



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

**Draft public involvement report: April 2014
activities**

May 2014

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

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DRAFT Public Involvement Report: April 2014 activities in the refinement phase

The Southwest Corridor Plan coordinated a series of activities in April 2014 to gather public for feedback about potential High Capacity Transit (HCT) station areas and multimodal projects along the transit design options under consideration in the project refinement phase. The following is a report on the involvement process for gathering this feedback and an analysis of the feedback outcomes.

Executive summary

The Southwest Corridor Plan hosted a Community Planning Community Planning Forum in Tualatin on Thursday, April 10, 2014 (6:00 p.m. to 8:00 p.m. at the Tualatin Public Library). Staff presented information about potential HCT station areas and related multimodal projects included in the Plan. Multimodal projects include walking, biking, and roadway improvements. More than thirty (30) members of the public attended to learn more about the Plan and twenty-one (21) provided input about the potential station areas and multimodal projects. Input at the forum was provided via public comment card.

Metro also provided the opportunity for the public to review the potential station area and multimodal project materials and give input through an online questionnaire. The questionnaire opened on Monday, April 14 and closed at 5:00 p.m. Friday, April 25 with 351 responses. The questionnaire was posted to the project website, emailed twice to the interested parties list, advertised through the project's Facebook and Twitter accounts, and shared by our project partners.

All public feedback gathered through the Community Planning Forum and online questionnaire will help inform which multimodal projects will be included for further study as part of the Plan's proposed Draft Environmental Impact Statement (DEIS) phase.

Overview

- There were 372 public comments received for station area and multimodal project feedback. Participants had the opportunity to enter comments in six different places in the questionnaire, but not all participants did so.
- Of the online respondents, 70.11% identified Portland as their city.
- Tigard (10.87%) was the second greatest response for identified city.
- The top five stations preferred by the public, in order of their popularity, were 1) Barbur Transit Center (114), 2) OHSU Marquam Hill (104), 3) Hillsdale (101), 4) PCC Sylvania (95), and 5) Multnomah Village (87).
- The top selected multimodal projects varied by type including auto/ freight, multi-use trails, bicycle and pedestrian projects.
- The corridor segments with the top most selected multimodal projects were the tie-in to existing transit and Burlingame to Crossroads.

Title VI Overview

- Most participants (64) identified themselves as 51 to 65 years of age, followed by 36 to 50 years of age (48), and 66 years or older (35). The least represented age groups included 21 to 35 (23) and 20 years or younger (1).
- The majority of participants who provided voluntary demographic information were male (93).
- The majority of participants indicated they have post graduate education (77) or a four-year college degree (71). Only 14 participants indicated they have some college/ technical/ community college/ 2-year degree, and just 4 indicated they have a high school degree or less.
- Over 90% of participants indicated they are White/ Caucasian (143). Races/ ethnicities with no representation in these public involvement efforts include African, Slavic, and Middle Eastern.
- More than half of the respondents indicated they participate fairly often (52) to very often (38).

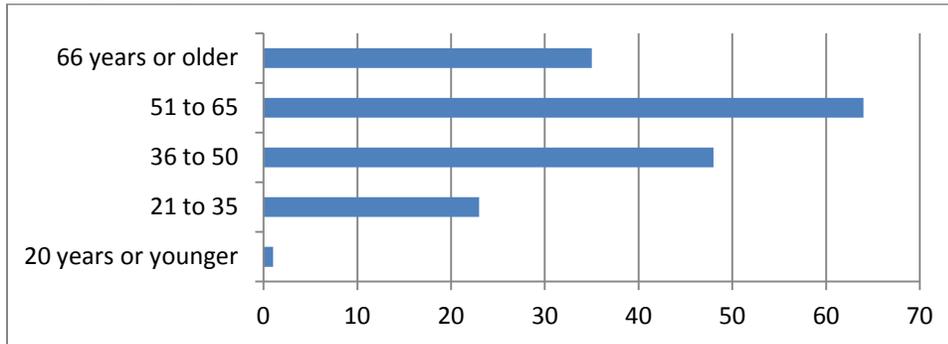
Demographic information

Metro asks participants to provide voluntary demographic information to help measure the reach to different cross-sections of the public. Answers help identify whether outreach is providing results from a representative group of people that reflects the varied community. Answers also help target future outreach to underrepresented populations.

Age

Out of 171 responses, most participants (64) identified themselves as 51 to 65 years of age, followed by the age group of 36 to 50 years of age (48), and 66 years or older (35). The least represented age groups included 21 to 35 (23) and 20 years or younger (1).

Participant ages



Gender

Out of 166 responses, the majority of participants were male (93), compared with 73 responses for female.

Education

Out of 166 responses, the majority of participants indicated they have post graduate education (77) or a four-year college degree (71). Only 14 participants indicated they have some college/ technical/ community college/ 2-year degree, and just 4 indicated they have a high school degree or less.

Race or ethnicity

Out of 158 responses (allowing for multiple responses), over 90% of participants indicated they are White/ Caucasian (143). Responses also included Asian or Pacific Islander (8), Other (6), Hispanic/ Latino (2), American Indian/ Native American/ Alaskan Native (1), and Black/ African American (1). Races/ ethnicities with no representation in these public involvement efforts include African, Slavic, and Middle Eastern.

Participation frequency

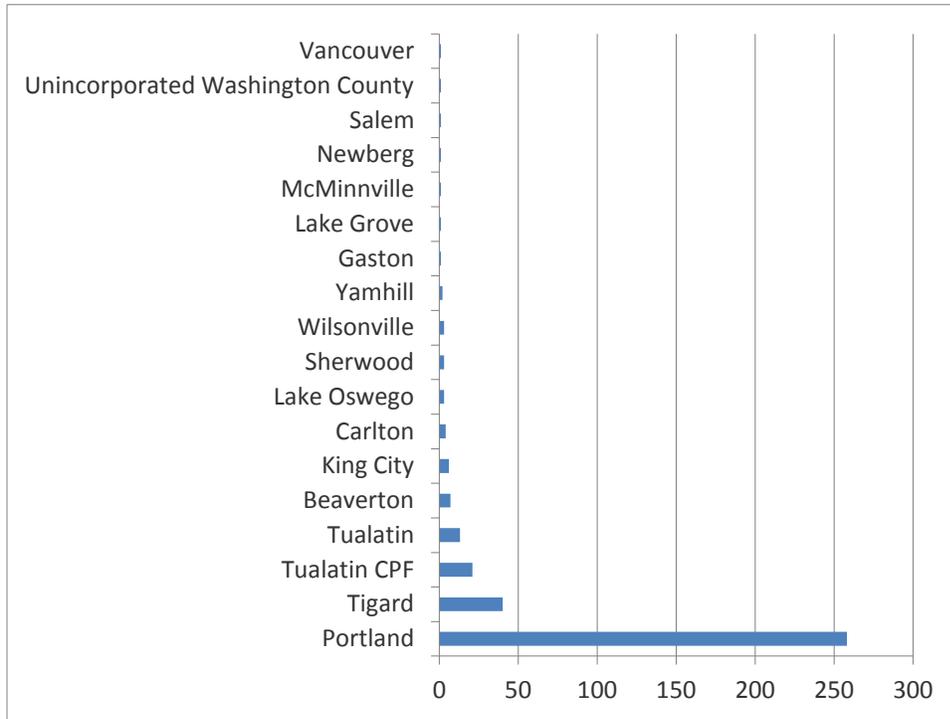
Out of 167 responses, only 8 participants indicated they never participate in community meetings. The majority responded "Rarely" (69), while more than half of the respondents indicated they participate fairly often (52) to very often (38).

Cities represented by participation

There were 16 different responses for "Please tell us your city." Of the online respondents, 70.11% identified Portland as their city. The second greatest response (10.87%) was Tigard. The Tualatin CPF bar represents public comment card responses submitted at the Tualatin Community Planning Forum (CPF) event on April 10, 2014. The public comment cards did not ask participants to self-identify by city.

Participants were asked their city on the event sign-in sheets. Based on the public sign-in sheets, a majority of Tualatin CPF responses were likely from Tualatin area residents.

Participant self-identified cities



Public feedback on station areas and multimodal projects

The public comment card and online questionnaire both asked participants to identify their top five (5) station areas, top five (5) multimodal projects, and the selection criteria respondents used as the reasons for their station area and multimodal project choices. Additionally there were six opportunities for receiving open-ended public comment to better understand public interests and concerns regarding the station areas and multimodal projects. All open-ended public comments were coded using a set of thirty (30) topic tags developed directly from popular issues, areas, and subjects identified in the comment pool itself. Some comments were given only one tag and some were given many depending on their length and complexity.

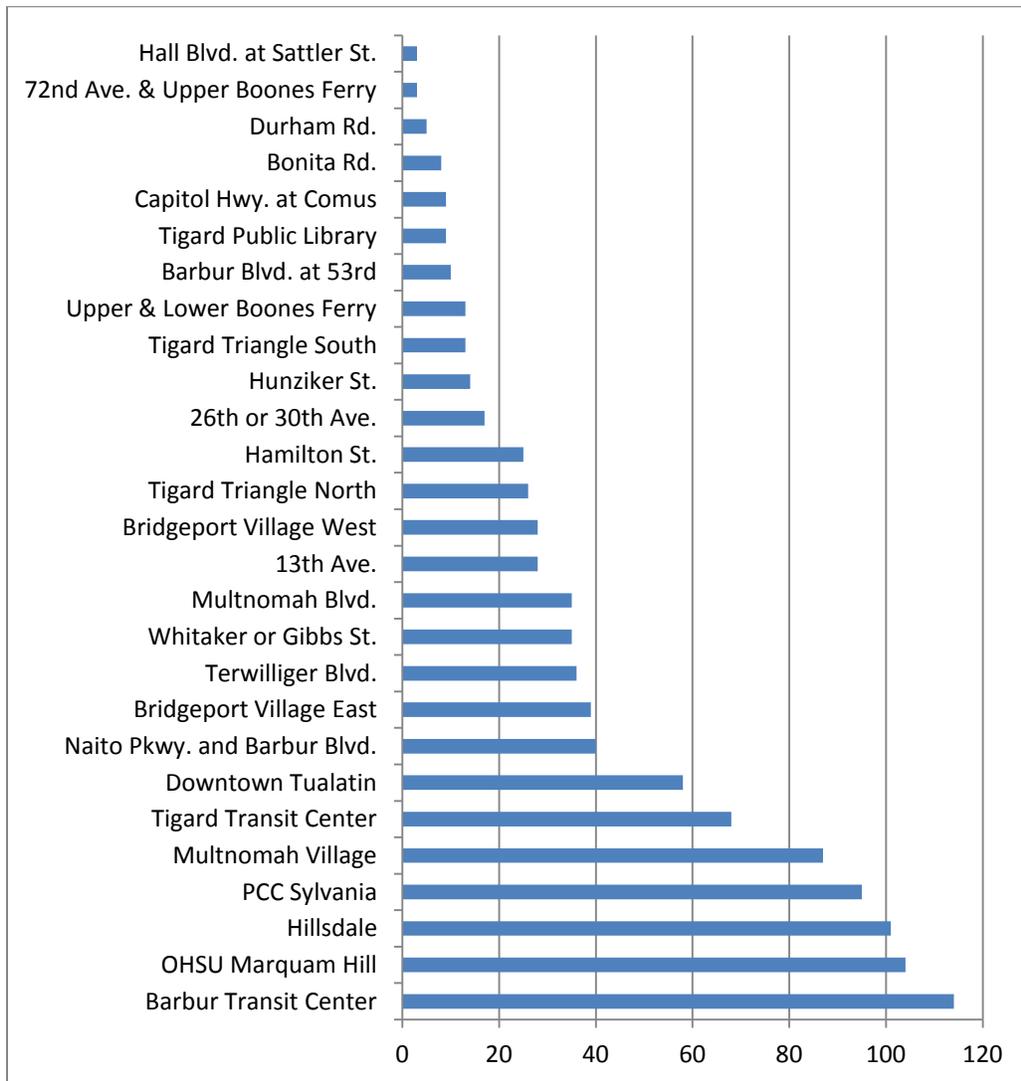
The review of public input we received is organized in the following categories: public participation by city, feedback on station areas, feedback on multimodal projects, next steps, and two addenda (list of prioritized multimodal projects and list of all public comments received in April 2014).

