges.	6/24/2013 8:59 AM
83	Active transportation Local suggestions 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	Roadway 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	Active transportation We do not need any more money spent on the relatively few people that bike.	6/24/2013 8:19 AM
86	miscellaneous See comment above.	6/24/2013 8:00 AM
87	Active transportation Safety 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	miscellaneous Could not open any of the recommendations??	6/24/2013 7:28 AM
89	Decision-making Projects should have support of the immediately surrounding local community before taxpayer dollars are spent on any project.	6/24/2013 12:10 AM
90	Local suggestions Strongly support the reconstruction of Naito/South Portland Improvements to reconstruct Naito, a fantastic and critical project.	6/23/2013 9:55 PM
91	Active transportation 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	Transit Drop light rail	6/23/2013 8:23 PM
93	Decision-making 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	Active transportation 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	Decision-making 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	Active transportation All bikeways to be painted green or red to aid in separation from auto traffic.	6/23/2013 3:46 PM
97	Active transportation A comprehensive bike route (bike superhighway) through the southwest corridor should be considered.	6/23/2013 3:21 PM
98	miscellaneous 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	Decision-making Roadway 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	Active transportation Safety Transit 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	Active transportation Safety 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

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102	Active transportation Add more bike lanes.	6/23/2013 11:58 AM
103	Safety 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	\$ Local suggestions 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	Decision-making Roadway 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	miscellaneous None of your links work	6/23/2013 9:15 AM
107	miscellaneous It was too small and dense to read.	6/23/2013 9:13 AM
108	Transit Make transit faster than driving	6/23/2013 9:00 AM
109	Active transportation Decision-making Roadway Transit 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	Decision-making miscellaneous Roadway 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	Decision-making Never allow mixed traffic lanes.	6/23/2013 8:17 AM
112	Local suggestions 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	Decision-making Roadway Remember individual passenger cars, which are the primary means of transportation in the metro area.	6/23/2013 6:59 AM
114	\$ Active transportation Decision-making 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	\$ don't overburden costs with \$ millions for other things	6/22/2013 11:03 PM
116	Decision-making Looks good.	6/22/2013 9:27 PM
117	\$ Decision-making 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	Decision-making Wherever possible, keep pedestrians, bikes and cars physically separated. License bikes similarly to cars.	6/22/2013 8:25 PM
119	miscellaneous 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	Decision-making no	6/22/2013 6:39 PM
121	Safety Park and rides, good sidewalks and good lighting at night.	6/22/2013 6:20 PM
122	Decision-making Local suggestions 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	Local suggestions PCC Sylvania!	6/22/2013 4:53 PM
124	Decision-making Local suggestions miscellaneous 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	Decision-making Transit 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	\$ Decision-making 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	Active transportation Transit 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	Active transportation Transit 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

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129	Decision-making Local suggestions 1019 and 5006, Lane diets on Barbur should be high priority	6/22/2013 3:32 PM
130	Active transportation Safety SW Barbur to Naito Parkway ped/bike connection needs improvement, it's a dangerous condition.	6/22/2013 2:25 PM
131	miscellaneous I really can figure it all out , being 32 pages & all.	6/22/2013 12:42 PM
132	Decision-making focus on parking needs at access points	6/22/2013 11:59 AM
133	Decision-making miscellaneous This is much too detailed for there to be quality feedback from the general population.	6/22/2013 11:42 AM
134	Decision-making Environmenta concerns 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 overflow 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	\$ 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	Decision-making 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	\$ Consider our pocketbooks--the high taxes we already pay .	6/22/2013 11:09 AM
138	Decision-making please consider more such improvements thruout the transit area.	6/22/2013 11:01 AM
139	Decision-making STOP ALL THESE PROJECTS NOW	6/22/2013 10:37 AM
140	Active transportation Decision-making 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	Decision-making by cancelling it.	6/22/2013 10:04 AM
142	Active transportation Some of these areas don't even have a sidewalk- this should come first.	6/22/2013 9:52 AM
143	Active transportation Decision-making 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	\$ To consistently consider the riders cost!	6/22/2013 9:38 AM
145	Active transportation Decision-making Transit Yes. Buses, sidewalks.	6/22/2013 9:29 AM
146	Decision-making 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	Active transportation Safety Well lighted and gated away from traffic would help	6/22/2013 9:09 AM
148	Local suggestions 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	Local suggestions Transit 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	Active transportation Decision-making 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	Decision-making Transit We need to build high-rise parking structures at transit stations.	6/22/2013 8:32 AM
152	Active transportation Decision-making Ways for people to live without transit altogether. Work from home, work walking distance from home	6/22/2013 7:26 AM
153	Decision-making Looks like a good analysis and comprehensive list of tasks and projects.	6/22/2013 6:57 AM
154	Local suggestions Roadway 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	\$ Local sponsorship via donation and mandatory investment by big business	6/22/2013 6:07 AM
156	Decision-making Don't force-feed us your radical enviro-political-ethics and call it sustainable!	6/22/2013 4:46 AM
157	Active transportation Decision-making Local suggestions 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

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158	Active transportation Transit 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	Decision-making Transit 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	miscellaneous 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	Environmental concerns If rapid bus transit is used, how will pollution be managed?	6/22/2013 1:03 AM
162	Active transportation Decision-making 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	Decision-making Local suggestions Roadway 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	Decision-making 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	Active transportation Local suggestions Sidewalks Tiedeman to Hall Blvd. Tigard	6/22/2013 12:20 AM
166	miscellaneous 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	Active transportation More bicycle lanes and parking, less car lanes and parking.	6/21/2013 11:15 PM
168	Decision-making Transit more parking, more and faster rail rides	6/21/2013 11:12 PM
169	\$ Decision-making 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	Decision-making Roadway Additional Improvements are great, but don't reduce roadways, we need them for cars and trucks	6/21/2013 10:41 PM
171	\$ Transit 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	Decision-making Roadway 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	Decision-making Roadway BULD ROADS.	6/21/2013 10:28 PM
174	Transit Use express buses instead. They are faster and far, far less expensive.	6/21/2013 10:21 PM
175	Decision-making miscellaneous 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	\$ Active transportation 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	Active transportation miscellaneous Safety 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	Active transportation Decision-making Environmental concerns 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	miscellaneous Cut population growth.	6/21/2013 9:21 PM
180	\$ Decision-making Roadway 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	Active transportation Local suggestions 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	\$ 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	\$ Decision-making 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	Active transportation Local suggestions More frequent service on Barbur Blvd. More sidewalks.	6/21/2013 8:25 PM
185	miscellaneous 32 pages? This is ridiculous to expect anyone to read for a FIVE TO EIGHT MINUTE survey!	6/21/2013 8:21 PM

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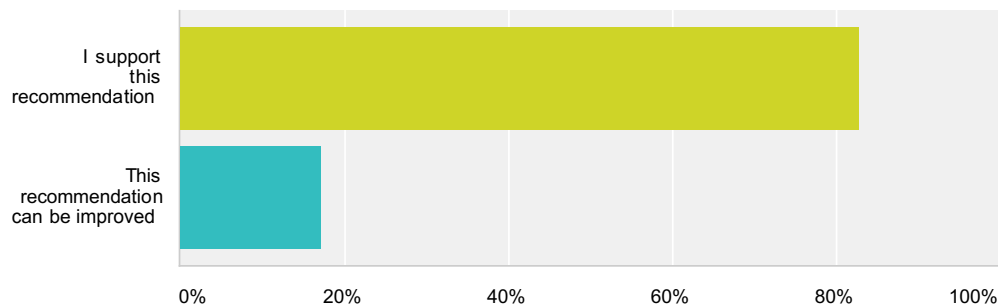
186	Local suggestions Roadway Tualatin/WashCo. Boones Ferry Road (reconstruct/widen from Martinazzi to Lower Boones Ferry) Reconstruction/widen to 5 lanes from Martinazzi to Lower Boones Ferry Road, including bridge). BOONES FERRY WIDENED TO 5 LANES AND A BRIDGE? WHERE? THIS IS ABSOLUTELY NOT A GOOD IDEA. IT WOULD BISECT TUALATIN AND WOULD DEGRADE THE LIVEABILITY OF RESIDENCES IN RIVERPARK CIO AREA.	6/21/2013 8:08 PM
187	miscellaneous Remove all illegals from the state of Oregon!	6/21/2013 7:46 PM
188	Decision-making miscellaneous pedestrian and bike connections and parking/ bike share facilities needed also some kiss & ride would be useful	6/21/2013 7:16 PM
189	Local suggestions 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	Active transportation Environmenta concerns Local suggestions 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	Active transportation Decision-making 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	Decision-making Roadway 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	\$ Roadway Transit 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	Active transportation Safety Making our neighborhoods safer for walking is my top priority .	6/21/2013 6:26 PM
195	Active transportation Local suggestions TANASBOURNE TO GEMINI DRIVE BIKE TRAIL	6/21/2013 6:25 PM
196	\$ Active transportation Cut ALL funding for walking/biking projects.	6/21/2013 6:07 PM
197	Active transportation Decision-making Local suggestions 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	Active transportation Roadway 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	Active transportation sidewalks are really important, for biking and for walking and waiting for buses	6/21/2013 4:45 PM
200	Decision-making Transit 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	Active transportation Decision-making Local suggestions 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	Active transportation neighborhoods should be connected by walking/bike paths.	6/20/2013 11:12 PM
203	Decision-making 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	\$ Decision-making 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	Environmenta concerns Local suggestions 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	miscellaneous The list is too long for me to go through right now.	6/18/2013 5:08 PM
207	Local suggestions miscellaneous 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	Decision-making 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

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209	Decision-making Local suggestions Transit 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	Decision-making the traffic lights on 99w from king city to I5 should be synchronized.	6/14/2013 2:17 AM
211	Active transportation Decision-making Local suggestions 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	miscellaneous Will have to review the project list before I can answer.	6/13/2013 3:35 PM
213	Active transportation Transit 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	
I support this recommendation	82.82%	569
This recommendation can be improved (describe below)	17.18%	118
Total		687

#	Please be specific	Date
1	Planning suggestions 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	\$ Planning suggestions Bikes need to pay for the privilege of using these improvements.	6/26/2013 2:05 PM
3	Roadway More roads, less bike lanes. More people will drive to transit locations than bike there	6/26/2013 10:46 AM
4	Survey design feedback 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	Local suggestions Please rethink the possibility of bikes providing passengers for this program	6/25/2013 10:40 PM
6	\$ 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	Local suggestions Portland's largest employer plus the VAMC, ...shouldn't this should serve them?	6/25/2013 8:10 PM
8	Supports projects Must do this, but be careful not let it get political.	6/25/2013 7:13 PM
9	\$ Planning suggestions 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	Local suggestions Opposes projects Supports projects 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	Supports projects Focus on 5013, 5006, 6042, 5047, 1129	6/25/2013 5:11 PM

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12	Environmental concerns Local suggestions Planning suggestions 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	\$ 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	\$ Roadway Roadway yes, look to a bike tax for bike improvements	6/25/2013 11:47 AM
15	Opposes projects I think these are city-specific and maybe should be kept separate.	6/25/2013 11:26 AM
16	Planning suggestions 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	\$ Opposes projects KILL THESE MONEY-SUCKING SPECIAL-INTEREST DRIVEN BUDGET BUSTERS!!! STICK TO THE BASICS!	6/25/2013 11:03 AM
18	Local suggestions has there been consideration to utilizing water sources, such as water taxi service	6/25/2013 10:30 AM
19	Opposes projects Planning suggestions 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	Planning suggestions 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	Local suggestions Opposes projects Planning suggestions 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	Miscellaneous SEE ABOVE	6/24/2013 4:36 PM
23	Local suggestions Planning suggestions Keep bikers off pedestrian side walks.	6/24/2013 3:44 PM
24	Local suggestions Planning suggestions 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	\$ include bike and rider licensing.	6/24/2013 2:53 PM
26	\$ Local suggestions Opposes projects 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	\$ Opposes projects 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	Local suggestions Opposes projects 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	Opposes projects 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	Opposes projects remove projects related to road diets	6/24/2013 9:39 AM
31	Local suggestions Planning suggestions 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	Environmental concerns 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	Survey design feedback 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	Miscellaneous .	6/24/2013 8:58 AM
35	\$ 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	Miscellaneous See previous comment.	6/24/2013 8:00 AM
37	Opposes projects 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	Planning suggestions Roadway 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	General concerns Local improvements should be approved by local communities, not TriMet.	6/23/2013 8:23 PM

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40	General concerns Opposes projects 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	\$ Supports projects 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	Planning suggestions Roadway Surveydesign feedback 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	Local suggestions SW Hall street does not have enough business and employment related opportunities.	6/23/2013 11:43 AM
44	\$ Opposes projects 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	Local suggestions Opposes projects Stay out of my neighborhood between Hall and 72nd...we don't want bus/train here...	6/23/2013 10:42 AM
46	Local suggestions Opposes projects 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	Surveydesign feedback Stop over emphasizing transit.	6/23/2013 8:50 AM
48	Environmental concerns Walking and biking are desired, but are not practical in the wet northwest.	6/23/2013 8:28 AM
49	General concerns Privatize TriMet.	6/23/2013 8:17 AM
50	\$ 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	\$ don't overburden costs with \$ millions for other things	6/22/2013 11:03 PM
52	General concerns 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	\$ 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	Opposes projects no	6/22/2013 6:39 PM
55	Local suggestions Priority at each locale should support transit related projects first.	6/22/2013 4:40 PM
56	Planning suggestions Supports projects as long as other areas of the city get equal consideration and treatment	6/22/2013 4:04 PM
57	Local suggestions Roadway 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	\$ Local suggestions Roadway Supports projects 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	Local suggestions Planning suggestions no forced increased density .	6/22/2013 12:27 PM
60	Roadway focus on road improvement/ capacity improvement rather than light rail	6/22/2013 11:59 AM
61	Local suggestions We should invest in separated cycletracks to encourage cycling.	6/22/2013 11:59 AM
62	Environmental concerns Planning suggestions Again, naturalization of such areas versus urbanization. Resurfacing storm water - interfacing natural environment with such corridors.centers.	6/22/2013 11:40 AM
63	\$ General concerns 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	\$ General concerns Stop these projects and return the money to taxpayers.	6/22/2013 11:09 AM
65	\$ Roadway 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	Opposes projects by cancelling it.	6/22/2013 10:04 AM
67	\$ Opposes projects No more expensive projects period.	6/22/2013 9:29 AM
68	Local suggestions Opposes projects 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

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69	General concerns Opposes projects 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	Planning suggestions Roadway 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	\$ All the costs must be made known up front and studied carefully .	6/22/2013 8:09 AM
72	Local suggestions 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	Planning suggestions Too many projects	6/22/2013 6:58 AM
74	\$ There need to be some user fees - i.e. bicycle registration fees.	6/22/2013 6:06 AM
75	Survey design feedback 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	Survey design feedback 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	\$ General concerns Local suggestions 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	Survey design feedback I don't have enough information to meaningfully weigh in on this recommendation.	6/22/2013 1:55 AM
79	Opposes projects Planning suggestions Roadway 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	Local suggestions Make sure that priority projects serve EXISTING hubs, not create new ones.	6/22/2013 1:00 AM
81	Survey design feedback lots of rhetoric here...what community plans, what public input specifically and which projects specifically .	6/22/2013 12:23 AM
82	Opposes projects I don't see the return on investment here.	6/21/2013 11:15 PM
83	Opposes projects Money we don't have, for service we don't need. Nice, yes... Need.. NO	6/21/2013 11:10 PM
84	Local suggestions sidewalks between SW Capitol Hwy between SW 36th and SW Barbur Blvd.	6/21/2013 10:54 PM
85	Opposes projects Keep TriMet out of it.	6/21/2013 10:29 PM
86	General concerns WHAT ASSHOLE MADE THIS RECOMMENDATION?	6/21/2013 10:28 PM
87	General concerns 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	Planning suggestions Supports projects Do not take away road lanes for bike paths.	6/21/2013 9:54 PM
89	Survey design feedback All projects should not be listed without sufficient justification.	6/21/2013 9:48 PM
90	Miscellaneous Same as above	6/21/2013 9:36 PM
91	Planning suggestions Roadway 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	\$ Roadway 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	Opposes projects Nonsense.	6/21/2013 9:09 PM
94	Planning suggestions 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	Opposes projects Local aspirations are too subjective to use in making decisions. I do not support this recommendation.	6/21/2013 8:26 PM
96	Opposes projects Lower priority	6/21/2013 8:25 PM
97	Local suggestions Why focus so exclusively on the SW corridor? Why not East County?	6/21/2013 8:21 PM
98	Miscellaneous Remove all illegals from the state of Oregon!	6/21/2013 7:46 PM
99	Opposes projects Planning suggestions Roadway Again, solve the transit and road problems first.	6/21/2013 7:19 PM

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100	Environmental concerns Opposes projects NO MORE DESTRUCTION OF GREEN, UNDEVELOPED AREAS...LEAVE BARBUR AS IS	6/21/2013 7:10 PM
101	Local suggestions I do not recommend any more WES. Ridership is down. There are no jobs.	6/21/2013 6:59 PM
102	Opposes projects Roadway 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	\$ General concerns Planning suggestions 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	Opposes projects Take Crime-et out of the cycle	6/21/2013 6:18 PM
105	Opposes projects Waste of time.	6/21/2013 6:07 PM
106	\$ Local suggestions Opposes projects Planning suggestions 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	Survey design feedback 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	\$ Roadway roads are paid for by motor traffic, if bike people want to pay, then we can build	6/21/2013 4:31 PM
109	General concerns Planning suggestions 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	\$ Opposes projects Planning suggestions 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	Environmental concerns Incorporate urban forestry (street trees) with all local roadway projects. Consider creek ecology when siting trails.	6/20/2013 9:06 AM
112	Miscellaneous see comments in above question	6/16/2013 5:05 PM
113	Survey design feedback I would need more details before supporting.	6/14/2013 2:17 AM
114	Supports projects These projects are very important.	6/13/2013 8:30 PM
115	General concerns Planning suggestions 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	\$ Opposes projects 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	Environmental concerns Planning suggestions Please include park, wild spaces and water quality improvement.	6/26/2013 4:55 PM
2	Planning suggestions License bikes which use the roads.	6/26/2013 2:05 PM
3	Planning suggestions Supports projects 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	Roadway More roads, less bike lanes. More people will drive to transit locations than bike there	6/26/2013 10:46 AM
5	Survey design feedback 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	Local suggestions Opposes projects Roadway Supports projects 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	Planning suggestions 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	Environmental concerns 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	Planning suggestions Deprioritize automobile and only build for active transportation.	6/25/2013 6:23 PM
10	Opposes projects Roadway 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	Supports projects 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	Planning suggestions 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	Supports projects 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	Planning suggestions To reduce congestion, all bus infrastructure projects need to include pullouts at the bus stops.	6/25/2013 12:00 PM
15	Planning suggestions please make walking safe from transit to schools.	6/25/2013 11:40 AM
16	Roadway 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	\$ KILL THESE MONEY-SUCKING SPECIAL-INTEREST DRIVEN BUDGET BUSTERS!!! STICK TO THE BASICS!	6/25/2013 11:03 AM
18	Planning suggestions 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	Planning suggestions 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

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20	Roadway 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	General concerns Planning suggestions 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	Planning suggestions 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	Planning suggestions 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	Planning suggestions Keep bikers off pedestrian side walks.	6/24/2013 3:44 PM
25	Supports projects The Boones Ferry and Barbur projects pique my interest.	6/24/2013 3:32 PM
26	Planning suggestions 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	Survey design feedback Cost/benefit ratio analysis	6/24/2013 3:00 PM
28	Opposes projects Planning suggestions 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	Roadway Improvements needed for northbound traffic on Barbur to more easily access Capitol Highway heading to Multnomah Village.	6/24/2013 2:39 PM
30	Planning suggestions 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	Miscellaneous See above notes.	6/24/2013 2:25 PM
32	Miscellaneous dk	6/24/2013 2:05 PM
33	Planning suggestions Roadway Go under or over roadways, especially busy highways like 99E as frequently as possible.	6/24/2013 1:57 PM
34	Roadway Make the 99W route a freeway!	6/24/2013 1:53 PM
35	Roadway Supports projects 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	Planning suggestions 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	Opposes projects No more bike paths on existing surface streets	6/24/2013 11:54 AM
38	Survey design feedback What other projects would be cut?	6/24/2013 11:18 AM
39	Opposes projects No	6/24/2013 11:18 AM
40	Supports projects I like the idea of connecting existing trails creating a network, plus the Barbur diet.	6/24/2013 10:36 AM
41	Planning suggestions 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	Planning suggestions Supports projects 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	Environmental concerns Supports projects 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	Environmental concerns Planning suggestions Finish the connecting points of the Fanno Creek Trail.	6/24/2013 9:40 AM
45	Planning suggestions Prioritize safe routes to school projects.	6/24/2013 9:38 AM
46	Planning suggestions Again, find out if the community supports this through ballot measures and funding.	6/24/2013 9:23 AM
47	Local suggestions SW Stephenson and SW 35th avenues need sidewalks	6/24/2013 8:58 AM
48	\$ Opposes projects We do not need any more money spent on the relatively few people that bike.	6/24/2013 8:19 AM