Public preferences for station locations

There were 228 total responses for preferred station areas in the corridor. Out of 27 station areas, all received at least three (3) preferences from the public. The top selected station was the Barbur Transit Center (114), followed by OHSU Marquam Hill (104), Hillsdale (101), PCC Sylvania (95), and Multnomah Village (87). The sixth and seventh most popular stations were respectively Tigard Transit Center (68) and Downtown Tualatin (58). The top seven station areas represent at least one station within each of

the five corridor segments: Tie-in to existing transit, Burlingame to Crossroads, Crossroads to PCC, Tigard, and Tualatin & Bridgeport. The feedback indicates more support for Bridgeport Village East (39) than for Bridgeport Village West (28). Nevertheless, the number of selections for Bridgeport Village East and West combined (67) put support for a general Bridgeport Village station area nearly equal to the support for the Tigard Transit Center station area (68).

Public responses for station area selection question



Top public preferences for station locations by corridor segment

Tie-in to existing transit

- **OHSU Marquam Hill (2nd in popularity of public preference)**
- Whitaker or Gibbs St.
- Naito Pkwy & Barbur Blvd.
- Hamilton St.

Burlingame to Crossroads

- **Hillsdale (3rd in popularity of public preference)**
- **Multnomah Village (5th in popularity of public preference)**
- Terwilliger Blvd.
- 13th Ave
- Multnomah Blvd.
- 26th or 30th Ave.

Crossroads to PCC

- **Barbur Transit Center (1st in popularity of public preference)**
- Capitol Hwy. at Comus
- Barbur Blvd. at 53rd
- **PCC Sylvania (4th in popularity of public preference)**

Tigard

- Tigard Triangle North
- Tigard Triangle South
- Hunziker St.
- **Tigard Transit Center (6th in popularity of public preference)**
- Tigard Public Library
- Hall Blvd. at Sattler St.
- Bonita Rd.

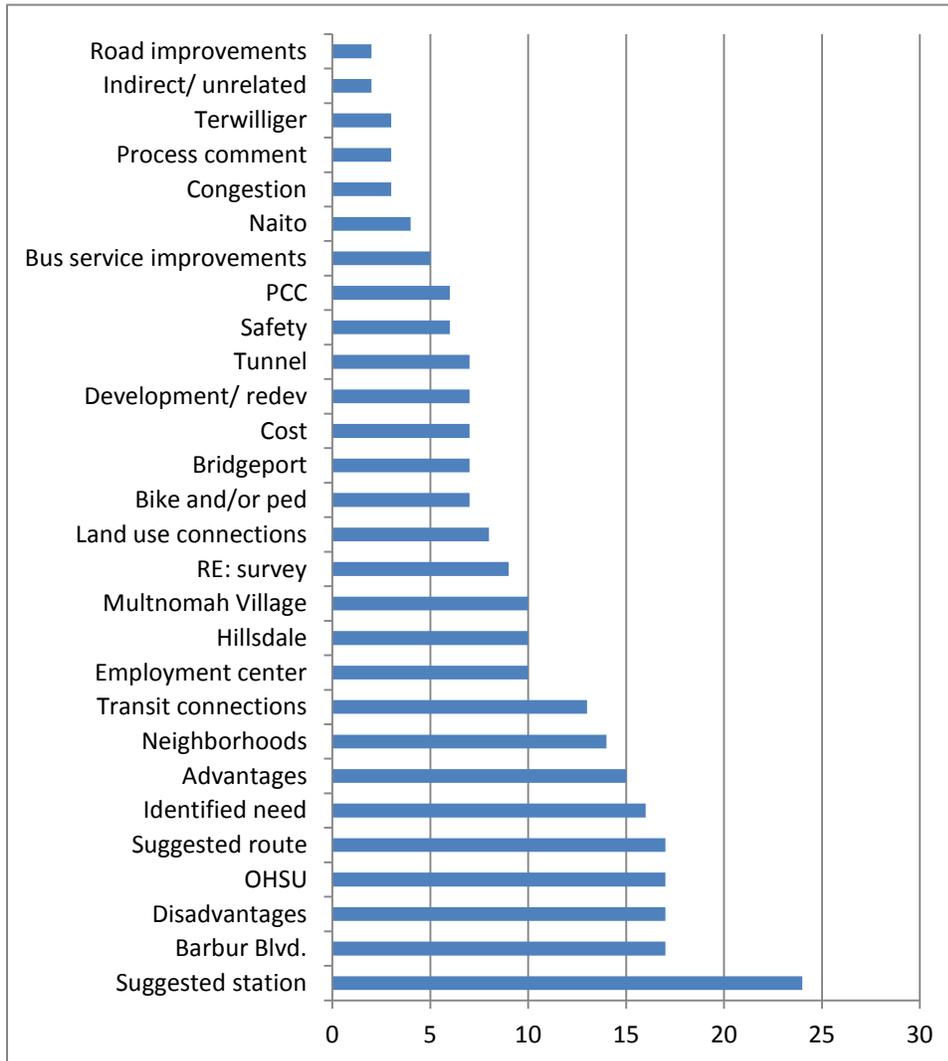
Tualatin & Bridgeport

- Durham Rd.
- 72nd Ave. & Upper Boones Ferry Rd.
- **Bridgeport Village West**
- **Bridgeport Village East (combined near equivalent to Tigard Transit Center, 6th in popularity)**
- Upper & Lower Boones Ferry Rd.
- **Downtown Tualatin (7th in popularity of public preference)**

Public comments on station area preference selections

Seventy-eight (78) comments were provided regarding the selection of preferred station areas. The majority (24) were comments about suggested station areas including additional preferred stations (beyond their top five) and advantages or disadvantages of one station over another.

Public responses by category tag for station area selection question



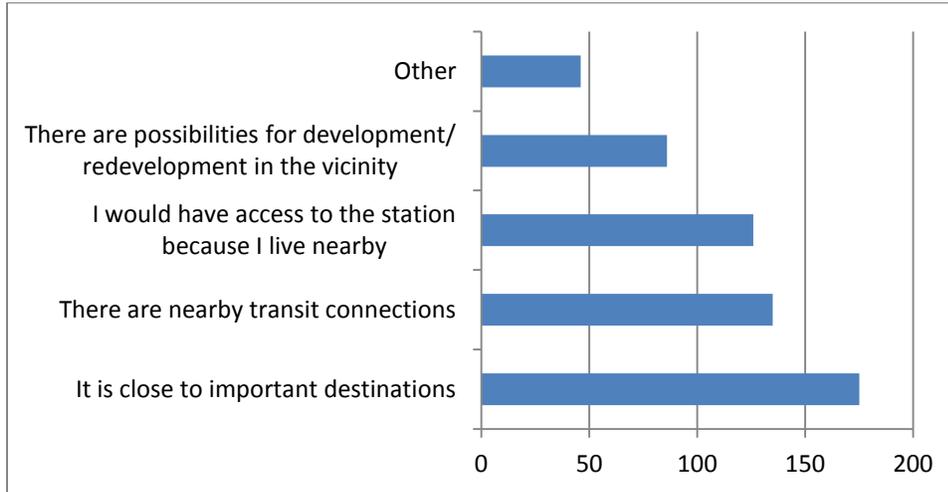
The entire list of comments entered by the public regarding their top five preferred station area locations is available on page 24.

Station area selection criteria

Participants were asked to select from a list of four (4) possible criteria used to select their top station areas. They were also given the opportunity to add their own "Other" criterion and/or include comments about their selection criteria. The majority of participants (175) indicated they identified their station area selections based on close proximity to important destinations. The second and third answer choices had a difference of only nine (9) responses: 'There are nearby transit connections' (135) and 'I

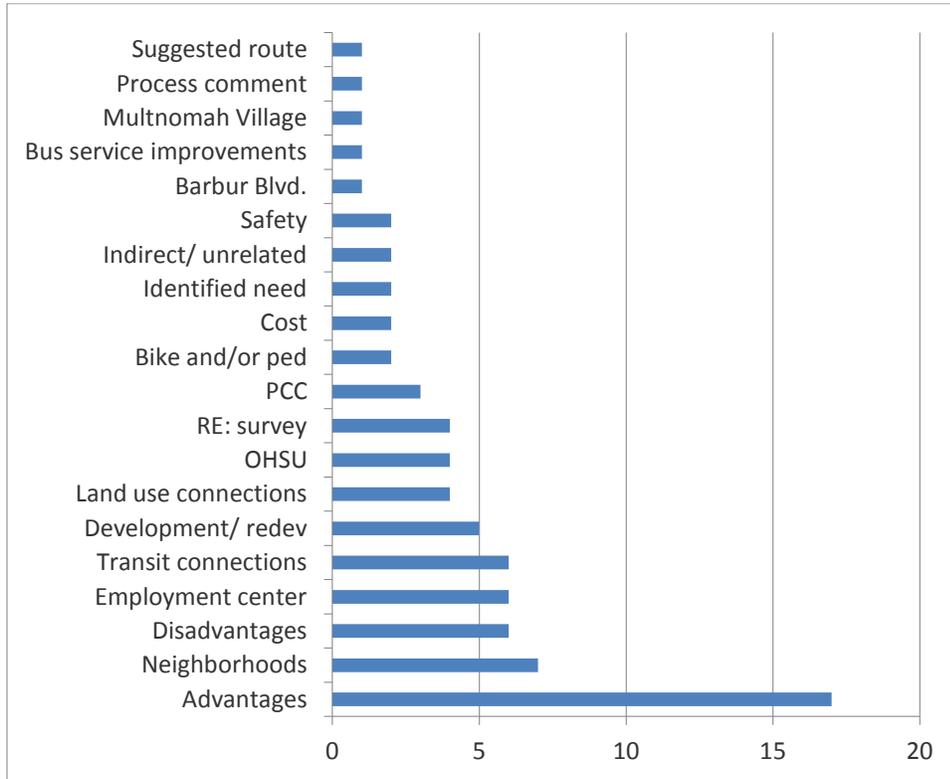
would have access to the station because I live nearby' (126). The response, 'There are possibilities for development/ redevelopment in the vicinity' received 86 selections and there were 46 responses for 'Other.' The greatest number of participants (17) who wrote in their own selection criteria, commented on advantages their selected stations would provide. Many of the comments included mention of service to neighborhoods, employment centers, and transit connections.

Public responses for station area selection criteria



The entire list of comments entered by the public regarding the "Other" criterion for station area locations selection is available on page 29.

Public responses by category tag for 'Other' criterion on station area selection reasons question

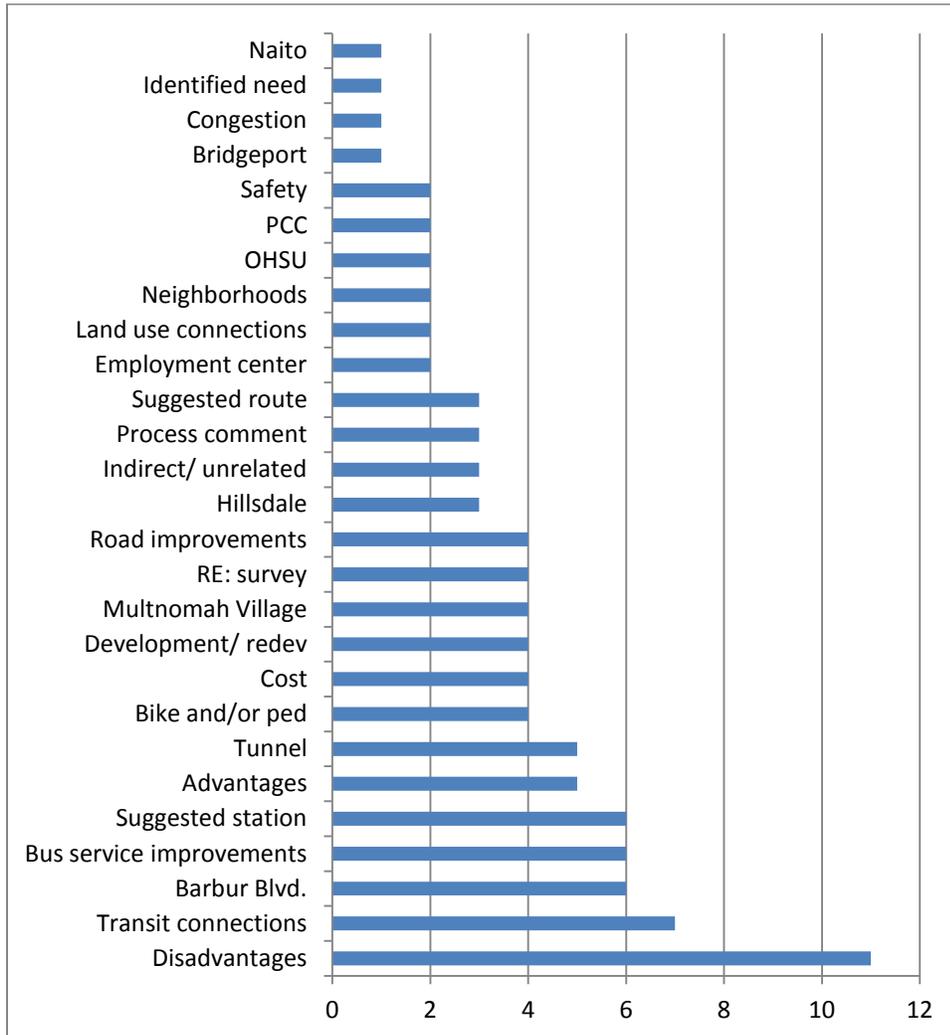


Station area selection criteria comments

There were 38 additional comments submitted regarding the selection criteria of station areas. The majority of additional comments (11) mentioned disadvantages of some options over others. Some of the disadvantages included references to needed transit connections and bus service improvements as well as impacts to Barbur Boulevard and areas around particular station options.