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49	Miscellaneous See previous comment.	6/24/2013 8:00 AM
50	Opposes projects Planning suggestions 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	Opposes projects 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	Roadway 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	Planning suggestions Again, we need separated infrastructure!	6/23/2013 5:39 PM
54	Miscellaneous See above answers.	6/23/2013 5:10 PM
55	Miscellaneous No comment- not my neighborhood, so I don't know that well.	6/23/2013 2:03 PM
56	Environmental concerns 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	Environmental concerns 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	Supports projects 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	\$ Opposes projects 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	Opposes projects 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	Environmental concerns 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	Local suggestions 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	Planning suggestions Separate all paths and do not allow mixed traffic in the same areas.	6/23/2013 8:17 AM
64	Planning suggestions Roadway 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	\$ don't overburden costs with \$ millions for other things	6/22/2013 11:03 PM
66	Opposes projects 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	Opposes projects 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	Planning suggestions 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	Planning suggestions Supports projects Project #1044 is the most important project and would solve the most problems.	6/22/2013 5:25 PM
70	Opposes projects 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	Supports projects 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

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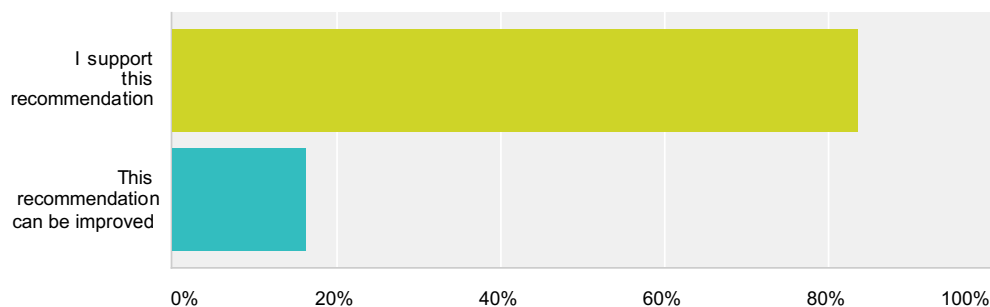
72	Survey design feedback Same comment as above. This is too complex and detailed for the general public to give any kind of usable feedback.	6/22/2013 11:42 AM
73	Planning suggestions I am unable to dedicate the time to thoroughly reading the pdf... But my biggest concern is missed opportunities. I 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	Planning suggestions As above. Not full and future development to maximum r-o-w in SW areas with pavement!	6/22/2013 11:40 AM
75	Opposes projects No	6/22/2013 11:17 AM
76	Supports projects again--this is a good idea for the whole system.	6/22/2013 11:01 AM
77	\$ Opposes projects STOP THIS WASTE OF MONEY NOW!!!	6/22/2013 10:37 AM
78	Opposes projects cancel it.	6/22/2013 10:04 AM
79	Opposes projects 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	Survey design feedback Local area not on list.	6/22/2013 9:01 AM
81	Local suggestions Roadway 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	Survey design feedback 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	Local suggestions Supports projects 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	Supports projects 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	Local suggestions 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	Opposes projects I don't see the return on investment here.	6/21/2013 11:15 PM
87	Supports projects 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	Opposes projects 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	Opposes projects Planning suggestions 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	Survey design feedback The link doesn't appear to be working.	6/21/2013 10:29 PM
91	\$ Opposes projects 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	Planning suggestions 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	Survey design feedback 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

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94	Planning suggestions 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	Planning suggestions 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	Roadway 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	Planning suggestions 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	Survey design feedback Rotate the scan of the list.	6/21/2013 9:01 PM
99	Miscellaneous Remove all illegals from the state of Oregon!	6/21/2013 7:46 PM
100	Local suggestions ST FIX THE EXISTING ROADS, REDUCE BARBUR TO 2 LANES AND CREATE BIKE AND PEDESTRIAN ACCESS	6/21/2013 7:10 PM
101	Planning suggestions 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	Opposes projects Waste.	6/21/2013 6:07 PM
103	Planning suggestions See my answer about the LO trolley line.	6/21/2013 5:54 PM
104	Planning suggestions 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	Local suggestions 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	Supports projects 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	Planning suggestions Roadway 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	Local suggestions connect existing sidewalks with other sidewalks, thus making it safer to walk from neighborhood to neighborhood.	6/20/2013 11:12 PM
109	Supports projects 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	Environmental concerns 99W needs some trees! Include the Tualatin River Water Trail in corridor planning.	6/20/2013 9:06 AM
111	Supports projects 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	Local suggestions 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	Supports projects 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	Supports projects 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
I support this recommendation	83.72% 576
This recommendation can be improved (describe below)	16.28% 112
Total	688

#	Please be specific	Date
1	Opposes projects 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	Planning suggestions 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	Planning suggestions 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	Opposes projects 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	Environmental concerns As much green space & walking trails as possible	6/26/2013 9:41 AM
6	Survey design feedback 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	\$ Opposes projects 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	\$ 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 128	6/25/2013 7:20 PM

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10	Environmental concerns 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	Environmental concerns Focus on: PDX-88, 89, 44, 45, 46, 47, 51, Remove fish barriers.	6/25/2013 5:11 PM
12	\$ 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	Environmental concerns 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	Opposes projects These projects need to be separated out and built through separate funding sources.	6/25/2013 12:00 PM
15	Opposes projects Serious, I thought this was a study to solve transportation issues. Drop this from the study.	6/25/2013 11:47 AM
16	Environmental concerns Please green Pacific Hwy	6/25/2013 11:40 AM
17	Environmental concerns Planning suggestions 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	\$ Opposes projects KILL THESE MONEY-SUCKING SPECIAL-INTEREST DRIVEN BUDGET BUSTERS!!! STICK TO THE BASICS!	6/25/2013 11:03 AM
19	Environmental concerns 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	\$ Opposes projects Reduce this aspect to reduce costs.	6/25/2013 10:06 AM
21	Environmental concerns 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	Environmental concerns include equestrian trails	6/25/2013 6:48 AM
23	Opposes projects Planning suggestions Transportation implementation should not wait for funding for this element.	6/24/2013 10:45 PM
24	Opposes projects Planning suggestions Park projects need to be removed from this, this is a TRANSPORTATION PROJECT.	6/24/2013 9:49 PM
25	Environmental concerns 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	Environmental concerns 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	Planning suggestions TUALATIN HILLS PARKS AND REC ADDRESSES THESE ISSUES ADEQUATELY	6/24/2013 4:36 PM
28	Supports projects 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	Supports projects 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	Environmental concerns 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	Opposes projects Planning suggestions 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	Opposes projects 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	Opposes projects NO more regional parks!!	6/24/2013 11:54 AM
34	\$ 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	Planning suggestions How does a park fit in a bus service project?	6/24/2013 11:18 AM
36	Environmental concerns Finish the connecting points of the Fanno Creek Trail.	6/24/2013 9:40 AM
37	Planning suggestions While they should be considered, they should be secondary to the ultimate goals of improved transportation network.	6/24/2013 9:29 AM
38	Planning suggestions 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

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39	Planning suggestions 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	Environmental concerns 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	Opposes projects 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	Opposes projects Planning suggestions 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	Opposes projects Planning suggestions Not necessary , focus on transportation instead	6/23/2013 9:55 PM
44	Planning suggestions 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	Planning suggestions Supports projects 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	Environmental concerns Survey design feedback 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	Planning suggestions 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	Decision-making 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	Planning suggestions 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	Environmental concerns 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	Supports projects 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	Planning suggestions Keep light rail and other routes out of Tualatin's parks.	6/23/2013 9:05 AM
53	Opposes projects excessive	6/23/2013 8:50 AM
54	Opposes projects 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	Opposes projects Don't enhance, waste my tax dollar.	6/23/2013 8:17 AM
56	Opposes projects just don't add them to this project	6/22/2013 11:03 PM
57	Environmental concerns 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	Planning suggestions 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	Environmental concerns These projects should also be considered as potential mitigation work for transit and related projects.	6/22/2013 7:19 PM
60	Planning suggestions 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	Miscellaneous as long as it can be implemented	6/22/2013 4:04 PM
62	Supports projects i highly support this plan	6/22/2013 3:53 PM
63	Planning suggestions This should be a low priority	6/22/2013 3:50 PM
64	Opposes projects I do not support trails in wildlife areas. Much habitat is destroyed.	6/22/2013 3:48 PM
65	Opposes projects Stop levying more property tax increases.	6/22/2013 3:47 PM
66	Planning suggestions 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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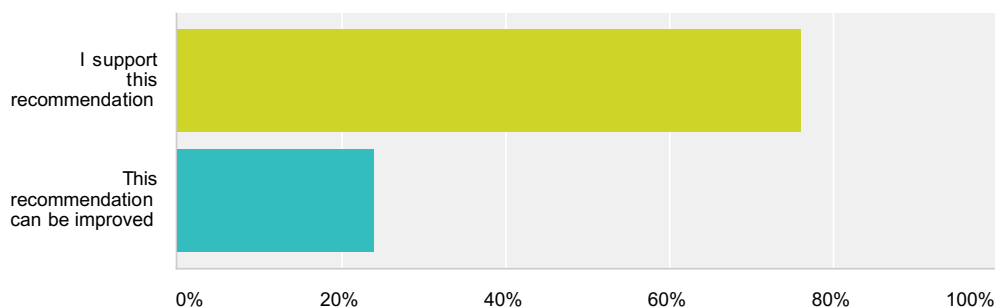
67	Environmental concerns But please keep the main focus on the parks & trails first. There are plenty of non-profit & environmental groups that can start to put their money where their mouths are to fund culverts for fish passages instead of them asking for everyone to pay. Each should be determined as locally as possible (i.e. neighborhood associations, towns, districts).	6/22/2013 1:08 PM
68	Planning suggestions put last in spending plans	6/22/2013 11:59 AM
69	Opposes projects These things are luxuries, not necessities.	6/22/2013 11:42 AM
70	Environmental concerns 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	Environmental concerns Beter, more naturalization oriented standards from which to work prior to implementing such projects in SW.	6/22/2013 11:40 AM
72	Planning suggestions This should be secondary, not primary, consideration	6/22/2013 11:30 AM
73	Environmental concerns This should be a number one priority in any scenario.	6/22/2013 11:25 AM
74	Planning suggestions 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	Planning suggestions 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	Planning suggestions stop spending dollars which we do not have.	6/22/2013 10:37 AM
77	Opposes projects eliminate from consideration	6/22/2013 10:29 AM
78	Opposes projects by cancelling it. Until the econmy recovers	6/22/2013 10:04 AM
79	Planning suggestions 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	Planning suggestions Only within reason	6/22/2013 9:07 AM
81	Opposes projects 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	Decision-making Survey design feedback 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	Planning suggestions These types of improvements should be planned and funded by local agencies, not metro.	6/22/2013 2:21 AM
84	Miscellaneous I don't know.	6/22/2013 1:55 AM
85	Planning suggestions 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	Planning suggestions 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	\$ Opposes projects 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	Opposes projects 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	Planning suggestions 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	Miscellaneous ????????????	6/21/2013 10:28 PM
91	Miscellaneous Who knows?	6/21/2013 10:17 PM
92	Opposes projects do not fund; other funding is available	6/21/2013 10:05 PM
93	Supports projects plan to do this work now as it will only get more expensive.	6/21/2013 9:43 PM
94	Environmental concerns We have enough green areas and parks.	6/21/2013 9:36 PM
95	Environmental concerns Supports projects 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 work have to do with transportation networks getting people to work?	6/21/2013 9:23 PM July 2013

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97	Planning suggestions 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	Planning suggestions List the projects which can be completed within a short timeline.	6/21/2013 8:58 PM
99	Opposes projects These amenities add to the costs of transportation and can be done without.	6/21/2013 8:26 PM
100	Environmental concerns Survey design feedback 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	Opposes projects I do not support any Agenda 21 initiatives.	6/21/2013 7:53 PM
102	Miscellaneous Remove all illegals from the state of Oregon!	6/21/2013 7:46 PM
103	Planning suggestions This doesn't belong as part of high level transportation discussion	6/21/2013 7:28 PM
104	Planning suggestions 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	Environmental concerns INCREASE THE WATERSHED/CULVERT AREAS, MANDATE WILDLIFE ONLY ZONES, BAN CUTTING DOWN TREES	6/21/2013 7:10 PM
106	Planning suggestions I do not recommend any more WES. Ridership is down. There are no jobs.	6/21/2013 6:59 PM
107	Opposes projects Should t be part of transportation plan.	6/21/2013 6:57 PM
108	Opposes projects 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	Planning suggestions 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	Planning suggestions 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	Opposes projects 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	Opposes projects Wasteful spending.	6/21/2013 6:07 PM
113	Environmental concerns 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	Planning suggestions 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	General concerns 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	Environmental concerns 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	Environmental concerns Planning suggestions 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	Environmental concerns 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	Environmental concerns 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	Planning suggestions 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	Planning suggestions 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	Supports incentives 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	Planning suggestions 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	General concerns Planning suggestions 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	Miscellaneous Not sure about this.	6/26/2013 6:07 PM
5	Environmental concerns protection and improvement of wetlands must be T.O.M.	6/26/2013 4:55 PM
6	Planning suggestions 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	Opposes incentives 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	Planning suggestions 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	Planning suggestions Much should be taxpayer supported	6/26/2013 9:41 AM
10	Survey design feedback 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	General concerns 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	Environmental concerns Planning suggestions These need to be tightly linked to natural preservation of critical areas, most importantly wetlands.	6/25/2013 10:30 PM

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13	Local suggestions Supports incentives 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	Planning suggestions 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	Planning suggestions 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	Miscellaneous I need to further study your suggestions, sounds critical to me.	6/25/2013 7:13 PM
17	Environmental concerns Planning suggestions 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	Planning suggestions 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	Local suggestions 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	Opposes incentives Slippery slope for money grubbing developers here	6/25/2013 12:24 PM
21	Environmental concerns Opposes incentives 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	Planning suggestions 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	General concerns 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	Planning suggestions 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	Planning suggestions 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	Planning suggestions 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	Miscellaneous I don't know, I am not able to envision how that would impact	6/25/2013 10:30 AM
28	Local suggestions Especially the West Linn to Downtown Portland, not many efficient options for these people now.	6/25/2013 8:48 AM
29	Planning suggestions 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	Opposes incentives 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	Planning suggestions 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	Decision-making Planning suggestions 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	Miscellaneous 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

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34	Opposes incentives "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	Environmental concerns 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	Opposes incentives 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	Local suggestions 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	Planning suggestions 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	Opposes incentives 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	Local suggestions 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	Environmental concerns Please be cognizant of the Urban Growth Boundary and natural environment when evaluating land use policies.	6/24/2013 2:26 PM
42	Planning suggestions 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	Planning suggestions 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	Supports incentives 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	Planning suggestions 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	Planning suggestions 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	Planning suggestions 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	General concerns 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	Supports incentives Only of the changes make sense!	6/24/2013 11:23 AM
50	General concerns 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	Survey design feedback Too many aspects to this to address in a short survey.	6/24/2013 11:18 AM
52	Planning suggestions 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	Planning suggestions 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	Planning suggestions 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	Planning suggestions Too much regulation will stifle business, not boost it.	6/24/2013 9:40 AM
56	Survey design feedback 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

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57	Environmental concerns 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	Opposes incentives 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	Planning suggestions 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	Planning suggestions 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	Planning suggestions 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	Planning suggestions 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	Environmental concerns 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	Environmental concerns Environmental impact should always be considered.	6/24/2013 6:42 AM
65	Opposes incentives no public subsidies for private developers	6/23/2013 10:55 PM
66	Supports incentives Strongly support changing policies and regulations to encourage development in the corridor	6/23/2013 9:55 PM
67	Opposes incentives 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	Opposes incentives 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	Local suggestions Supports incentives Local governments can help kick-start small development with incentives. -SMALL, not to large developments.	6/23/2013 6:29 PM
70	General concerns 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	Survey design feedback Vanilla question- don't expect answer to mean anything.	6/23/2013 2:03 PM
72	Planning suggestions Functioning roadways is needed to attract employment. Look at Washington County for example.	6/23/2013 1:49 PM
73	Survey design feedback First paragraph sounds like it gives too much potential power to big businesses. Second paragraph sounds great	6/23/2013 12:29 PM
74	Planning suggestions 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	Planning suggestions 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	Opposes incentives 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	Opposes incentives Stop...don't bring us crime....	6/23/2013 10:53 AM
78	Opposes incentives 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	Local suggestions Planning suggestions 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	Planning suggestions 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	Environmental concerns Supports incentives This is a pretty broad topic. I support it but want to protect first-class farm land too	6/23/2013 9:13 AM

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82	Opposes incentives No taxpayer support of private development.	6/23/2013 9:05 AM
83	Planning suggestions Pushing density is wrong.	6/23/2013 8:50 AM
84	Planning suggestions 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	Opposes incentives 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	General concerns 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	Miscellaneous Show me specifically and I might support a not pie-in-the-sky idea.	6/23/2013 8:17 AM
88	Miscellaneous no opinion	6/23/2013 7:14 AM
89	Planning suggestions Just remember the cars that most people use.	6/23/2013 6:59 AM
90	Planning suggestions 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	Planning suggestions 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	Planning suggestions Land use, environment and livability must not be compromised.	6/22/2013 8:25 PM
93	Planning suggestions 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	Planning suggestions Just make sure that the private investment is small and honest please.	6/22/2013 6:59 PM
95	Opposes incentives 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	Environmental concerns Opposes incentives 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	Planning suggestions this can be problematic for many reasons it would require much public input and oversight	6/22/2013 4:04 PM
98	Environmental concerns 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	General concerns Regional government has a poor history of stimulating private development.	6/22/2013 3:47 PM
100	Local suggestions Planning suggestions Each should be determined as locally as possible (i.e. neighborhood associations, towns, districts).	6/22/2013 1:08 PM
101	Planning suggestions no forced density increases through zoning or condemnation.	6/22/2013 12:27 PM
102	Planning suggestions don't do things like you have done in the Lloyd district: no drive throughs, etc.	6/22/2013 11:59 AM
103	Local suggestions Supports incentives 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 Walmarts, strip development, and auto-oriented neighborhoods that drain the planet and sap energy from our community.	6/22/2013 11:59 AM
104	Supports incentives 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	General concerns 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	Environmental concerns Planning suggestions 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

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107	Opposes incentives We don't WANT more development and more people. We want population CONTROL, not growth.	6/22/2013 11:09 AM
108	\$ this is not clear to me. private investment usually means private profit, not necessarily public good.	6/22/2013 11:01 AM
109	General concerns 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	Planning suggestions 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	\$ why invest. losing money . Unless you take it from the tax payers	6/22/2013 10:04 AM
112	Planning suggestions 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	Opposes incentives I am not sure that these initiatives create jobs outside of the planning community .	6/22/2013 9:29 AM
114	General concerns 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	Environmental concerns Please be mindful of environmental issues	6/22/2013 9:09 AM
116	Environmental concerns The land use policies should encourage good environmental practices by creating direct costs for undesirable practices.	6/22/2013 8:18 AM
117	Planning suggestions 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	Planning suggestions Most communities dont want light rail.	6/22/2013 6:58 AM
119	Planning suggestions "steering" development or other economic activities rarely make them better or more efficient.	6/22/2013 6:42 AM
120	Opposes incentives I do not support "incentives" to developers and corporate interests.	6/22/2013 6:10 AM
121	General concerns 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	General concerns Planning suggestions 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	Planning suggestions 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	Opposes incentives 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	Planning suggestions 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	Planning suggestions 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	Planning suggestions 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	General concerns 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	Planning suggestions get the traffic congestion gone and the companies will grow and stay . make it easy for the employees to get to work....increase MAX and WES.	6/21/2013 11:12 PM
130	General concerns 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	Planning suggestions 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	Supports incentives FINALLY, SOMETHING THAT MAKES SENSE.	6/21/2013 10:28 PM
133	Opposes incentives Don't over regulate or tax	6/21/2013 10:17 PM

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134	Local suggestions Supports incentives 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	Local suggestions 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	Opposes incentives bad idea; wasted money	6/21/2013 10:05 PM
137	Opposes incentives Planning suggestions 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	Planning suggestions 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	Planning suggestions How does this relate to the dangers of overdevelopment, sprawl, etc??	6/21/2013 9:20 PM
140	Planning suggestions 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	\$ Wake up. we are broke and all you want to do is waste money.	6/21/2013 9:09 PM
142	General concerns 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	Planning suggestions reckless/non selective stimulation will destroy the liveability of our region	6/21/2013 9:02 PM
144	General concerns 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	General concerns Metro should keep itself out of influencing local government regulations and policies.	6/21/2013 8:58 PM
146	Local suggestions 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	Opposes incentives We don't need more regs.	6/21/2013 8:25 PM
148	Opposes incentives Again, why the need for economic stimulus in the wealthier section of the city?	6/21/2013 8:21 PM
149	Opposes incentives 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	Miscellaneous Remove all illegals from the state of Oregon!	6/21/2013 7:46 PM
151	General concerns Too much big brother here. Puts government in the development business too much.	6/21/2013 7:28 PM
152	Environmental concerns 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	Planning suggestions I do not recommend any more WES. Ridership is down. There are no jobs.	6/21/2013 6:59 PM
154	Opposes incentives 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	Local suggestions 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	Planning suggestions Let traffic flow & business will follow. Please stop the social engineering, it hasn't worked.	6/21/2013 6:32 PM
157	General concerns Opposes incentives sure sounds like social engineering and picking winners. Private investment is much better then government	6/21/2013 6:27 PM
158	Opposes incentives I do not support development incentives.	6/21/2013 6:16 PM
159	Opposes incentives No.	6/21/2013 6:07 PM
160	Opposes incentives 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