The entire list of comments entered by the public regarding the selection criteria for station areas is available on page 32.

Public responses by category tag for station area selection criteria comments



Public preferences for multimodal projects

The public was asked to select their top five (5) multimodal projects from sixty-six (66) projects located throughout the corridor. The multimodal projects in this list came from the Southwest Corridor Shared Investment Strategy approved in July 2013, which originated from projects identified in local land use plans. Multimodal projects will be selected primarily due to their support of the final selection of transit design options and station areas (in the DEIS). Understanding public support for multimodal projects allows the opportunity for further refinement of potential corresponding project options.

There were 154 responses accounting for 723 project selections. The top five projects indicated by the public all received more than thirty (30) selections each. The top selected projects varied by type including auto/ freight, multi-use trails, bicycle and pedestrian projects.

Top public preferences for multimodal projects by corridor segment

The top five (5) projects are in purple color and the top ten (10) are in salmon color. There was a three-way tie between the seventh ranked and a three-way tie between the eighth ranked multimodal projects.

Tie-in to existing transit

Out of eleven (11) possible projects in this segment, one (1) is in the top five and four (4) more are in the top ten.

#	Project Title	Rank	No. Public Selections
4002	Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements	3	33
9007	Slavin Road to Red Electric Trail: Barbur to Corbett	6	29
1044	South Portland Circulation and Connectivity (Ross Island Bridge ramp connections)	7	24
2999	Pedestrian connection from Barbur to Terwilliger at Gibbs	7	24
3093A	Terwilliger bikeway gaps	8	23
3093B	Terwilliger sidewalk (Capitol to Terwilliger Pl)		

Burlingame to Crossroads

Out of seventeen (17) possible projects in this segment, four (4) are in the top five and four (1) more is in the top ten.

#	Project Title	Rank	No. Public Selections
4002	Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements	3	33
9007	Slavin Road to Red Electric Trail: Barbur to Corbett	6	29
1044	South Portland Circulation and Connectivity (Ross Island Bridge ramp connections)	7	24
2999	Pedestrian connection from Barbur to	7	24

	Terwilliger at Gibbs		
3093A	Terwilliger bikeway gaps	8	23
3093B	Terwilliger sidewalk (Capitol to Terwilliger Pl)		

Crossroads to PCC

Out of seven (7) possible projects in this segment, two (2) are in the top five and none are in the top ten.

#	Project Title	Rank	No. Public Selections
6034	Taylor's Ferry, SW (Capitol Hwy - City Limits): Bicycle & Pedestrian Improvements	7	24
5059	SW Portland/ Crossroads Multimodal Project (roadway realignments and modifications to Barbur Blvd., Capitol Hwy., and the I-5 southbound on-ramp)	8	23

Tigard

Out of twenty-three (23) possible projects in this segment, one (1) is in the top five and none are in the top ten.

#	Project Title	Rank	No. Public Selections
9014	Fanno Creek Trail - Tualatin River to Tigard St.	10	19

Tualatin & Bridgeport

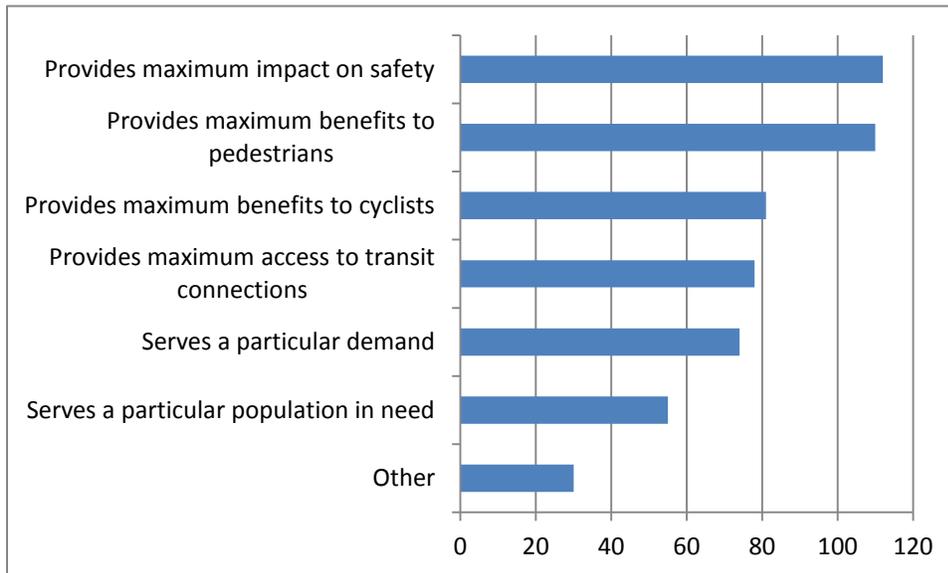
Out of seven (7) possible projects in this segment, none are in the top five or ten.

Multimodal projects selection criteria

Participants were asked to select from a list of six (6) possible criteria to select their top multimodal projects. They were also given the opportunity to add their own "Other" criterion and/or include comments about their selection criteria. This question received 161 responses. The majority of participants (112) indicated they identified their multimodal projects based on providing a maximum potential impact on safety. The second criterion was very close (110 responses): 'provides maximum benefits to pedestrians.' The third and fourth answer choices had a difference of only three (3) responses: 'provides maximum benefits to cyclists' (81) and 'provides maximum access to transit

connections' (78). The fifth response with 74 votes was 'serves a particular demand.' 'Serves a particular population in need' received 55 selections and there were 30 responses for 'Other.' The greatest number of participants (24) who wrote in their own selection criteria commented on advantages their selected multimodal projects would provide.

Public responses for multimodal projects selection criteria



The entire list of comments entered by the public regarding the selection criteria for multimodal projects is available on page 35.

Next steps

The public preferences input gathered in April 2014 on potential station locations and multimodal projects, which is compiled and analyzed in this report, will be submitted to the Southwest Corridor Plan Steering Committee members on May 5, 2014.

Staff will also submit a draft recommendation to the Steering Committee members on whether to advance the Southwest Corridor Plan into the DEIS phase and, if so, what project elements to carry into the DEIS for more detailed study: transit design options, station locations, and multimodal projects.

The Steering Committee members will consider this public preferences report together with the public input on the transit design options obtained in March 2014 and the draft recommendation on the DEIS phase and project elements, in order to decide. The Steering Committee will review the draft recommendation and public input during their May 12, 2014 regular meeting.

Southwest Corridor Plan and partners staff will provide opportunities for the public and stakeholders to comment on the draft recommendation:

- Between May 6 and May 23 an online survey will be available to receive public input on the draft recommendation. The link to the survey is:
<https://www.surveymonkey.com/s/Refinement-Rec-May2014>
- On May 13 the Southwest Corridor Plan will host a community planning forum to present the draft recommendation to the public and obtain their input. The forum will take place at the Public Works Auditorium, 8777 SW Burnham St., in Tigard, from 6:00 to 8:00 p.m.
- On May 21 the Southwest Corridor Plan will host a business summit to present the draft recommendation to the business community and obtain their input. This invitation-only event will take place at the Broadway Rose Theater, 12850 SW Grant Ave., in Tigard, from 5:30 to 7:00 p.m.

The public and other stakeholder input collected in May 2014 will be summarized and submitted to the Southwest Corridor Plan Steering Committee, in order to help inform their decision on the draft recommendation for the DEIS phase and related projects. The Steering Committee is expected to make that decision at their Monday, June 9, 2014 regular meeting at the Metro Regional Center, 600 NE Grand Ave., in Portland, from 9:00 to 11:00 a.m. This is a public meeting, and public testimony will be heard by the Steering Committee.

The Steering Committee may choose to postpone their decision. If necessary, a special Steering Committee meeting would be held on Monday, June 23, 2014, at the Metro Regional Center, 600 NE Grand Ave., in Portland, from 9:00 to 11:00 a.m. This would be a public meeting, and public testimony would be heard by the Steering Committee.

The recommendation made by the Southwest Corridor Plan would then be presented to the Metro Council at its June 26, 2014 meeting, at the Metro Regional Center, 600 NE Grand Ave., in Portland, at 2:00 p.m. This is a regular meeting, and public testimony will be heard by the Metro Council.

Addendum 1

Multimodal projects in order of public selected preference

#	Project Title	Project Description	Cost	Planning-level Cost (2012\$)	No. Public Selections
9005	Red Electric Trail: Fanno Creek Trail to Willamette Park	Provide east-west route for pedestrians and cyclists in SW Portland that connects and extends the existing Fanno Creek Greenway Trail to Willamette Park. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	\$\$\$	\$17,653,000	43
5009	Capitol Hwy Improvements (replace roadway and add sidewalks)	Improve SW Capitol Highway from SW Multnomah Boulevard to SW Taylors Ferry Road per the Capitol Highway Plan. Replace Existing Roadway and add sidewalks, bike lanes and green stormwater features.	\$\$\$	\$19,100,000	37
5005	Barbur Blvd, SW (Terwilliger - City Limits): Multi-modal Improvements	Complete boulevard design improvements including sidewalks and street trees, safe pedestrian crossings, enhance transit access and stop locations, and bike lanes (Terwilliger - SW 64th or Portland City Limits).	\$\$\$\$	\$24,833,100	35
4002	Barbur Blvd, SW (3rd - Terwilliger): Multi-modal Improvements	Construct Improvements for transit, bikes and pedestrians. Transit improvements include preferential signals, pullouts, shelters, left turn lanes, sidewalks, and crossing improvements.	\$\$	\$6,594,100	33
1048	Traffic Calming	Calm traffic in the Burlingame and Hillsdale retail districts.	¢	\$500,000	32

9007	Slavin Road to Red Electric Trail: Barbur to Corbett	Build Multi use trail on Slavin Road from Barbur to Corbett. The Red Electric Trail is listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	\$	\$1,500,000	29
1044	South Portland Circulation and Connectivity (Ross Island Bridge ramp connections)	Adds a new ramp connection between I-405 and the Ross Island Bridge from Kelly Avenue. Restore at-grade intersections along Naito Parkway, with new signalized intersections at Ross Island Bridge access and at Hooker Street. Removes several existing roadways and ramp connections.	\$\$\$\$	\$22,000,000	24
2999	Pedestrian connection from Barbur to Terwilliger at Gibbs	Construct a new pedestrian walkway under the tram within the Gibbs right-of-way through the Terwilliger Parkway. The steep grade and forested area will require lighting and stairs.	\$	\$3,000,000	24
6034	Taylor's Ferry, SW (Capitol Hwy - City Limits): Bicycle & Pedestrian Improvements	SW Taylor's Ferry Rd: Provide bicycle lanes, including shoulder widening and drainage, and construct sidewalks for access to transit.	\$	\$4,209,000	24
1020	Beaverton Hillsdale/ Bertha/ Capitol Hwy. Intersection Improvements	Redesign intersection to improve safety.	\$	\$1,403,000	23
3093A	Terwilliger bikeway gaps	Separated bicycle route in-roadway. Eliminate key gaps in the Terwilliger Blvd bikeway	¢	\$296,000	23
3093B	Terwilliger sidewalk (Capitol to Terwilliger Pl)	Provide sidewalk from SW Capitol Hwy south to SW Terwilliger Place.	¢	\$250,000	