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161	Decision-making 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	Planning suggestions 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	General concerns 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	Environmental concerns 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	Planning suggestions 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	Survey design feedback I would need more details before supporting.	6/14/2013 2:17 AM
167	Opposes incentives 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	Planning suggestions No need to adjust the plan.	6/13/2013 2:56 PM

Q12 Additional comments

Answered: 112 Skipped: 842

#	Responses	Date
1	Decision-making Planning recommendations 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	Planning recommendations 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	Survey design feedback 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	Planning recommendations 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	Planning recommendations 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	Miscellaneous Thank you for the opportunity to participate.	6/25/2013 7:21 PM
7	Survey design feedback 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	Local transit service LRT only 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	BRT & LRT Planning recommendations 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	Planning recommendations 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	Roadway 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

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12	Planning recommendations 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	Planning recommendations 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	LRT only Roadway 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	Local transit service 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	Planning recommendations 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	Local transit service 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	Survey design feedback 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	Planning recommendations 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	Planning recommendations 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	Route Please consider commuter rail to Sherwood and McMinnville.	6/24/2013 3:07 PM
22	General concerns 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	Planning recommendations 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	Planning recommendations 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	Miscellaneous Although I live in Hillsboro I work in Tualatin and commute though Sherwood.	6/24/2013 2:03 PM
26	General concerns 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	Decision-making 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	\$ This project needs to pay for itself and not further burden taxpayers.	6/24/2013 12:02 PM
29	Support Keep up the great work! Portland will once again lead the way in sustainable living.	6/24/2013 11:42 AM

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30	Oppose 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	Planning recommendations 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	Planning recommendations 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	Planning recommendations 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	BRT & LRT 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	Planning recommendations 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	Surveydesign feedback 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	Planning recommendations 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	Oppose no rail to Tualatin or Sherwood.	6/24/2013 8:04 AM
39	BRT & LRT Local transit service 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	\$ 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 adgenda's forced on them and you all be without jobs....	6/24/2013 7:32 AM
41	LRT only Route Build light rail, encourage new private development along the route and fix Naito in Lair Hill	6/23/2013 9:56 PM
42	LRT only I believe light rail to be preferable to buses for Barbur Blvd corridor.	6/23/2013 9:15 PM
43	Planning recommendations 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	Surveydesign feedback 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	Support This is a well thought out and comprehensive proposal which merits the support of all stakeholders.	6/23/2013 6:41 PM
46	BRT only 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	Planning recommendations 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	Surveydesign feedback 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	BRT & LRT 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

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50	Route 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	\$ Oppose 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	\$ Oppose 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	Roadway Route 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	Planning recommendations Until mass transit becomes faster than driving it won't be utilized by most people	6/23/2013 9:01 AM
55	BRT & LRT 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	Oppose 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	General concerns Government is too big, too bloated, too costly, and too arrogant.	6/23/2013 8:30 AM
58	General concerns METRO continues to waste money and misspend money just like TriMet. My confidence in government is zero. My race is Human.	6/23/2013 8:18 AM
59	Oppose Roadway 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	Planning recommendations 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	Survey design feedback 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	BRT & LRT 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	BRT & LRT 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	LRT only 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	Roadway Traffic would decrease significantly in the Portland area if there were a west side by pass.	6/22/2013 12:39 PM
66	Roadway focus more on auto transport improvements and less on mass transit. This is not New York....	6/22/2013 12:00 PM
67	\$ BRT & LRT 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	Planning recommendations 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	Survey design feedback 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	\$ Support 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	\$ Oppose 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

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72	Decision-making I strongly recommend more input from the citizens!	6/22/2013 9:42 AM
73	General concerns Very disappointed with Metro in general. Poor record.	6/22/2013 9:29 AM
74	BRT & LRT 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	Route 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	Decision-making Please think big, way beyond what you think the area will need	6/22/2013 7:26 AM
77	Decision-making Again, don't get stuck in temporary solutions.	6/22/2013 6:13 AM
78	Decision-making 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	Route 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	BRT & LRT 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	Miscellaneous Thanks for the opportunity to weigh in.	6/22/2013 1:58 AM
82	Survey design feedback 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	BRT & LRT Roadway 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	\$ Oppose 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	LRT only I would like to see light rail extension into Yamhill County, McMinnville	6/21/2013 11:07 PM
86	Planning recommendations 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	Miscellaneous What is the sound of one hand clapping?	6/21/2013 9:43 PM
88	Survey design feedback This is a terrible way to solicit opinions.	6/21/2013 9:37 PM
89	BRT & LRT Roadway 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	Oppose 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	Route 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	BRT only 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	Miscellaneous REMOVE ALL ILLEGALS FROM THE STATE OF OREGON!	6/21/2013 7:47 PM
94	General concerns 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	BRT & LRT I work in this corridor and would love to have a transit option	6/21/2013 7:16 PM
96	Oppose 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	Oppose Southwest Corridor Plan public involvement report Ridership is down 145 There are no jobs.	6/21/2013 6:59 PM

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98	Roadway 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	Oppose Just say no to light rail and bus rapid transit---don't waste the time or money	6/21/2013 6:28 PM
100	Decision-making 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	Oppose No LIGHTRAIL or walking/biking projects.	6/21/2013 6:08 PM
102	Roadway 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	Route 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	Roadway Build the west side freeway first	6/21/2013 4:32 PM
105	General concerns 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	Planning recommendations 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	BRT only Roadway 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	Route 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	Oppose Do not put light rail in Tigard and Tualatin.	6/14/2013 2:18 AM
110	Miscellaneous 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	\$ 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	Support 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

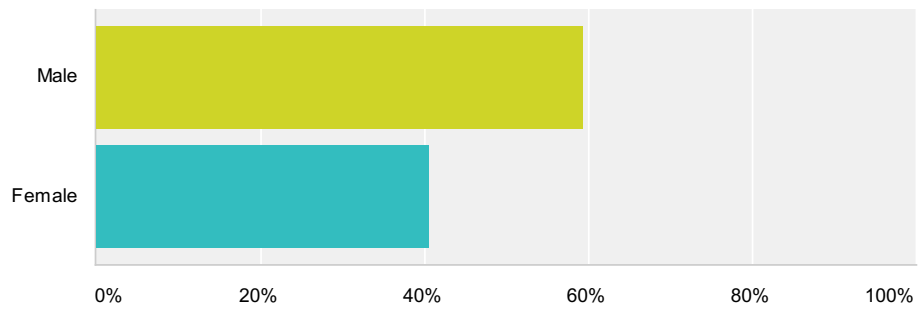
Q13 What year were you born? (optional)

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)

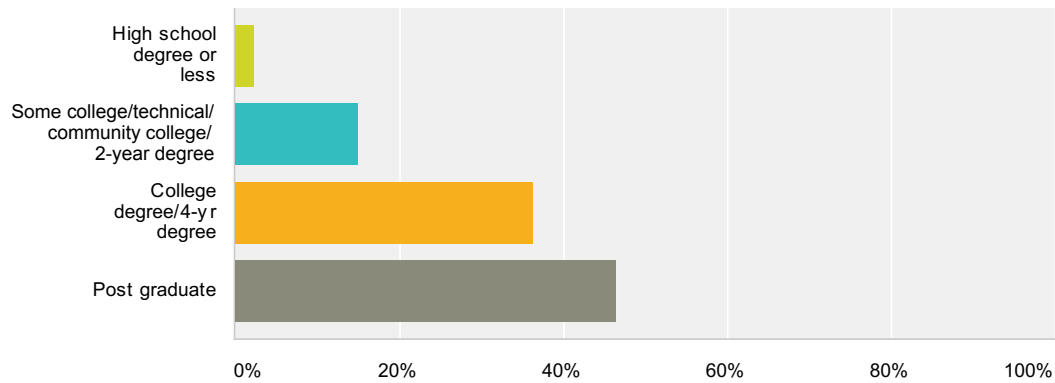
Answered: 601 Skipped: 353



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)

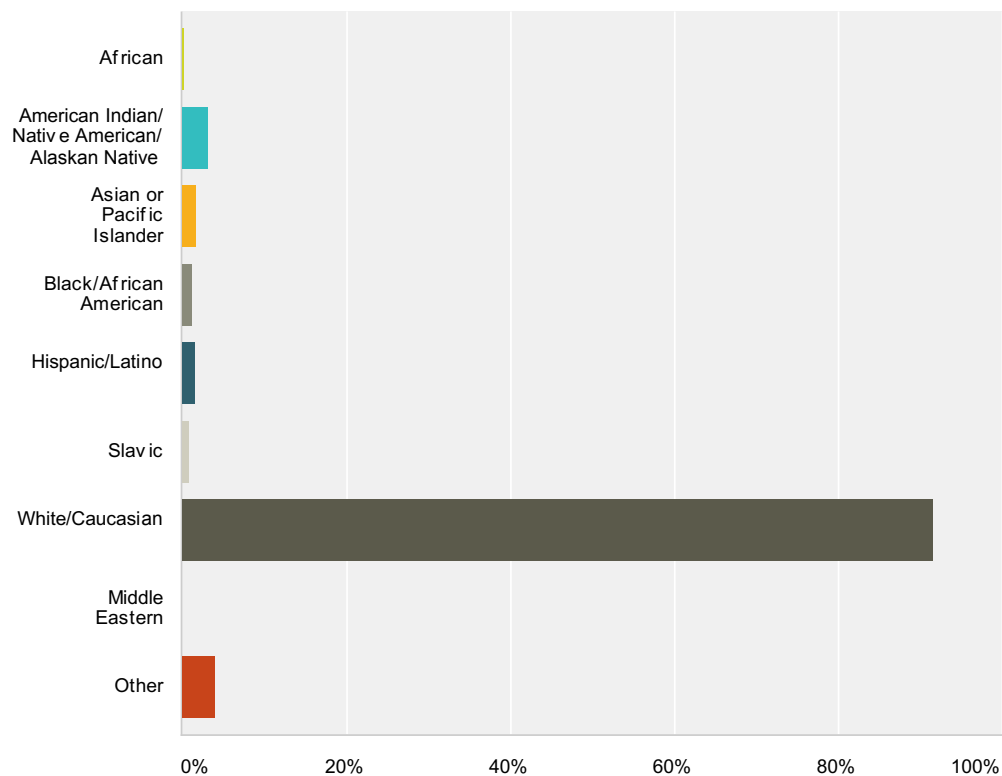
Answered: 627 Skipped: 327



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	
African	0.17%	1
American Indian/Native American/Alaskan Native	3.06%	18
Asian or Pacific Islander	1.70%	10
Black/African American	1.19%	7
Hispanic/Latino	1.53%	9
Slavic	0.85%	5
White/Caucasian	91.67%	539
Middle Eastern	0%	0
Other	3.91%	23
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
Project Events			
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
Community Events			
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
Local Government Events			
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
School Outreach Efforts			
PCC	PCC Sylvania Campus	6/3/2013	Metro
Web and Social Media			
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.

Appendix F: Written communications

From: KathyNewc@aol.com [mailto:KathyNewc@aol.com]
Sent: Sunday, August 04, 2013 11:48 PM
To: Juan Carlos Ocana-Chiu; Craig Dirksen; Bob Stacey
Subject: To Juan Carlos for clarification, and SW Corridor chairs as "FYI"

Thank you for your email, Juan Carlos, and sorry for the delay. As I explained, I thought I had sent something I wrote for the Times to the co-chairs. But the Times timeline was funny due to vacations. So I obtained hard copy of the article appearing *finally July 25* and am sending the writeup below as it appeared in the Times.

Chair Dirksen, please note a comment mentioning your name in the sixth paragraph. I wanted you to be aware of this "Citizen's View" in the Times, appearing a week later than I expected.

Please, Chair Dirksen and Chair Stacy, please clarify for the Metro staff and also for all local staff that the Southwest Corridor project IS SUPPOSED TO LEAD TO RAPID TRANSIT rather than just high capacity transit. Please assure that this goal should be specifically added in writing, and that staff at Metro and all cities should be notified that "rapid transit" is actually a goal.

I am very pleased that Tom Mills of TriMet has offered his help to Tualatin, and I am working with Councilor Joelle Davis and several others to begin the "service enhancement" study with a first meeting the second Wednesday in September, 5-7 p.m., location to be determined. (Have to find his email again and send a copy of this to him.)

Thank you all for all your effort with this issue.

Kathy (Newcomb)

The Times – July 25, 2013

CITIZEN'S VIEW by Kathy Newcomb

It was good to read the various Times' stories about the Southwest Corridor's light-rail and bus transit options. They illustrate changes and problems that have arisen in the Southwest Corridor process. Unfortunately on July 22, the corridor committee chose two transit options that will not be at all helpful for Tualatin – Hall Boulevard and 72nd Avenue.

First problem:: Until February 2013, light rail or "bus rapid transit" were included for Highway 99W from Portland straight to Sherwood as a Southwest Corridor option. This would have been excellent for Tualatin and for our enormous industrial area bordering 99W. It might have helped also with transit for the huge proposed industrial area south of Tualatin.

Unfortunately that option was deleted beginning in February.

One segment -- Portland to Tigard -- still seems reasonable: Basically south on 99W via Barbur Boulevard to Tigard Transit Center off Tigard's Main Street in Old Town.

Your July story referred to "the line connecting Tigard and Tualatin," and "the two options" still being considered for a decision on July 22. Here's a description of those two light-rail or bus rapid transit options: Both options run from Tigard Transit, either along Hall Boulevard or 72nd. Both curve more or less south. Both aim primarily toward the Tualatin Park and Ride south of Bridgeport Village and perhaps toward Tualatin's "downtown." Drawbacks: There is already an existing, excellent No. 76 bus service on Hall Boulevard. The new options provide little value to Tualatin or to commuters, mostly creating huge additional congestion around Tualatin Park and Ride and adding to I-5 evening overflow on Boones Ferry Road to downtown Tualatin.

Second problem: Rapid travel is of the highest importance to commuters. But rapid travel is not really a goal for Southwest Corridor planners. Co-Chairman Craig Dirksen argues that of course the goal is for rapid transit -- for instance, he explains, consider bus "rapid" transit. I agree totally with him -- but the staff planners do not focus on rapid commuter time. For instance, in April or May I pointed out to staffers the lack of rapid travel built into the projects -- and was told that rapid transit was not a primary goal. In fact I was personally shown in June that there is nothing about rapid transit in the written goals.

In Tualatin, we have about 19,000 people coming to work in our city, plus another perhaps 10,000 leaving Tualatin to go to work in Portland or to Portland State University, etc. These commuters want rapid travel time. They also prefer convenience and a reasonable cost.

Tualatin's transit is all on our east side, including four Park and Rides, focusing at the Tualatin Park and Ride. Everyone from everywhere wants to ride the eastside No. 96 commuter bus to Portland! (I rode it myself.) But we in Tualatin do not have even one Park and Ride on our west side at 99W, although the other participating cities have about six altogether.

Without a Park and Ride, we cannot lure people to the No. 94 bus on 99W to relieve congestion on our east side -- and especially, to relieve the congestion of single-occupancy vehicles on Tualatin/Sherwood Road (and Tualatin Road -- and perhaps even Tigard's Durham Road). TriMet tells us the rule of thumb for relief of traffic congestion is to get at least 5% of the single-occupancy vehicles off our busiest roads. If we are to do that for Tualatin, we need an east-west local bus loop, a Park and Ride on 99W and attractive rapid transit on 99W.

Third problem: The title of the Southwest Corridor project is "High-Capacity Transit." If all we need is high capacity, then all we need are ordinary articulated buses ... not "bus rapid transit," not light rail. These articulated buses are the same size as articulated "BRT" buses, each holding about 80 people. Ordinary buses hold about 40 people. In fact, before the recession, TriMet made a study of buses in the Metro area that could be upgraded to articulated buses because of their higher capacity.

So where does Tualatin stand? No rapid transit is planned that will be helpful to us on 99W. TriMet's planned "service enhancement" studies for small towns should be helpful for designing our east-west bus loop (local transit). But the only helpful 99W connection we still have to work with is the long-existing semi-express commuter bus, the No. 94 – not "rapid" transit. It may be better than nothing, but that's not rapid transit

Kathy Newcomb, an alternate member of Tualatin's transportation task force, is a retired CPA and retired state auditor.

Subject: FW: SW Corridor Plan
From: Gerald Fox [mailto:gdfox@q.com]
Sent: Tuesday, July 09, 2013 9:57 AM
To: Bob Stacey
Cc: Emma Fredieu; John Schnaderbeck
Subject: SW Corridor Plan

re SW Corridor Plan Recommendations

Dear Co Chair Stacey,

Just a quick follow up from yesterday's Steering Committee Meeting.

In general I like the recommendations the Study is proposing to adopt.

However I could find no mention of the recommendations of the ongoing Oregon Passenger Rail Study which is focussed on upgrading passenger rail service in the Portland to Eugene corridor. This ODOT study is still in its early stages, but will likely recommend 1) improvements to the existing passenger rail service (The Cascades) for the short term, and 2) indentify possible further longer term High Speed Rail options for the corridor.

As/if rail service builds up, the existing route through east Portland will become less and less satisfactory, and additional capacity and a faster route will become necessary. As far as I can tell, there is only one practical route for high speed rail out of Portland to the south, a route that would tunnel through the west hills to Tigard, and then follow I-5. Such a route would offer the opportunity to connect with HCT is the SW corridor.

The ODOT study will also likely conclude that a "South Metro Station" will be needed in the Tigard/Tualatin area since it makes no sense for passengers to go into central Portland to catch a HSR train to the south. Also this station could offer a five minute trip to Downtown Portland. This South Metro Station would need transit connections and P&R.

All of this is very speculative, but it could be very relevant to plans for HCT in this corridor, and I think it deserves mention in your recommendations.

As a spin-off, if/when HSR is built, there will likely be reserve track capacity that could be used for commute rail to Sherwood, Newberg and beyond, using the HSR tunnel, and the existing rail line to McMinnville at conventional speeds.

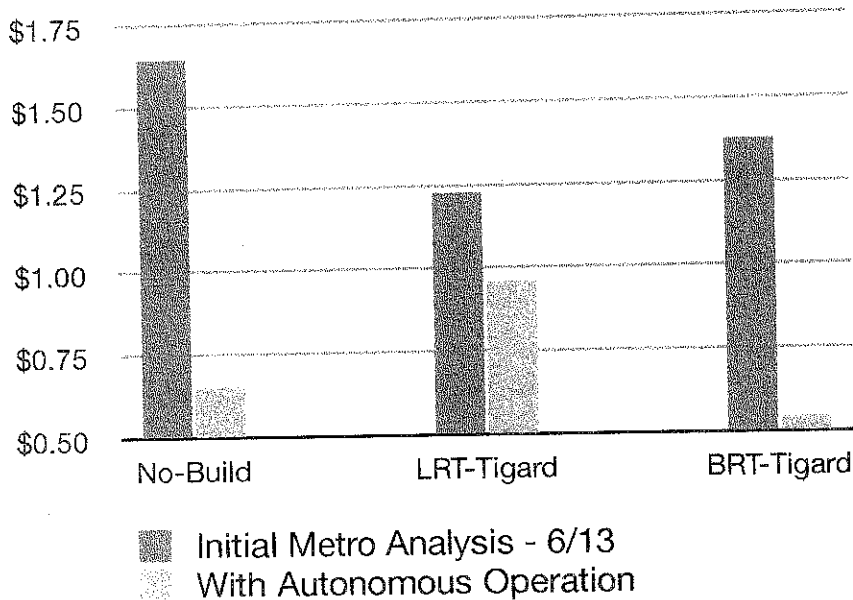
Gerald Fox

Transit Impact of Autonomous Vehicles (AV's) Needs to Be in the Discussion

R A Fontes PO Box 144, Lake Oswego rfontes@Q.com July 8, 2013

- ◆ AV's will save 30,000 lives and benefit the US economy by untold billions of dollars every year.
- ◆ Google says AV technology could be available in 3 to 5 years and car manufacturers are beginning to announce expected initial deliveries in 7 to 12 years.
- ◆ TriMet would save up to \$120 million annually with autonomous MAX & bus vehicles.
- ◆ MAX will be costlier than bus after AV conversion because of track maintenance (see chart).

Cost Per Boarding (2035 in 2013 Dollars)



- ◆ Columbia University's "Transforming Personal Mobility" report considers shared AV's and expects that their total costs would drop to \$.15 to \$.41 per mile.
- ◆ A shared AV would come to a rider's location upon request, go directly to the destination, let the rider(s) off, and proceed to the next rider(s) or the nearest free parking space.
- ◆ Shared AV's would be faster, safer, more convenient, and usually cheaper than transit.
- ◆ As shared AV's, 1/4% of our auto fleet could replace off-peak transit: about 70% of all transit trips.
- ◆ Since a few shared AV's would significantly impact TriMet, this project cannot meet its 2035 ridership forecasts if we get access to shared AV's anywhere near car makers' schedules.
- ◆ TriMet offers the most service during the peak commute, and could continue to be vital in reducing congestion during those hours if it can survive the loss of most or even all of its off-peak ridership.
- ◆ A loss of public support for current subsidy levels will likely follow any major ridership decline.
- ◆ TriMet will need to streamline its operation, eliminate debt, and fully fund future obligations before ridership implodes if it is to survive a subsequent major loss of subsidies.
- ◆ All Southwest Corridor build alternatives add to TriMet's operating costs.
- ◆ Potential impacts of AV's don't fit easily into Metro's models but need to be part of the discussion.