5059	SW Portland/ Crossroads Multimodal Project (roadway realignments and modifications to Barbur Blvd., Capitol Hwy., and the I-5 southbound on-ramp)	Implement Barbur Concept Plan walk audit recommendations in the SW Portland TC, including modifications to Barbur Blvd., Capitol Hwy., and the I-5 southbound on-ramp to support safer and more efficient operation for all modes. Project specifics include intersection types and roadway realignments to be refined.	\$\$\$\$	\$40,000,000	23
5010	Capitol Hwy, SW (Terwilliger - Sunset): Multi-modal Improvements	Construct sidewalks, crossing improvements for access to transit and bike improvements, and install left turn lane at the Capitol/Burlingame intersection.	\$	\$1,403,000	21
9014	Fanno Creek Trail - Tualatin River to Tigard St.	Complete gaps along the Fanno Creek multiuse path from the Tualatin River to Tigard Library and from Pacific Hwy-99W to Tigard Street. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	\$	\$3,000,000	19
3017A	Capitol Hill Rd bikeway - from SW Barbur Blvd to SW Bertha Blvd.	Multiple bicycle facility types: bicycle boulevard or enhanced shared roadway (Barbur - Troy; 21st - Custer); bicycle boulevard or advisory bike lane (Troy - 21st); enhanced shared roadway (Custer - Bertha)	¢	\$164,000	18
3017B	Capitol Hill Rd sidewalks - from SW Barbur Blvd to SW Bertha Blvd.	Install sidewalk on Capitol Hill Road from Barbur to Bertha.	\$	\$1,400,000	
1134	Boones Ferry Road (reconstruct/widen from Martinazzi to Lower Boones Ferry)	Reconstruction/widen to 5 lanes or for transit from Martinazzi to Lower Boones Ferry Road, including bridge.	\$\$\$	\$12,300,000	16
6022	I-405 Bike/Ped Crossing Improvements	Improve opportunities for bicycles and pedestrians to cross over/under I-405 on Harbor Drive, Naito Parkway, 1st, 4th, 5th, 6th and	\$	\$5,000,000	16

		Broadway.			
5013	Naito/South Portland Improvements (left turn pockets with bike/ped and remove tunnel, ramps and viaduct)	Reconstruct Naito Pkwy as two-lane road w/bike lanes, sidewalks, left turn pockets, & on-street parking. Remove grade separation along Naito at Barbur Blvd. (tunnel), the Ross Island Bridge, Arthur/Kelly (viaduct), and the Grover pedestrian bridge.	\$\$\$\$	\$39,695,079	14
3028	Inner Hamilton bikeway - from SW Terwilliger Blvd to SW Corbett Ave.	Enhanced shared roadway. Includes connection to Terwilliger on SW Hamilton Terrace	¢	\$90,000	13
1100	Hall/Hunziker/Scoffins Intersection Realignment	Realign offset intersection to cross intersection to alleviate congestion and safety issues	\$	\$5,000,000	11
2004	26th Ave, SW (Spring Garden - Taylors Ferry): Pedestrian Improvements	Construct a walkway for pedestrian travel and access to transit and install street lighting	¢	\$350,000	11
6013	Barbur/PCC ped/bike Connection	Neighborhood greenway connection between Barbur and PCC via SW 53rd.	¢	\$250,000	11
9023	Tualatin River Pathway	Develop a continuous multi-use pathway along the Tualatin River from Boones Ferry Road under I-5 to the Tualatin River Greenway and Browns Ferry Park. Listed as a Regional Bicycle Parkway and Regional Pedestrian Parkway in the Regional Active Transportation Plan (5/9/13).	\$\$	\$8,600,000	11
1098	Hall Boulevard Widening, Bonita Road to Durham	Widen to 3 lanes or for transit; build sidewalks and bike lanes; safety improvements (construct 3 lanes with development, preserve ROW for 5 lanes)	\$	\$3,000,000	10
3044	Middle Barbur bikeway - from SW 23rd Ave to SW	Separated bicycle route in-roadway. Listed as a Regional Bicycle Parkway	\$	\$1,650,000	10

	Capitol Hwy-Barbur Blvd Ramp.	in the Regional Active Transportation Plan (5/9/13).			
5035	Hall Boulevard Widening, Highway 99W to Fanno Creek	Widen to 3 lanes or for transit plus on-street parking (or potential 5 lanes); build sidewalks and bike lanes; safety improvements	\$	\$2,500,000	10
6003	Multnomah viaduct bicycle and pedestrian facilities	Construct new bicycle and pedestrian facilities on Barbur at/parallel to Multnomah Blvd. viaduct	\$	\$1,664,243	10
2027	Pedestrian Overpass of I-5 near Markham School	Construct pedestrian path and bridge over Barbur Blvd. and I-5 to connect SW Alfred and SW 52nd to the rear of Markham School, or other appropriate location.	\$\$	\$10,000,000	9
9053	Ped/Bike Connection between Tigard Triangle and PCC-Sylvania	Provide pedestrian/bicycle connection between the Tigard Triangle area and PCC-Sylvania	\$	\$1,000,000	9
1107	Hwy. 217 Over-crossing - Beveland/Hampton Connection	Build new connection between Hunziker Road and 72nd Avenue at Hampton or Beveland, requires over-crossing over Hwy 217, revises existing intersection.	\$\$\$\$	\$51,400,000	8
2011	Connections to Transit/Transit Improvements: Barbur & Taylors Ferry	New steps/ramp connecting SW Taylors Ferry frontage road to Barbur across from transit center at existing signalized crossing.	¢	\$50,000	8
3128	Pacific Hwy-99W Bike Lanes in Tigard	Fill in gaps in bike lanes along Pacific Hwy-99W within the Tigard city limits. Listed as a Regional Bicycle Parkway in the Regional Active Transportation Plan (5/9/13).	\$	\$500,000	8
2045	72nd Avenue sidewalks: 99W to Bonita	Complete gaps in sidewalk on both sides of street from Highway 99W to Bonita Road	\$	\$2,500,000	7

3101	Vermont-Chestnut bikeway -from SW Capitol Hwy to SW Terwilliger Blvd.	Bicycle boulevard	¢	\$238,000	7
3038	Lower SW 1st bikeway - from SW Barbur Blvd to SW Arthur St.	Multiple bicycle facility types: separated in-roadway (Corbett: Gibbs - Grover); bicycle boulevard (all other segments). Includes connection to SW Kelly Ave on SW Grover St and SW Corbett Ave	¢	\$219,000	7
6021	Hood Avenue Pedestrian Improvements (Lane to Macadam)	Install sidewalk with barrier along east side and pedestrian crossing at Lane Street.	\$	\$1,000,000	7
2041	SW 19th Ave sidewalks: Barbur - Spring Garden	Construct new sidewalks where none exist (DA)	¢	\$415,000	6
2057	Hall Boulevard sidewalks: Hunziker to city limits	Complete gaps in sidewalk on alternating sides of street from Hunziker Street to the South City Limits.	\$	\$1,800,000	6
2090	Hall Blvd sidewalks: Locust to Hunziker	Locust St to Hunziker St - pedestrian infill	\$	\$2,000,000	6
3033A	Inner Troy bikeway -from SW Capitol Hwy to SW Capitol Hill Rd.	Bike boulevard from SW Capitol Hwy to SW Capitol Hill Rd	¢	\$114,000	6
3033B	Inner Troy sidewalks - from SW Capitol Hwy to SW Capitol Hill Rd.	Install sidewalk from SW Capitol Hwy to SW Capitol Hill Rd.	\$	\$1,200,000	
5036	Hall Boulevard Widening, McDonald Street to Fanno Creek including creek bridge	Widen to 3 lanes or for transit; preserve ROW for 5 lanes; build sidewalks and bike lanes; safety improvements	\$\$\$	\$12,500,000	6
3117	72nd Avenue bikeway:	Install bike facilities on both sides of the street from Highway 99W to	\$	\$2,000,000	5

	99W to city limits	South City Limits			
6026	Pomona St: Bicycle and Ped improvements (35th to Barbur)	provide bike lanes and sidewalks	\$	\$2,700,000	5
9066	North/South I-5 Parallel Path in Tualatin	Ped/bike pathway	\$\$	\$9,000,000	5
2076	Tigard Transit Center 99W sidewalk infill.	Build sidewalks that are at least 10 ft. wide along SW Pacific Hwy (99W), where there are none, and widen existing sidewalk corridors all along 99W, so there is landscaped buffer between pedestrians and the motor vehicles.	\$	\$500,000	4
9057	Nyberg Creek Greenway	Connecting east and west of I5 then north and south to Hwy 99 to I5 bikeway (south) and Tualatin River Greenway (north)	\$	\$1,000,000	4
2046	72nd Avenue sidewalks: Upper Boones Ferry to Durham	Install sidewalk on both sides of street from Upper Boones Ferry Road to Durham Road	\$	\$800,000	3
2058	Hunziker Street Sidewalks: 72nd to Hall	Install sidewalk on both sides of the street from 72nd Avenue to Hall Boulevard	\$	\$540,000	3
2077	Tigard Transit Center crossing improvements.	Shorten crossing distances, make crosswalks more visible, and provide more time for pedestrians to cross at the intersections of 99W and SW Greenburg Rd., 99W & SW Hall Blvd., and 99W & SW Dartmouth St.	\$	\$750,000	3
3069A	Spring Garden, SW (Taylors Ferry - Capitol Hwy): Bikeway	Complete bicycle boulevard and bike lanes.	\$	\$4,165,000	3
3069B	Spring Garden/Dolph Ct, SW (Capitol Hwy - Barbur): Sidewalks	Install sidewalk along Dolph Ct from Capitol Hwy to 26th Way and along Spring Garden from 26th Way to	\$	\$1,700,000	

		Barbur.			
5057	SW 53rd and Pomona (improves safety of ped/bike users)	Reconfigure and improve intersection to manage traffic turning speeds, and improve safety of ped/bike users between Barbur and Pomona.	¢	\$500,000	3
6049	Boones Ferry Sidewalks (Upper)	Improve sidewalks and bicycle lane on Upper Boones Ferry Road from north of Durham Road to Afton Lane	¢	\$100,000	3
1077	Ash Avenue railroad crossing (new roadway)	Extend Ash Avenue across the railroad tracks from Burnham to Commercial Street.	\$	\$3,000,000	2
1078	Atlanta Street Extension (new roadway)	Extend Atlanta Street west to Dartmouth Street	\$\$	\$3,800,000	2
2054	Commercial Street sidewalks: Main to Lincoln	Install sidewalks on both sides of the street from Main Street to Lincoln Street	¢	\$110,000	2
2066	Tigard Town Center (Downtown) Pedestrian Improvements	Improve sidewalks, lighting, crossings, bus shelters and benches throughout the downtown including: Highway 99W, Hall Blvd, Main Street, Hunziker, Walnut and neighborhood streets.	\$	\$4,880,000	2
2079	Tigard Transit Center pedestrian path	Formalize the informal path running from Center Street to SW Commercial St. to SW Hall Blvd., by paving it, making it ADA accessible, providing lighting, and wayfinding signage.	¢	\$100,000	2
2080	Tigard Transit Center sidewalk infill.	Build sidewalks, where there are none, along SW Scoffins St. & SW Ash St. These streets are near the Tigard Transit Center and provide access to it. Ensure there is a landscaped buffer between	¢	\$100,000	2

		pedestrians and motor vehicles.			
3121	Bonita Road bike lanes: 72nd to Bangy	Install bike lanes from 72nd Avenue to Bangy Road	ç	\$200,000	2
3129	Tigard Transit Center Bicycle Hub	Provide bicycle hub at Tigard Transit Center	ç	\$23,000	1
5024	68th Avenue (widen to 3 lanes)	Widen to 3 lanes or for transit including sidewalks and bike lanes between Atlanta Street and south end	\$\$\$	\$13,500,000	0
6001	Bonita Rd. sidewalks and bike lanes - Carman Dr. to Bangy Rd.	Sidewalks and bike lanes; supplement to Tigard project #3121 which continues to 72nd.	ç	\$300,000	0

DRAFT

Addendum 2: Complete list of public comments

Q4 Comments on station location preferences

Answered: 78 Skipped: 294

#	Responses	Date
1	<p>Barbur Blvd. Bus service improvements congestion disadvantages Hillsdale identified need Land use connections Multnomah Village safety tunnel Strongly endorse the tunnel route for the proposed SW MAX line. Further, no lane reductions should be allowed on Barbur Blvd. Barbur serves as a major thoroughfare and emergency outlet for N-S traffic when there is a blockage on I-5. Keep in mind that Portland although about the 25th size in Market in the Use is the 7th most rush hour congested market. This condition occurs because there are not enough "relief" routes in the Portland area for situations where Freeway traffic is blocked or restricted. Leaving Barbur as a full 4 lane Hwy with existing speeds and vehicle capacity is good for the economy of Portland and that is the most important decision to be made in Transit planning. TriMet has previously heard from SWTrails.org that a "circulator" bus service connecting Barbur Transit, Hillsdale, and Multnomah Blvd. This transit service could/should serve any Barbur Blvd needs for a Max line that is routed through our existing villages of Multnomah, and Hillsdale.</p>	4/28/2014 9:20 AM
2	<p>disadvantages Multnomah Village The only one I'd like to see avoided is Multnomah Village. Putting a rail through there would run the feel and nature of that great area. Going by on Multnomah Blvd. might be OK. But you can get close with other options near by.</p>	4/25/2014 4:24 PM
3	<p>Barbur Blvd. Bus service improvements Hillsdale identified need Multnomah Village neighborhoods suggested route Suggested station tunnel The long tunnel route that serves existing neighborhood villages is by far the best option for MAX. No traffic lanes should be considered for removal from Barbur Blvd as it is a very important auto route that needs to maintain capacity as is. Recently Portland planners conducted a planning exercise called the "Barbur concept plan" that plan did not make any mention of a possible tunnel and route out to the existing villages, however that plan was adopted. Adding these new "concept villages" on Barbur is a contrivance that could and should be avoided, Barbur is a classic nostalgic "route 66" style roadway that serves a purpose in our community as it is, leave Barbur alone. The transit center at Barbur and Cap Hwy should be 2-3 decks high with Max entering to facilitate PARK and RIDE capacity currently for neighbors more than walking distance away the Barbur Transit Center is completely full and not usable for mid-day travel to downtown Portland. Also mentioned at recent Metro meeting with SW Trails is the need for a circulator bus system between Barbur, Hillsdale, and Multnomah Village. A circulator system like this would serve transit riders on Barbur directly that need to be moved to the Max Stations located in the Villages of Multnomah and Hillsdale. It will be a really sad day if MAX travels on Barbur Blvd with a reduced lane configuration, we Portlanders need to remember that a key component of a vital Portland is the ability of people moving to and from work to do so with relative ease, in a vehicle, if that is their choice.</p>	4/25/2014 4:12 PM
4	<p>advantages Multnomah Village neighborhoods Suggested station There are many neighborhoods that would benefit from a station at Multnomah Village.</p>	4/25/2014 4:09 PM
5	<p>advantages suggested route Naito/Whitaker Naito is more central and serves east and west better.</p>	4/25/2014 1:46 PM
6	<p>Bus service improvements Cost Process comment RE: survey Suggested station Transit connections Only one station Tigard for both LRT or HCT. LRT end Tigard Triangle South Other station choices: I do not have sufficient facts to make a considered choice. Tualatin wants local transit and hope TriMet still has money after SW Cor. is built and operating to provide or participate with us in local transit which connects to other communities and transit modes.</p>	4/25/2014 1:25 PM
7	<p>disadvantages OHSU Terwilliger 3th Ave much preferable to Terwilliger Blvd or Multnomah Blvd. Must, must, must, must serve OHSU Marquam; whatever best option is</p>	4/25/2014 1:19 PM
8	<p>Bridgeport Suggested station Tigard Triangle Bridgeport</p>	4/25/2014 1:09 PM
9	<p>Suggested station South Waterfront (not on map)</p>	4/25/2014 12:51 PM
10	<p>OHSU PCC You need to serve OHSU & PCC with convenient service</p>	4/25/2014 11:52 AM
11	<p>Suggested station 2D; 13th Avenue</p>	4/25/2014 11:46 AM
12	<p>Bridgeport Suggested station Bridgeport</p>	4/25/2014 11:43 AM
13	<p>Bridgeport Suggested station Bridgeport</p>	4/25/2014 11:42 AM

Southwest Corridor station areas & multimodal projects

14	Bridgeport Suggested station 5D: Bridgeport Village - East	4/25/2014 11:40 AM
15	Suggested station Downtown Portland	4/25/2014 11:37 AM
16	Bridgeport disadvantages Transit connections Boonse Fr. Rd. = Terrible align. Bridgeport @ terminus. Use circulator busses.	4/25/2014 11:34 AM
17	Suggested station 4G: closest to Lake Grove	4/25/2014 11:31 AM
18	Bike and/or ped suggested route 5F: Strong pedestrian crossing stopping short of Lower Boones. Don't turn on Nyberg.	4/25/2014 11:29 AM
19	Cost Identified need Indirect/ unrelated This suggestion would require and common pass good for 1-x, WES + HCT + TriMet + Chermots in Salem for max benefits-Concept: change based on likely use of a common pass. i.e. look at statistical projections of use to price 1 pass. Only 1 suggested needed in all scenarios.	4/25/2014 11:25 AM
20	Safety keep druggies and criminals out of Tigard and please stop this boondoggle	4/25/2014 6:57 AM
21	advantages Employment center Hillsdale Suggested station Hillsdale is an active "Town Center" and must not be bypassed.	4/24/2014 12:33 PM
22	Hillsdale Multnomah Village did not pick Multnomah Village or Hillsdale, or the existing transit stations, because I am assuming they will have adequate service	4/23/2014 9:19 AM
23	Safety Keep those criminals and druggies away from my family and the school...	4/23/2014 8:01 AM
24	Barbur Blvd. suggested route Run transit line along Barber Blvd.	4/22/2014 8:22 PM
25	advantages Barbur Blvd. Employment center Hillsdale OHSU While the Barbur corridor would be an easy site to build on, OHSU and Hillsdale are the lifeblood of inner SW Portland and should continue to be. Providing service to Portland's largest employer and to it's nearest community is a critical step in maintaining sustainability and livability in the region.	4/22/2014 11:29 AM
26	RE: survey two stations labeled B on map 1	4/22/2014 11:00 AM
27	advantages Transit connections The concept of HCT as a high-speed spine connecting various (hopefully to-be-improved) local transit options makes good sense.	4/22/2014 10:59 AM
28	congestion disadvantages Employment center suggested route This whole thing is sooooo stupid...if HCT is forced upon us it should be going down 99W the major business district in Tigard...75% of travel in the metro area is not commuting, it is shopping, going to doc, attending events, deliveries, etc...and HCT will not reduce that kind of traffic and congestion one bit...	4/22/2014 7:22 AM
29	advantages Barbur Blvd. Hillsdale suggested route I do not want light rail or major transit to run through the town center of Hillsdale. Barbur Blvd is a better option and is close enough to serve our town center.	4/21/2014 2:55 PM
30	RE: survey Stations for what?	4/21/2014 8:39 AM
31	advantages Land use connections neighborhoods I'd like to see the extg. neighborhood hubs connected to one another. Then the services I need are easily reachable beyond each neighborhood center.	4/21/2014 8:24 AM
32	Barbur Blvd. disadvantages Naito suggested route Naito at Gibbs or in that vicinity NOT on Barbur	4/21/2014 8:07 AM
33	Barbur Blvd. Multnomah Village RE: survey know you said to refer to the map, but some people won't and "Multnomah Blvd." will confuse some people. It should have been "Multnomah Blvd @ Barbur" for clarity!	4/19/2014 10:25 AM
34	Barbur Blvd. Bike and/or ped Identified need OHSU Safety Terwilliger there needs to be safe pedestrian passage for people needing to go from Barbur Blvd. to Terwilliger and up to OHSU.	4/19/2014 10:20 AM
35	RE: survey No opinion on outer SW locations.	4/18/2014 5:40 PM
36	Bridgeport suggested route Transit connections King City/Durham/ Bridgeport would be a good connecting route to HCT	4/18/2014 3:02 PM

Southwest Corridor station areas & multimodal projects

37	<p>advantages Development/ Redev Identified need Land use connections neighborhoods OHSU PCC Suggested station Transit connections 1.-OHSU is the biggest employer, and the hill is terrible w/o transportation. 2.-purported to become a town center; 3.-PCC needs a station, but should be moved a bit north to edge of campus so that it can be accessed by residents when the college is closed; 4.-this is the most important growth area for Tigard; 5.-this would allow connectivity between WES (the most underutilized existing service in the region) and the SW Corridor.</p>	4/18/2014 2:25 PM
38	<p>Identified need Suggested station Qualatin needs to have a true transit center defined</p>	4/18/2014 7:08 AM
39	<p>Identified need PCC Lots of students at PCC would appreciate better public transit - and parking is always an issue on campus</p>	4/18/2014 6:47 AM
40	<p>OHSU suggested route Suggested station Transit connections If I could select 6, I would also include OHSU. I'm assuming that this route would connect to downtown Portland (that wasn't one of the station options) but is critical for my using the line. Preference would be to line up with 5th/6th stations.</p>	4/17/2014 9:55 PM
41	<p>advantages Hillsdale Land use connections Multnomah Village neighborhoods PCC travel mainly between Multnomah Village and PCC, and Multnomah Village and Hillsdale and downtown. I specifically chose this neighborhood because it is near my workplace. I do not believe anyone should travel more than a couple of miles from home to work.</p>	4/17/2014 8:48 PM
42	<p>advantages Development/ Redev neighborhoods combo of established neighborhoods and those with development/redevelopment potential</p>	4/17/2014 4:51 PM
43	<p>Employment center OHSU If this HCT project does not directly serve the City of Portland's largest employer directly then I would consider the regional investment to have been wasted and not worth the investment.</p>	4/17/2014 2:37 PM
44	<p>advantages Barbur Blvd. Bike and/or ped disadvantages Naito OHSU suggested route feel the Light Rail should go up Naito and Not Barbur Blvd. Naito is currently a 4 lane between I405 and the merge at Barbur. This would accommodate LR as well as cars and possibly bikes. This road is totally underused the majority of the day. Barbur, on the other hand, between 405 and Hamilton is not wide enough to accommodate LR, cars and bikes. Naito is the obvious choice for me, with a stop at Gibbs or Whitaker--connects with ped. bridge to OHSU.</p>	4/17/2014 12:44 PM
45	<p>Employment center Identified need OHSU Suggested station Transit connections OHSU is a major commuter destination and the site is very poorly served by roads and public transit. It needs a direct connection.</p>	4/16/2014 9:56 PM
46	<p>PCC Suggested station PCC station could also work from 53rd if not on campus.</p>	4/16/2014 2:04 PM
47	<p>Barbur Blvd. Bike and/or ped disadvantages Naito suggested route Transit connections 1b but only on Naito not Barbur Blvd because Naito is wide enough to accommodate HCT, cars, bikes and peds and more easily ties into the Milwaukie line on 1st.</p>	4/16/2014 1:28 PM
48	<p>Employment center OHSU suggested route tunnel Direct connection via tunnel to OHSU makes a lot of sense as this area is the largest commuter traffic from the southwest.</p>	4/15/2014 11:35 AM
49	<p>RE: survey the materials are really hard to decipher</p>	4/15/2014 11:32 AM
50	<p>Development/ Redev Identified need Land use connections These selection bear in mind the least disruption to local businesses along the corridor. The Southwest Corridor is NOT only a transit corridor it is a Commerce Corridor as well, we want a thriving business community with multi-use housing and business projects along the corridor, not just convenient way stations for people passing through!</p>	4/15/2014 11:32 AM
51	<p>Hillsdale Identified need neighborhoods Transit connections Connection access is very important to those living in the Hillsdale neighborhood.</p>	4/15/2014 11:22 AM
52	<p>Bike and/or ped Indirect/ unrelated Please ban light rail from being expanded. The Willamette Shore Trolley needs to become a trail.</p>	4/15/2014 10:45 AM
53	<p>advantages Cost Hillsdale OHSU Suggested station The elevator OHSU idea is an adequate and far cheaper alternative but be sure to include Hillsdale.</p>	4/15/2014 10:17 AM
54	<p>congestion disadvantages Identified need Terwilliger Need to avoid Terwilliger curves congestion, Need for fewer stops to downtown otherwise distance commuters will have less incentive to use.</p>	4/15/2014 10:00 AM