From: marcia leslie [mailto:mmac_les@yahoo.com]

Sent: Saturday, July 06, 2013 1:22 PM

To: charlie.hales@portlandoregon.gov

Cc: steve.novick@portlandoregon.gov; Amanda; joanne@tigard-or.gov; mayormail@beavertonoregon.gov; logden@ci.tualatin.or.us; cao@co.washington.or.us; Craig Dirksen; Bob Stacey; district2@multco.us; jason.a.tell@odot.state.or.us; lehto@trimet.org; jay.sugnet@portlandoregon.gov; Denver.Igarta@portlandoregon.gov; Malu Wilkinson; judith@tigard-or.gov; Juan Carlos Ocana-Chiu; Matt Bihn; joan.frederiksen@portlandoregon.gov; morgan.tracy@portlandoregon.gov; Linda Gerber; deb.crawford@pcc.edu; jgarner@pcc.edu; Marianne Fitzgerald; roger.averbeck@gmail.com; Chuck

Subject: SW Corridor Plan

Dear Mayor Hales --

The attached letter and resolution are being sent following a meeting of our neighborhood association, called at the request of residents along the proposed Haines Street route. We understand that the route is no longer being given serious consideration, but felt it was important to convey the strength of the sentiment of those living on/near that route and affected by the possibility of it as a HCT/BRT thoroughfare. We appreciate your taking the time to read this attachment. Thank you.

Marcia Leslie, Chair
Far Southwest NA



FSW ltr to Mayor
Hales re SWCP.docx

Far Southwest Neighborhood Association

Portland, Oregon

July 5, 2013

Mayor Charlie Hales
City of Portland
1231 S.W. Fourth Ave., Room 340
Portland, OR 97204

Re: Southwest Corridor Plan

Dear Mayor Hales:

The Far Southwest Neighborhood Association (FSW NA) first became aware of the Southwest Corridor Plan (SWCP) in July 2011 as the process was just beginning. When the possible routes had been reduced to five, and maps of those routes were produced, concern was expressed when one of those routes appeared to run through the middle of FSW by way of Sylvania PCC, Lesser Park and Haines Street. It was later learned that the person who drew the line on the map had never seen the area and had no idea of the obstacles the route faced.

Following our March 2013 FSW meeting, where Morgan Tracy of Metro spoke about the plan and answered questions, what has come to be known as the "Haines contingency" was formed. George Vranas, Peter Johnson and Ariane Horschauer researched the history of Haines Street including the presence of historic trees, documented with photos and measurements the engineering challenges the route would face, how the HCT buses would be unable to maneuver the route, testified at the SWNI Transportation Committee and SWCP Steering Committee meetings about the threat the PCC/Lesser/Haines route posed to the trees and wildlife in FSW, home values, and safety of the streets and residents, and gave tours of the proposed route to anyone willing to come and walk it. They got over 130 neighbors to sign petitions in support of the SWCP, but along a different route. In documents sent to Amanda Fritz and staff at Metro, TriMet, BPS, ODOT and others, alternate routes were suggested that might have potential, and be less disruptive both to the neighborhood and Sylvania campus.

We met with Dr. Linda Gerber, President of Sylvania PCC, and members of her staff. They had been surprised to read in an earlier version of the Barbur Concept Plan that they were planning on putting housing and retail structures on campus. Their Master Plan for the campus includes neither. The challenge of transportation volume to and from campus is ongoing, as are their efforts to find creative ways to meet that challenge. This proposed route through PCC wouldn't help, but one of the alternate routes might.

On June 25, 2013 the FSW NA held an emergency meeting to discuss the SWCP, and voted to adopt the attached resolution. Those in attendance also voted on their top five projects, and the tally of that vote is with the resolution.

We realize the deadline for a final decision is near. Narrowing the options, evaluating all the input from both public and staff assessments has been a tremendous challenge. We appreciate the efforts and dedication of the members of the SWCP Steering Committee, and trust you will give serious consideration to this information as you make that decision.

Sincerely,

Marcia Leslie, Chair
Far Southwest Neighborhood Association

cc: Members of the SWCP Steering Committee, Metro, ODOT, BPS, TriMet

Far Southwest Neighborhood Association

Portland, Oregon

June 25, 2013

Be it resolved, that the Far Southwest Neighborhood Association:

1. Supports the efforts of the Portland Bureau of Planning and Sustainability to improve and enhance the development of Southwest Portland by means of the Barbur Concept Plan as approved by the Portland City Council in April, 2013, and
2. Supports enhancements in connectivity in Far Southwest by way of the Hub and Spoke alternative envisaged in the five transportation bundles proposed by Metro as part of the SW Corridor Plan, and
3. Supports the development of the Crossroads focus area, so that it may become a true town center for Southwest Portland, along with developing the area between Barbur and I-5 from the Crossroads west to the county line. This would fulfill the stated SW Corridor Land Use Vision for mixed retail and high density residential developments without significantly affecting existing established neighborhoods, and
4. Opposes any direct road linkage between SW Haines St. and the PCC Sylvania Campus, and any plan to build a BRT system onto Haines St. because of the significant negative impact it would have on the character of that neighborhood, on its housing stock, on the large trees that grow along Haines and adjacent streets, and on the natural wildlife areas of Lesser Park and the surrounding woodlands, and
5. Far Southwest Neighborhood Association shall be engaged and consulted on possible routes through the neighborhood during the planning process before decisions are made.

Fourteen ballots were submitted at the June 25th meeting from the 40+ people attending. Some couples completed only one ballot, rather than individual ballots. It is believed that some who had attended and voted at the April SWCP Open House at the Multnomah Center did not vote a second time. The top five Roadway Projects were as follows:

5059	with 11 votes
5057	with 9 votes
5009	with 8 votes
1044 and	
5008	were tied with 7 votes each

Other projects received 1 to 5 votes.

Comments were "LRT downtown to Tigard" and "We need more exits to get on/off Barbur and I-5 between downtown and Capitol Hwy."

From: Peter Seaman [<mailto:peter.seaman@pcc.edu>]
Sent: Monday, May 06, 2013 5:01 PM
To: Jessica Martin
Subject: Re: Meeting notice: 5/13 SW Corridor steering committee

I can't attend these meetings, but I'll keep sending telepathic bike-friendly messages ("continuous bike lanes....", "fix the two bridges on Barbur...." "om karma om...."). :-)

Peter

On 5/6/2013 4:58 PM, Jessica Martin wrote:
Greetings!

The public is invited to attend the next SW Corridor steering committee meeting from **9:30 to 11:30 a.m. next Monday, May 13 at the Tualatin Police Station.**

Meeting: SW Corridor steering committee meeting
Date: Monday, May 13, 2013
Time: 9:30 to 11:30 a.m.
Location: Tualatin Police Station, 8650 SW Tualatin Rd, Tualatin OR 97062
Objective: Review and discuss evaluation results in the context of upcoming summer decisions and public engagement

I have attached the meeting agenda. All other materials are listed below and can be found [here](#) or at <http://www.oregonmetro.gov/index.cfm/go/by.web/id=38467>, All materials will be provided in hard-copy at the meeting.

5/13 meeting materials:

- 5/13 agenda
- 4/22 meeting summary
- Transit decision framework*
- What is BRT? Fact sheet
- Considerations for funding SW Corridor Plan investments
- Transit modes and considerations for transit investments
- HCT Alternatives

**Not yet available electronically. Hardcopies will be available at meeting.*

If you have any questions or concerns, please feel free to contact me.

Thank you,

Jessica Martin
Administrative supervisor
Planning and Development

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----- Response -----

From: Clifford Higgins
Sent: Wednesday, May 08, 2013 8:01 AM
To: peter.seaman@pcc.edu
Subject: RE: Meeting notice: 5/13 SW Corridor steering committee

Peter:

Thank you for your telepathic messages. We will pass on your sentiments to the staff and decision-makers. Since you brought up the Barbur bridges, I wanted to make sure that you are aware of the ODOT open house next Monday, looking at the rehabilitation project for the bridges:

ODOT is currently designing a project to rehabilitate the Newbury Street bridge and the Vermont Street bridge on SW Barbur Boulevard (Oregon Highway 99W), just south of Capitol Highway in Portland. Construction is currently scheduled to begin in early 2014.

****Get Involved: Public Open House May 13****

You are invited to attend a public open house where you can learn more about this project, talk to project staff and review and provide input on the anticipated construction-related impacts to residents and commuters, including highway closures and detours and nighttime construction noise.

Monday, May 13, 2013
6-8 p.m. (stop by anytime)
Fulton Park Community Center
68 SW Miles St.
Portland, OR

ODOT's announcement can be found here:
http://www.oregon.gov/ODOT/HWY/REGION1/pages/vermont_newbury/index.aspx

Thank you,

Cliff

Clifford Higgins
Public involvement specialist

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From: Christen Eide [<mailto:ckrichard@hotmail.com>]
Sent: Monday, March 25, 2013 8:38 PM
To: Trans System Accounts
Subject: Input on the Southwest Corridor Plan

Hello,

I urge you to vote for the tunnel alignment for the high capacity transit. This is the only option that will realistically help employees of Portland's largest employer OHSU commute. As you know, the Homestead neighborhood which lies between Terwilliger Boulevard and Barbur Boulevard is used as a major "cut through" connecting commuters to OHSU Marquam Hill as well as the only link between the OHSU main campus and the waterfront campus. The traffic on our narrow, residential streets has increased substantially in the last few years. At last count in January of 2012, the daily car count was about 10,000 cars. OHSU & the city has told us repeatedly they steer OHSU employees and public service transport to the larger volume, Terwilliger Boulevard as the main route. I hear repeatedly from employees of OHSU that, "I pass by your house twice a day" commuting between the OHSU campuses. I also routinely see ambulances, shuttle buses and Tri Met transport lift buses pass by my house.

This volume of cut through traffic has led to serious traffic accidents and decreased livability in our neighborhood. The lack of effective commute options for Marquam Hill employees is a significant contributor to this problem. The tunnel alignment is the only SW Corridor alignment that could effectively provide Marquam Hill commuters (~20,000 people) an alternative to cutting through our neighborhood.

OHSU, the Veteran's Administration & the Shriner Hospital are located in one of the most difficult to access locations in the city, and thus deserve to be directly served by mass transit. All of the other proposed alignments are too far below Marquam Hill to allow for a short walk up the hill (which would also be too steep & strenuous for most individuals), and too far from the Aerial Tram (which would add 20-30 minutes in each direction including the walk, from Naito). Additionally, per OHSU, the Aerial Tram is already running at full capacity and is unable to accommodate any additional commuter volume.

Barbur Boulevard from Capitol Highway to I-405 is the arterial "funnel" into downtown for much of SW Portland (and is also the most level bicycle route) and can not afford the reductions in capacity that HCT on that stretch will create. Reduced capacity on Barbur Blvd. will create spillover traffic onto Terwilliger Parkway (an historic, scenic, and recreational corridor) and other neighborhood streets.