Southwest Corridor station areas & multimodal projects

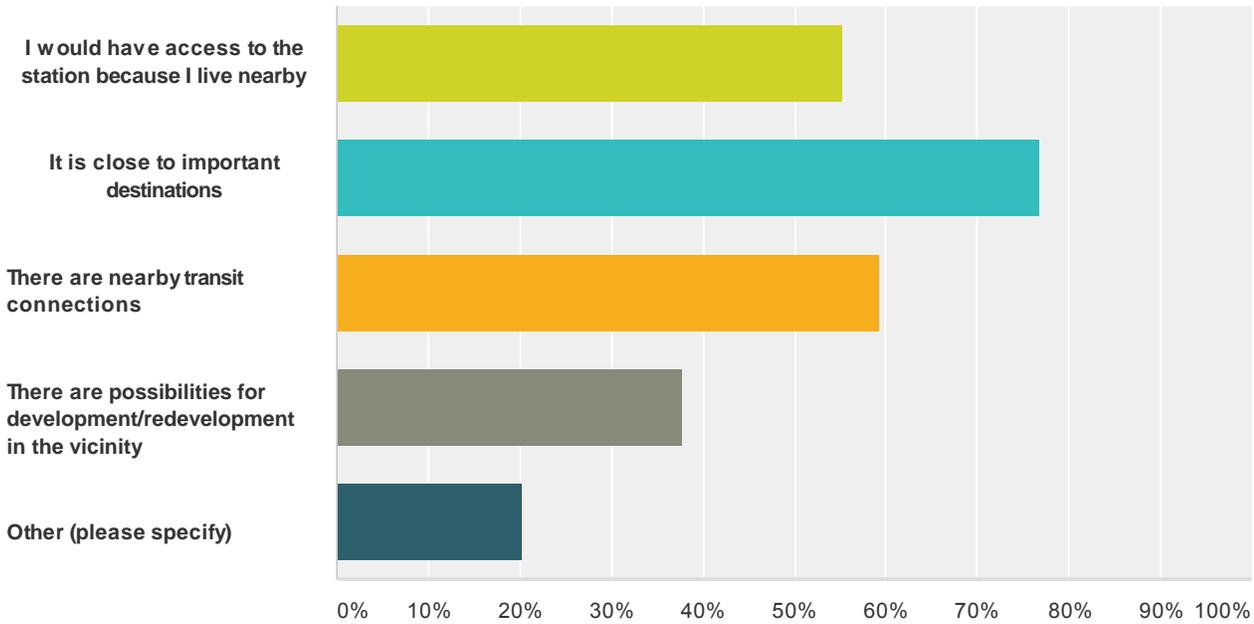
55	Development/ Redev Ridership and development are key. whatever is most effective to get people out of cars.	4/15/2014 7:01 AM
56	RE: survey 5 stations is not enough for the SW Portland segment of the SW Corridor.	4/14/2014 5:03 PM
57	Barbur Blvd. Bike and/or ped Bus service improvements disadvantages Identified need Multnomah Village Safety transit connections The areas surrounding Multnomah Village have terrible non-car transit options now. Of the bus lines, there is a significant walk on roads with no sidewalks to get to any high-capacity line (Beaverton-Hillsdale Highway or Barbur Blvd.) and bike/pedestrian infrastructure is terrible.	4/14/2014 9:55 AM
58	advantages disadvantages neighborhoods OHSU suggested route Suggested station Tunnel Best option at north end is shortest tunnel route, starting at lower OHSU station and with underground station at upper OHSU. This serves both without doing harm to the intervening neighborhood	4/13/2014 3:57 PM
59	Employment center Land use connections suggested route Suggested station Transit connections 3D & 5F should be end-of-line stations only. 3D should not be a pass-through into Tigard. In area 5 there could be a station at 72nd and Durham at the old Stubbs lumber yard, serving business and homes. In area 3 there should be no centers at 53rd or at Comus – use transit at these points to connect to HCT.	4/13/2014 2:04 PM
60	Barbur Blvd. Development/ Redev Multnomah Village OHSU PCC RE: survey suggested route Suggested station tunnel This request to list 5 station areas demonstrates major flaws in this process since it appears to assume that the project should be a single mode throughout the Corridor area. It should not be done this way in order to serve OHSU the medium tunnel with a deep station and elevators to Pill Hill should be built and people movers to Barbur at one location should be developed. The project should shift to BRT at a station area in the 13th -19th - Multnomah area (where the Barbur Concept plan demonstrated the culture from urban to suburban shifts) which could access Terwilliger - Spring Garden & 35th with right sized transit and feed BRT onto Multnomah & Barbur Southbound. Splitting the system with probably allow us to find adequate ground further out to support the 50% requirement especially in the area from PCC . This arrangement has to be supported by full interchange at 25th Ave. that will allow the removal of the Taylors Ferry off ramp and the relocation of the Spring Garden northbound and moving the 24th off ramp southbound along with the creation of a desperately needed south bound on ramp. If the decision makers really have stones they'll extend 25th Ave. South for (BRT only?) and use a 35th-Stephenson- Boones Ferry Road . The BRT up to and thru the Crossroads should be based on the Barbur Concept and Streetscape plans with circles in the Cross roads area that are supportive of a Capitol Highway- 49th to PCC upgrade. A Capital and Comus station is best reflective of the geography of this area and occurs in a location where there is a potential for appropriate redevelopment and disbursal of stormwater load into several basins Once you've shifted to BRT at the N. Capitol Hill	4/13/2014 11:41 AM
61	Employment center OHSU Highest priority should be a direct, fast and convenient access to the OHSU-Veterans Hospital-Shriners complex that is one of the highest employment centers in Portland	4/12/2014 9:15 PM
62	Employment center neighborhoods transit connections Very hard to pick as most of these have merit and need to be included. I prioritize serving residential neighborhoods over employment centers because if people can catch transit from their houses they are more likely to use it.	4/12/2014 5:36 PM
63	Process comment Stop this bcc program before it is a sink like CDC...it will never pass	4/12/2014 11:43 AM
64	Cost Identified need Road improvements Please stop trying to ram this HCT down our throats...we need bigger and better roads...light rail will just move people from the bus to the train at a huge cost...	4/12/2014 10:42 AM
65	Bus service improvements disadvantages identified need Road improvements I am opposed to any light rail project coming to Tualatin. There are cities with more population than our entire state. Light rail is not the answer to our transportation problems. We need to improve our road system. Public transportation should be looking at an upgraded bus system, both large and small.	4/12/2014 9:15 AM
66	Identified need Land use connections Burlingame could be important, as the connection to Lewis and Clark, and Lake Oswego. Needs a Park and Ride (Privatized ??) for LO access to relieve Macadam and I-5	4/12/2014 9:02 AM

Southwest Corridor station areas & multimodal projects

67	<p>advantages Barbur Blvd. Cost disadvantages Naito suggested route Tunnel The line should run up Naito and connect with Barbur at Naito. Its already a wide street that can accommodate the tracks and it is easily accessible from S. waterfront and the entire Lair Hill Neighborhood. I don't think a tunnel should be built; it is too expensive. Most of the day Naito is underutilized and this would be a perfect street for MAX</p>	4/12/2014 6:44 AM
68	<p>Development/ Redev disadvantages neighborhoods Tigard is a Suburban community, we would like to keep it that way. Build a bypass & keep your high capacity housing to Portland.</p>	4/12/2014 6:15 AM
69	<p>Barbur Blvd. Bike and/or ped Identified need neighborhoods For local neighbors The Barbur Transit station is not useful because it is always FULL. I live 1 mile away. This station needs to be expanded maybe a second level and a walkway across Barbur to that 2nd level which could be built almost at grade to the West</p>	4/11/2014 6:10 PM
70	<p>Development/ Redev disadvantages neighborhoods Safety Keep it away from my house...I don't need the crime, drugs, to fight to park in front of my own home or to deal with the added people coming into my neighborhood...</p>	4/11/2014 5:37 PM
71	<p>Barbur Blvd. Employment center Land use connections neighborhoods OHSU Suggested station Need to serve OHU Marquam Hill and South Waterfront. You also need to follow the Barbur Concept Plan and have more stations. SW Portland and its residents should be served by this project, not just have it run through the area.</p>	4/11/2014 4:22 PM
72	<p>Barbur Blvd. Bridgeport Hillsdale OHSU suggested route Suggested station OHSU, Hillsdale, Burlingame, Barbur TC, Tigard Triangle S, Bonita, Bridgeport. I would like the committee to consider two routes: one from Tigard to Portland, the other from Tualatin to Portland. Tualatin-Tigard already has the WES serving it.</p>	4/11/2014 3:08 PM
73	<p>disadvantages Multnomah Village Suggested station No station in Multnomah Village, please!</p>	4/11/2014 3:06 PM
74	<p>Barbur Blvd. Cost disadvantages neighborhoods OHSU Tunnel I strongly prefer the tunnel option under OHSU rather the less expensive but much less desirable concept of track on Barbur Boulevard through Lair Hill and Homestead neighborhoods. The latter option is NOT appropriate.</p>	4/11/2014 1:56 PM
75	<p>RE: survey This isnt helpful. What are the trade-offs of these choices?</p>	4/11/2014 1:43 PM
76	<p>Transit connections We already have WES and #76 #96 that you have to drive to anyway, why this as well?</p>	4/11/2014 1:38 PM
77	<p>advantages Cost This transit project needs an emphasis on commuters, and should have limited stops for effectiveness and cost efficiency.</p>	4/11/2014 1:38 PM
78	<p>Process comment I voted to require a vote prior to installing high capacity transit solutions in Tigard because I believe in more community voices in the planning process.</p>	4/11/2014 1:31 PM

Q5 Please choose the general selection criteria you used (select all that apply):

Answered: 228 Skipped: 144



Answer Choices	Responses
I would have access to the station because I live nearby	55.26% 126
It is close to important destinations	76.75% 175
There are nearby transit connections	59.21% 135
There are possibilities for development/ redevelopment in the vicinity	37.72% 86
Other (please specify)	20.18% 46
Total Respondents: 228	

#	Other (please specify)	Date
1	Advantages Development/ redev New development would be possible.	4/25/2014 4:52 PM
2	Employment center The biggest employer in the city is located here	4/25/2014 4:00 PM
3	Advantages Also near were I work	4/25/2014 3:20 PM
4	Employment center OHSU PCC There are large employers/ colleges near some (OHSU, PCC)	4/25/2014 1:19 PM
5	Advantages Will stretch transit options farthest out	4/25/2014 1:15 PM
6	Advantages Neighborhoods It is not close to our home	4/25/2014 12:58 PM
7	Advantages Large population close	4/25/2014 11:37 AM
8	Advantages Employment center Neighborhoods Makes the most sense for the corridor for employment/ residence	4/25/2014 11:29 AM
9	Advantages Transit connections It supports "rapid" express movements between Salem, Portland and w/sw communities inclusive of 1-x bus + WES. This station [Tigard Transit Center] would be valuable in all scenarios whether express/ high capacity or both, in all modes whether bus, rail, or hybrid solution.	4/25/2014 11:25 AM

Southwest Corridor station areas & multimodal projects

10	Advantages Employment center Transit connections Serves employment centers, would hopefully decrease use of cars by encouraging use of transit connections to HCT lines to destination centers	4/25/2014 11:09 AM
11	Safety keeps drugs and crime away from me and high school	4/25/2014 6:57 AM
12	Advantages Transit connections already well used transit sites with buses	4/24/2014 4:28 PM
13	PCC Access to PCC	4/24/2014 12:27 PM
14	Disadvantages There is room for park & ride	4/23/2014 9:19 AM
15	Safety It keeps the druggies and criminals away from my family and the high school	4/23/2014 8:01 AM
16	Suggested station There aren't a 99w station or I would have chosen them...	4/22/2014 7:22 AM
17	RE: survey Is this about light rail?	4/21/2014 8:39 AM
18	Advantages Land use connections transit needs to serve more than commuters...I'd like to be able to hop on light rail to get to a pub on the weekend or take a class at the Mult. Arts Center	4/21/2014 8:24 AM
19	Advantages Land use connections Neighborhoods Allows my neighborhood to connect better with surrounding communities & destinations	4/19/2014 10:25 AM
20	Employment center Identified need OHSU Suggested station Transit connections OHSU is largest employer in PDX, needs direct regional transit connection	4/18/2014 5:40 PM
21	Advantages Employment center Suggested station Directly serving largest City of Portland employer would significantly reduce vehicle trips.	4/17/2014 2:37 PM
22	Disadvantages Not served well currently	4/17/2014 12:31 AM
23	Disadvantages Neighborhoods Existing neighborhoods already irreversibly impacted	4/15/2014 4:36 PM
24	Advantages Barbur Blvd. Development/ redev improvement/development on SW Barbur important.	4/15/2014 11:22 AM
25	Advantages Land use connections Parks are nearby.	4/15/2014 10:45 AM
26	Bike and/or ped Focus on bicycle/ped projects	4/15/2014 7:20 AM
27	Land use connections Neighborhoods It is important to serve destinations and residents south of I - 5 barrier	4/14/2014 5:03 PM
28	Transit connections HCT focal points, with links to mass transit.	4/13/2014 2:04 PM
29	Bike and/or ped Fits with the mixed mode culturally sensitive scenario that I am recommending.	4/13/2014 11:41 AM
30	Neighborhoods It serves current southwest residents	4/12/2014 5:36 PM
31	Transit connections Need access either by an east-west connection or better support on SW Boones Ferry Road	4/12/2014 4:44 PM
32	RE: survey Mult reasons u don't have listed here	4/12/2014 11:43 AM
33	RE: survey Many reasons none of which you have listed	4/12/2014 10:42 AM
34	Advantages OHSU PCC Suggested station Need to serve the principal trip attractors as conveniently as possible to attract ridership from driving, and save the cost of all those PCC and OHSU shuttles.	4/12/2014 9:02 AM
35	Bus service improvements Need daily service to downtown Portland	4/11/2014 7:02 PM
36	Advantages Seems right for many reasons	4/11/2014 5:56 PM
37	Disadvantages Neighborhoods It is where it needs to be for people to use it and keeps it out of my neighborhood	4/11/2014 5:37 PM
38	Disadvantages Process comment None of the wasted time you have spent and selected.	4/11/2014 5:05 PM
39	Identified need Multnomah Village Multnomah Village has important services for seniors and low-income people who are best served by transit	4/11/2014 4:20 PM
40	Indirect/ unrelated RE: survey No I will not.	4/11/2014 4:16 PM
41	Advantages Suggested route Most direct route.	4/11/2014 3:08 PM

Southwest Corridor station areas & multimodal projects

42	Development/ redev Disadvantages keep away from my commercial buildings	4/11/2014 2:29 PM
43	Development/ redev OHSU What is now the campus of OHSU will eventually be highrise housing with thousands of daily transit users.	4/11/2014 1:56 PM
44	Cost Development/ redev Which is most cost effective? revenue to capital cost? What are the impacts?	4/11/2014 1:43 PM
45	Cost We have limited tax dollars to waste, let's work on something we really need	4/11/2014 1:38 PM
46	Indirect/ unrelated big increase	4/11/2014 12:21 PM

Q6 Comments on station location selection criteria

Answered: 38 Skipped: 334

#	Responses	Date
1	Bus service improvements Transit connections Help Portland become a transit-easy area for everyone.	4/25/2014 4:52 PM
2	Advantages I can't wait to see this happen. I'd use it a lot.	4/25/2014 4:24 PM
3	Barbur Blvd. Congestion Multnomah Village OHSU Tunnel The long tunnel w direct service to OHSU and Multnomah is preferable. Eliminating auto capacity on Barbur with bus rapid transit will adversely affect overall congestion during peak periods.	4/25/2014 3:58 PM
4	Bike and/or ped More emphasis on bikes and pedestrians to access stations	4/25/2014 1:46 PM
5	Indirect/ unrelated [About "There are nearby transit connections" selection criterion] What transit service?	4/25/2014 11:52 AM
6	Bus service improvements Disadvantages Many people in Durham wouldn't take the bus, they are aging	4/25/2014 11:34 AM
7	Cost this hct is a waste and not wanted	4/25/2014 6:57 AM
8	Employment center Hillsdale Land use connections Multnomah Village OHSU PCC Suggested station OHSU is an important destination, both for health care needs and as a large employer. Hillsdale town center serves 3 public schools, the public library, and has shopping destinations. PCC Sylvania has a tremendous need for reliable mass transit. Multnomah Village has important community services/centers as well as shopping opportunities that would benefit from reliable public transportation.	4/24/2014 1:36 PM
9	Safety Keep those druggies and criminals away from my family and the school...	4/23/2014 8:01 AM
10	Barbur Blvd. Complete street redesign on Barber Blvd. Make multiway Blvd where possible.	4/22/2014 8:22 PM
11	Safety Just keep the damn thing out of my neighborhood because it will just bring crime and drugs nearby the High School!	4/22/2014 7:22 AM
12	RE: survey Why isn't there more clarity about what this is about?	4/21/2014 8:39 AM
13	Process comment RE: survey I'm not familiar enough with the Tigard & Tualatin areas to make an informed choice (aeas 4 & 5)	4/20/2014 11:30 PM
14	Advantages Barbur Blvd. Cost Development/ redev Disadvantages Hillsdale Multnomah Village Suggested route Suggested station Transit connections Tunnel Light rail on Barbur is an easy but poor choice. Barbur is well served by buses, and commercial interests will develop it in time. Long tunnel gives faster service between Portland and outlying destinations, doesn't throttle traffic on Barbur, and connects communities surrounding Multnomah Village & Hillsdale to Portland, Tigard and Tualatin. It is a better long term investment, which is what this project is all about, even if it costs more up-front.	4/19/2014 10:25 AM
15	Advantages Disadvantages Tunnel These would all be great additions to regional transport, but best done using borehole tunnels, and light rail. BRT cannot provide the capacity and buses need to be replaced more frequently.	4/18/2014 2:25 PM
16	Transit connections at this time the city is only served by different bus routes with out a TC connection	4/18/2014 7:08 AM
17	Suggested station priority for educational facilities	4/17/2014 4:51 PM
18	Employment center Suggested station Demographic serving the City of Portland and region's largest employer directly is what this project is all about; convenient public transportation that will compete with the car.	4/17/2014 2:37 PM
19	Disadvantages Neighborhoods I guess anyone making a decision would have to consider which neighborhoods would be disrupted or tom apart.	4/15/2014 4:36 PM

Southwest Corridor station areas & multimodal projects

20	Transit connections Tunnel Make the surface street connection before considering the various tunnel options.	4/15/2014 11:22 AM
21	Indirect/ unrelated Please stop the light rail mafia.	4/15/2014 10:45 AM
22	Process comment RE: survey Various reasons below apply to different choices.	4/15/2014 10:17 AM
23	Barbur Blvd. Bike and/or ped The station areas on Barbur Blvd need vehicle traffic calming and improved pedestrian crossings before the land use vision can be acheived.	4/14/2014 5:03 PM
24	Advantages Barbur Blvd. Bike and/or ped Development/ redev Disadvantages Hillsdale Multnomah Village transit connections Primary purpose of HCT is getting people out of cars for routine trips. Lair Hill area does not benefit from a station - it's so close to downtown that walking or biking, and existing bus transit, are the best travel options. Likewise, locations south along Barbur have great redevelopment potential, much more so than Hillsdale or Multnomah.	4/13/2014 3:57 PM
25	Bus service improvements Process comment Transit connections Too many of the proposed "stations" make no sense whatsoever and would disrupt rather than serve the areas they are planned for. Whoever proposed them might as well have thrown a dart at a map. Put them where public transit exists/could exist as a connect point to HCT rather than trying to plan for a transfer-free ride.	4/13/2014 2:04 PM
26	Advantages Bridgeport Disadvantages PCC Suggested route Suggested station would not continue to consider serving downtown Tigard with this system. Coming off the PCC campus with a BRT bridge into the Tigard Triangle and double tracking a BRT system through it to an crossing of 217 at Bleveland makes sense as does going to point C at Hunizger but from there focus should be going south and east to a G spot at Bonita and I-5 that supports the Kruse Way employment and population complex in the best way this project. By doing this it can place as low a demand on the Fanno Creek drainage way as possible which the current G location and the proposed Central Tigard Spur clearly does not. Based on this recommendation I also support a East Bridgeport location for a station as much more culturally appropriate than a Lower Boones Ferry alignment.	4/13/2014 11:41 AM
27	Road improvements We want roads not trains or buses look at how pathetic WES is	4/12/2014 11:43 AM
28	Road improvements Please quit forcing this HCT...we need roads bigger, better and in new locations.	4/12/2014 10:42 AM
29	Disadvantages I have lived in larger cities both in the US and overseas and have traveled on a regular basis to every major city in the world. Light rail does not relieve congestion and it tends to lead to crime centers.	4/12/2014 9:15 AM
30	Barbur Blvd. Bus service improvements Disadvantages Naito Suggested route Suggested station Another option is to run up Naito with a stop at Hamilton. Either Hamilton or Barbur would work. A stop at Gibbs would also work if the line is on Naito. I do not think the line should run up Barbur in this section; it's already too narrow with limited room for track.	4/12/2014 6:44 AM
31	Bus service improvements identified need I am 82 yrs old, do not drive any longer but do need transit 7days a week into downtown Portland. This could be easily accomplished by making the #96 bus a daily service on 1/2 hour schedules during non-peak hours.	4/11/2014 7:02 PM
32	Road improvements I don't want hot! We need roads!	4/11/2014 5:56 PM
33	Bike and/or ped Cost Disadvantages Neighborhoods Road improvements I hate this SW Corridor Plan...How would you like me to bring crime and drugs and traffic into your neighborhood and take away existing road capacity...I don't think you would like it...plus our roads are in terrible shape without sidewalks like Hall, Upper Boones Ferry, 79th, MacDonald but you want to spend \$2B for a toy train but not fix our roads and give us sidewalks!	4/11/2014 5:37 PM
34	Bus service improvements Cost Disadvantages Transit connections tunnel If you would spend as much time and money on what people need and desire you would have bus systems and not fixed rail and tunnels at costs that are totally out of line with the population now and in 2035. All of these designs are absurd and still do not fulfill what the people want, buses they drive close to where they live so they can not drive two or three miles to a station to be able to ride. They don't all want to go to Portland. They want to get to work, to go shopping, to go to schools and visit cities or shopping centers and get home, even on week-ends. Quit smoking pot and get real.	4/11/2014 5:05 PM
35	Development/ redev Disadvantages The SWCP should not be used as a stalking horse for increased density in SW Portland. Increased density IS NOT wanted here. It is better that this project be canceled than that it bring increased density.	4/11/2014 4:22 PM
36	RE: survey Thanks.	4/11/2014 3:08 PM

Southwest Corridor station areas & multimodal projects

37	Development/ redev Indirect/ unrelated have a commercial building in Gresham and Metro destroyed the area. Stay away from this side of town please	4/11/2014 2:29 PM
38	Land use connections This is a waste of effort. Please concentrate on having people find work closer to home. You'll never build your way out of the traffic.	4/11/2014 1:38 PM

Q8 Comments on multimodal projects preferences

Answered: 69 Skipped: 303

#	Responses	Date
1	Bike and/or ped Land use connections Multi-use trails Safety Suggested project As I bike and ped enthusiast I have selected only bike/ped improvements from the extensive list provided. It is difficult to compare and contrast these alternatives in terms of value. I have selected projects that improve bike/ped access. The Red Electric trail should be called out as a very important component of this corridor transit plan. Portland lacks good off street paths especially in SW Portland for bike/ped access. The Red Electric would go a long ways to helping alleviate that need for safe child friendly off street paths in SW Portland. Also, not on the list of projects is a unified theme of off street paths for SW that would connect from N to S and connect the FarSW, Arnold Cr, Ashcreek which are currently almost completely isolated from any safe on or off street bike lane or path.	4/28/2014 9:39 AM
2	RE: survey I'm doing the best I can to fill this out, but the project materials link is failing to open, getting 404 error, not found. :-(4/25/2014 4:25 PM
3	RE: survey The multimodal list has failed with error 503 service unavailable	4/25/2014 4:14 PM
4	RE: survey I am sorry I am having trouble opening your project materials	4/25/2014 4:13 PM
5	RE: survey Could easliy view the maps in my browser, Google Chrome.	4/25/2014 3:53 PM
6	Bike and/or ped Bus service improvements Focus on projects for other than autos!	4/25/2014 1:47 PM
7	Cost Transit connections WES -have we forgotten \$130M investment	4/25/2014 1:40 PM
8	Bike and/or ped Cost Road improvements Suggested project 5005 -a must 5059 -expensive but necessary	4/25/2014 1:20 PM
9	Indirect/ unrelated Suggested project B E F D	4/25/2014 1:07 PM
10	Barbur Blvd. Bike and/or ped Road improvements Suggested project Road diet - Barbur Hamilton-Terwilliger Sidewalks	4/25/2014 12:55 PM
11	Bike and/or ped More lane diets, bollards 1ft outside of bike lanes to constrict vehicle traffic. Taller plantings along curb / green medians.	4/25/2014 12:08 PM
12	Bike and/or ped Also 3101 Vermont-Chestnut bikeway, but it looks like that one's already in progress!	4/25/2014 12:06 PM
13	Advantages Suggested project 5005 1st, 4002 second. These projects have the potential to greatly improve livability in the neighborhoods	4/25/2014 11:56 AM
14	Bike and/or ped Road improvements Suggested project 5009 * My # 1	4/25/2014 11:48 AM
15	Bike and/or ped Indirect/ unrelated don't always understand the bike/ bus system downtown (as a driver)	4/25/2014 11:43 AM
16	Cost Disadvantages Neighborhoods PCC Suggested route Tunnel There is NO interest/ support in far southwest/ PCC n'hood for tunnels on SW 53rd, SW 51st on to PCC. Is a waste of time and money to consider further.	4/25/2014 11:11 AM
17	Road improvements we need roads not a hct boondoggle	4/25/2014 7:01 AM
18	Advantages Cost I chose some of the big projects in the closer in areas (City of Portland), big projects because the smaller projects could be funded bit by bit by other programs. City of Portland because they get the most use and the needs have been around longest.	4/24/2014 11:01 PM
19	Safety Please look at providing safer routes to school at Capitol Hill ES, Markham ES, and Jackson MS	4/23/2014 2:22 PM
20	Road improvements Since I don't know a person who rides Tri-Met and everyone drives fix and improve the ROADS!	4/23/2014 8:03 AM