I urge you to choose the tunnel alignment for the SW Corridor Plan.

Best Regards,

Christen Eide

4310 SW Hamilton Terrace
Portland, OR 97239

From: Tasha Somers [<mailto:fayettewings21@hotmail.com>]
Sent: Monday, March 25, 2013 1:03 AM
To: Clifford Higgins
Subject: RE: sherwood metro project meinke 99w

I am thinking of more like a park and ride parking lot with covered places for people to sit while waiting, but I'm not sure an entire super structure for parking would make sense. It'd be I'm not sure odd looking I suppose based upon how Sherwood currently looks. It is a very large piece of land and with your city engineers if done right you could fit a very significant amount of car parking spaces. It would also allow the city to take out the u-turns that cause major traffic incidents all the time, it would allow the residents of the apartment complex to flow out from the light instead of in the middle of a highway. Something that could be used for both purposes of not only commuters from surrounding areas as a park & ride, but also a way to alleviate parking in the surrounding Sherwood area where people could pay in a small section of the lot per month to metro and the city to park there instead of just parking their cars illegally on the surrounding roads. I'd love to know what you decide, I have noticed as well the worst part of the traffic seems to be on the Tualitin Sherwood road, it'd be good to make it a major bus line because I'm not sure if you can actually widen that to 2 lanes each way considering the Tualitin Refuge that extends to portions of it. Feel free to add me to the list. The other thing about the apartment complex is some of us that live here have noticed if there ever was an emergency we would all be trapped as there is only 1 way out, it would also allow the city to put back the driveway into the business park across from the apartments instead of how it is currently routed around through the suburb side streets where no one can find it. I just feel it's a great way to solve many issues in 1 plan. However I am no civil engineer and just want metro to come take a look to see if they can find a solution that could benefit the most people.

Tasha Somers

----- Response -----

From: Clifford Higgins
Sent: Tuesday, March 26, 2013 8:16 AM
To: 'Tasha Somers'
Subject: RE: sherwood metro project meinke 99w

Tasha:

Thanks for clarifying. I am going to forward your idea on to the folks in the City of Sherwood that are part of the Southwest Corridor Plan and other local planning efforts. I am not sure that your project idea could be part of this phase of the Southwest Corridor Plan or would be best considered if and once a transit improvement is decided for Sherwood, but it seems like you have given it some good thought. I want the folks in Sherwood to be able to keep it in mind as this and other improvements are happening in the city.

Thank you again for giving us your thoughts,

Cliff

Clifford Higgins
Public involvement specialist

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From: Tasha Somers [<mailto:fayettewings21@hotmail.com>]
Sent: Wednesday, March 13, 2013 9:19 AM
Subject: sherwood metro project meinke 99w

I live in the Sherwood Oregon area, I noticed recently in my local paper that metro has been trying to find ways to improve traffic in my area. I actually submitted an idea to Sherwood itself last summer but they refused the idea but I honestly think it's a good one. I'm from the Seattle area and the thing I've noticed in Oregon is that there are almost no park and rides, if they exist I am not aware of them at all and I've lived here now for 3 years. In Sherwood the city has an issue with the parking from the apartments I live in at Cedarbrooke and Meinke on 99w. There's just too many cars and not enough spots, so people have been going across the street and parking around the local side streets which has been upsetting the locals who own homes here. My plan would solve this and yours. There is a giant piece of land behind the apartments on Meinke, all you would have to do is take the land and make it a park and ride, pave the continuation street from Meinke into Cedarbrooke so that you could control the outflow of cars from the apartments and resolve the U-turn issue on 99 which would cause less accidents as well. Then you could allow people who live here to pay for a place to park, bringing money in, and allowing people to park and ride their cars hoping to solve some traffic from the Tualatin Sherwood road that can take almost an hour to get down sometimes from Sherwood to I-5. I honestly think this would be a great plan, the land is only got a few shrubs on it and is already on flat land, you would honestly just have to pave and paint spots. I suggest you take a look into it, I know Sherwood likes to think of Old Town as the hub of the city but frankly that spot would be better utilized for a max than for a park and ride or a bus line. This would be better bus line as it's near the schools, and a lot more homes and apartments and businesses. I appreciate your time I hope you look into it. Have a great day!

Tasha Somers

----- Response -----

From: Clifford Higgins
Sent: Friday, March 15, 2013 9:57 AM
To: 'fayettewings21@hotmail.com'
Subject: RE: sherwood metro project meinke 99w

Tasha:

Thank you for your interest and offering your suggestion for park and rides. We are not quite at the point of making decisions like this as part of the Southwest Corridor Plan, but I will definitely share your suggestion for consideration as we move forward with the effort. Project partners include Metro, TriMet, the City of Sherwood and Washington County, so I am glad that you gave us your thoughts and an explanation of the parking issues.

Just to clarify, are you suggesting a park and ride (which would be for commuters to use for transit purposes) or more of a parking structure for apartment residents? Or are you thinking that it would be used for both purposes?

If you would like to stay informed as the Southwest Corridor Plan moves forward, please let me know and I can add you to our interested persons list.

Thank you, again,

Cliff

Clifford Higgins
Public involvement specialist

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From: David Johnson [<mailto:david099@comcast.net>]
Sent: Thursday, March 14, 2013 7:50 PM
To: Trans System Accounts
Subject: SW Corridor Transit:

I write in a favor of BRT Hub & Spoke Alignment Option for SW Corridor Portland, Better saving money for BRT for now then future upgrade to LRT at later. I do not want TRIMET pay another LRT for SW Corridor under their tight budget. I have strong favor for BUS RAPID TRANSIT (BRT). I do not see which tunnel or subway or trench tunnel or surface road on SW Barbur BLVD, so I favor for Hamilton & Barbur Station in Southwest section either tunnel or surface. I want Barbur Surface will be remaining with cars, trucks, vans, non-BRT buses runs presently. However, BRT should go in tunnel under Barbur BLVD. I do not know which there will be electric trolleybus. Thumb up for favor on SW Corridor for BRT system, so Portland needs BRT saving money more than expensive rail costs. smile!!!

Sincerely,

David Johnson
731 SW Salmon Street, #1116
Portland, OR 97205

----- Response -----

From: Clifford Higgins
Sent: Monday, March 18, 2013 12:13 PM
To: david099@comcast.net
Cc: Clifford Higgins
Subject: RE: SW Corridor Transit:

David:

Thank you for your interest in the Southwest Corridor Plan and for giving us your thoughts on (and support of) the BRT hub and spoke option that is currently being analyzed with the other project bundles. I will definitely pass your thoughts on to the rest of the project team.

The next couple of months will be about getting the results from the analysis on all of the high capacity transit options and the walking, biking and roadway projects in the project bundles. After that, the steering committee will take comments like yours and other feedback we get and determine how to proceed. Any high capacity transit alternative will need additional project development and study, which we hope to move forward through the end of this year and the first half of 2014. I just mention this, since you offered many ideas that might not be addressed until this second phase of study process.

Thank you again for your interest. If you are not already a member of our interested persons email list, I can add you. We send updates to the list so that folks know the basics of what is going on in the planning process as well as know when public involvement opportunities arise. I can add your information, or you can sign up online at http://www.surveymonkey.com/s/swcorridor_signup

Cliff

Clifford Higgins
Public involvement specialist

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From: Wendy Stekloff [mailto:stekloff@yahoo.com]
Sent: Thursday, March 07, 2013 3:22 PM
To: Trans System Accounts
Subject: Input on the Southwest Corridor Plan

To the ShapeSW planners,

Thanks to the Beaverton "Your City" newsletter, I only just heard of this initiative. Even though your maps put us outside or on the edge of the area in question, I feel a part of it because we have to go through it to pretty much go anywhere!

We're in MurrayScholls, but we drive down Walnut into Tigard 5-6 times a week, take Roy Rogers to Sherwood for shopping or entertainment, and of course we get on Scholls Ferry to 217 all of the time.

I wonder that Scholls Ferry Road didn't come up in any of the literature I read on the site (which was not all of it, I'm sure!), because, like 99W, it is a major SW road that is already congested at peak times. The Urban Growth Boundary is going to be expanded soon at its SW end, as is the section of Scholls Ferry Road past Teal. I don't think widening Scholls there will ease any traffic issues; it just means the wait times going west at the Teal light will get longer as more people commute further out. I also worry about walking to my kids' school, just across what will soon be a four-lane arterial. In this expansion, has anyone considered a pedestrian bridge to allow families in the "football" (btwn Barrows and Scholls) access to Scholls Heights Elementary?

We heard that bus service would be expanded south of Scholls and west of Teal once the New Seasons went in in Progress Ridge, but that hasn't happened. My husband walked to the closest stop, at Teal, to get a bus to the light rail and on the train to Seattle - once, but said he wouldn't opt to do that again if he had any choice, because he had to walk so far with his luggage.

All over again it feels like our area has been lost between the cracks of other regional entities. We're part of Beaverton, Portland/Tigard is a block south, though our zip code is mostly in Aloha (as is our post office, 20 minutes away to pick up packages!) and people several blocks west are in Hillsboro. If Hillsboro and Beaverton work out who owns the land on which they're planning to build the new high school in favor of Hillsboro, I wonder how the families going there will feel about living on the edge of Beaverton but driving 30 minutes (taking Scholls to River Rd) to Hillsboro to conduct business with the school district?

I look forward to the solutions your project will propose, because I think you can only improve it. I have great faith in meta-regional planning and I only hope you will see our neighborhood as integral to shaping the SW.

Wendy Stekloff
12675 SW 159th Court
Beaverton

----- Response -----

From: Karen Withrow
Sent: Wednesday, March 13, 2013 5:34 PM
To: stekloff@yahoo.com
Subject: RE: Input on the Southwest Corridor Plan

Wendy,

Thank you for your thoughtful and specific ideas about problems to be addressed as well as potential solutions you'd like to see. I have several thoughts in response to your email:

1. For more information about Southwest Corridor, I'd suggest looking a key page on our website and then referring the library page for more detail. Link:
<http://www.oregonmetro.gov/index.cfm/go/by.web/id=37386>
2. Would you like to be on our interested parties email list for the Southwest Corridor project? If so, should we use this email address? We send messages about every four to six weeks or so.
3. I contacted the City of Beaverton to see if there was someone there you could talk with about some of the issues you raised. They recommended two people to contact, if you'd like
 - a. Valerie Sutton (vsutton@BeavertonOregon.gov) for information about Beaverton UGB land use issues
 - b. Clark Berry (Clark_Berry@co.washington.or.us) at Washington County with regard to Scholls Ferry road
4. Lastly, TriMet has been working on a Westside Transit Enhancement Plan, with the intent of prioritizing potential future transit service improvements as funding becomes available. I've heard there may be projects that are proposed in the area you are describing. To learn more about this, I'd suggest contacting Tom millst@trimet.org.

Thanks again for your interest and ideas.

Karen M. Withrow,
Public involvement manager

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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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