Southwest Corridor station areas & multimodal projects

21	Development/ redev Some of these project I would try and use more of the existing conditions rather than removing/demolishing so much.	4/22/2014 8:45 PM
22	RE: survey The list failed to load so I was unable to complete this section.	4/22/2014 11:30 AM
23	Advantages Congestion Multi-use trails Road improvements 9023 has great public and business support, and will connect the community to the Tualatin River. Project 1134 is already necessary to improve traffic flow, and should be mandatory with the addition of HCT into downtown Tualatin.	4/22/2014 11:11 AM
24	Land use connections Process comment HCT is fraud...it won't even go down 99W where all the business is so I don't see how it will reduce traffic and congestion...it is just a bunch of back room illegal deals making people unfairly wealthy...	4/22/2014 7:31 AM
25	Advantages Bike and/or ped Neighborhoods Transit connections All close to my home and would help walking/biking without use of vehicle for recreation and getting to other public transit modes	4/21/2014 2:17 PM
26	Bike and/or ped Disadvantages Employment center Identified need Indirect/ unrelated Multi-use trails Safety Suggested route We desperately need to close the Bertha-Cullen and Alpenrose property gaps in the Red Electric trail! The westside and central Portland are our largest population/job centers, yet there is currently no safe and easy bike route between them: either you can deal with massive hills going over Council Crest or picking your way through the back streets of the west hills, or you can take your life in your hands trying Beaverton-Hillsdale or Hall/Oleson/Multnomah/Barbur.	4/21/2014 10:45 AM
27	Advantages Bike and/or ped Disadvantages Safety put pedestrians first because walking is something anyone of any age and capability can do. Cycling is great to encourage but not every citizen can hop on a bike. Make it safe to walk and it will be safer to ride also.	4/21/2014 8:32 AM
28	Cost RE: survey Would like to have selected more, some of which don't cost too much, but was limited to 5	4/19/2014 10:51 AM
29	RE: survey What the heck do you mean by CHOOSE? Is it which ones I'd like to see completed? Sigh - yet another terrible DHM survey.	4/18/2014 9:40 PM
30	Identified need Each improvement is of longstanding need and part of City approved plans	4/18/2014 6:57 PM
31	Advantages Barbur Blvd. Bike and/or ped Development/ redev OHSU PCC Transit connections The first two of my selections focus on Tigard, and are important because they will enhance the Town Center, increase bike/pedestrian safety and allow the town center to better articulate with the WES and SW Corridor. If more emphasis was placed on including the WES in the plans for the SW Corridor it could generate non-automobile traffic from Wilsonville via Tigard TC, through to PCC, OHSU, and downtown PDX, and would finally make the WES something useful instead of the travesty it presently is. My 3 preferred projects in Portland would all enhance the Barbur Concept plan and turn Barbur into a model American boulevard.	4/18/2014 3:07 PM
32	Bike and/or ped Safety Pedestrian safety should be improved	4/18/2014 1:04 PM
33	RE: survey I do not have the map in front of me sorry!	4/17/2014 5:53 PM
34	Bike and/or ped RE: survey Road improvements Said "service unavailable" after the list timed out. Do multimodal things.	4/17/2014 5:04 PM
35	Bike and/or ped Suggested project Transit connections Focus on pedestrian and bike connectivity to transit and within town centers	4/17/2014 5:02 PM
36	Barbur Blvd. Bike and/or ped Hillsdale Multi-use trails Road improvements Suggested route 1. 9005 to Barbur then 9007 to Hooley Bridge 2. 1048 traffic calming, SB Sidewalks to access transit 3. 3093 should include left turn lane Terwilliger NB at Capitol Hwy.	4/16/2014 4:21 PM
37	Indirect/ unrelated Of course these preferences are based on areas where I know the traffic patterns without the map. Other areas may be more needy, but I don't go there.	4/15/2014 4:58 PM
38	Bike and/or ped More sidewalks.	4/15/2014 3:40 PM
39	Development/ redev Provides support for transit and commerce concerns.	4/15/2014 11:35 AM
40	Bike and/or ped Hillsdale Traffic calming and multimodal access is important around Hillsdale area.	4/15/2014 11:28 AM
41	Indirect/ unrelated Stop the light rail mafia.	4/15/2014 10:55 AM

Southwest Corridor station areas & multimodal projects

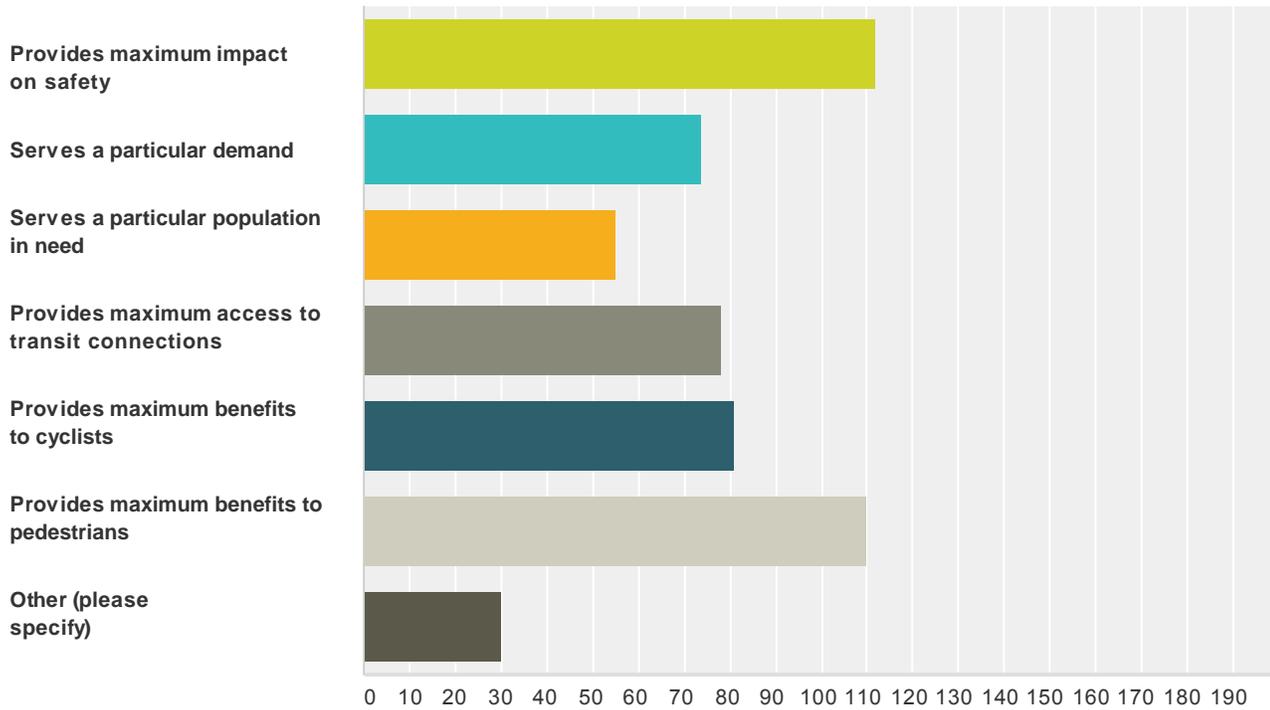
42	<p>Barbur Blvd. Bike and/or ped Disadvantages Hillsdale Safety Transit connections The list of projects is poor, many important one are missing, some on the list are huge boondoggles. Red electric east and west but not down to iowa 1 Improve Barbur but not road diet 2 Access to OHSU from Whitaker Gibbs on Barbur 3 4Safe walking to all stations, sidewalks or wide shoulders, well lighted 5 Added sidewalks in Hillsdale commercial area to get to transit safely.</p>	4/15/2014 10:53 AM
43	<p>Bike and/or ped Identified need Road improvements also 5009 and 3101</p>	4/15/2014 10:25 AM
44	<p>Bike and/or ped Transit connections sidewalks and access to transit are key</p>	4/15/2014 7:12 AM
45	<p>Advantages Disadvantages Identified need Land use connections Process comment Suggested project There are too many Portland-centric projects on this list that have taken away from the TRUE INTENT of the "Southwest Corridor" - improving travel along the 99W corridor. Metro's #1 focus needs to be on regional projects, not acting as a "tax collection district" for Sherwood/Tigard/Tualatin residents to subsidize Portland's wish list. Portland needs to very clearly define why each project has a REGIONAL importance - and if not, the project gets axed. Portland can fund Portland projects - we in the SW Corridor already have had our bus service cut left and right for the City of Portland Streetcar, the City of Portland Yellow Line MAX, the City of Portland Red Line MAX, and the City of Portland (and two stations in Clackamas County) Green Line MAX. It's time that regional and suburban projects take preference. The projects I listed above not only have regional importance, but have multiple stakeholder support; whereas most of Portland's projects do not have wide ranging support.</p>	4/14/2014 5:49 PM
46	<p>Bike and/or ped Neighborhoods Transit connections 5 multimodal projects are not enough. Smaller and less expensive projects will also be needed to create safe access to transit for SW Portland residents.</p>	4/14/2014 5:22 PM
47	<p>Bike and/or ped Cost Neighborhoods Road improvements It would be great to see some money used by the city of Portland to take responsibility for SW roads that are not required to be maintained. There are many neighborhoods in SW where upgrades of roadways and curbs is not the city's responsibility, and both livability and value in the neighborhoods could be improved by upgrading these roads. Shouldn't a city prioritize maintaining its existing infrastructure before adding new?</p>	4/14/2014 12:33 PM
48	<p>Advantages Bike and/or ped Land use connections Safety Ped/bike connection from SW Broadway over 405 and up SW Broadway Dr. There are many PSU students and residents that commute back and forth along this dangerous road with no sidewalks or painted bike lane. Traffic uses the route as a cut through to avoid the US 26. Speeding vehicles and blind turns make for a dangerous combination and unsafe place to walk.</p>	4/14/2014 9:47 AM
49	<p>Advantages Bike and/or ped Congestion Cost Development/ redev Employment center Land use connections Naito Safety The two project on Naito create development potential, ease traffic congestion, and boost walking and biking. Capital Hwy improvements improve safety and encourage more walking and biking. Ped improvements on Hunziker would boost pedestrian travel from central Tigard and triangle employment area to Hunziker station. 6022 supports cycling into d'town at very little cost. 6021 improves ped access to SoWa, again at very little cost.</p>	4/13/2014 4:15 PM
50	<p>Congestion Identified need Road improvements The Ross Island bridge ramp has been a problem for decades. Needs to be redone to eliminate congestion at stop signs/merge points which will increase traffic flow and decrease pollution.</p>	4/13/2014 2:09 PM
51	<p>Advantages Barbur Blvd. Bike and/or ped Land use connections support the projects that I know would make getting from my home in Portland S5/99W (the south of the freeway [or Barbur] neighborhoods to my office in the 72nd/Sequoia area on foot safer and with better opportunities to reach commercial areas from there in the same way.</p>	4/13/2014 11:59 AM
52	<p>Cost Process comment The "multi-modal" projects list is a sham and a farce. None of them have any relevance to a high-capacity transit corridor. They are merely a ploy to get local residents to feel like they might be getting something in exchange for supporting the HCT. A shameful attempt at diverting attention from a potentially wasteful high-impact HCT project.</p>	4/12/2014 9:21 PM
53	<p>Cost Identified need It is pathetic how much is needed. Southwest has been underfunded for way too long</p>	4/12/2014 5:48 PM
54	<p>Barbur Blvd. Bike and/or ped Development/ redev Identified need Land use connections PCC Suggested project There are several other areas I am interested in -- one is Pomona from SW 35th up to SW Capitol Hwy so that Arnold Creek Neighborhood residents can get to PCC and Barbur more easily. I think this had a number at one point, but I could not find it listed. Also 2041 Barbur at SW 19th needs a sidewalk if that area is to become a development area.</p>	4/12/2014 4:55 PM

Southwest Corridor station areas & multimodal projects

55	Barbur Blvd. Development/ redev follow Barbur Concept Plan	4/12/2014 2:53 PM
56	Road improvements Suggested route Give us I5-99w connector and western bypass...widen 99w, I5, 26 and 217.	4/12/2014 11:47 AM
57	Congestion Disadvantages Road improvements Transit connections We need bigger, better and new roads...not HCT...this plan will just move people from buses to trains and not reduce congestion now or in the future.	4/12/2014 10:48 AM
58	Identified need Suggested project Need a bridge across I-5 to Burlingame Station	4/12/2014 9:16 AM
59	Advantages Bike and/or ped Land use connections Multi-use trails Red Electric really needs to be built. This Path West to Beaverton could become an Image enhancer for Portland and provide a valuable family friendly bicycle path to Downtown.	4/11/2014 6:37 PM
60	Safety Simple improvements for major safety issues	4/11/2014 6:09 PM
61	Cost Road improvements Fix and improve the roads...the drivers pay for everything...	4/11/2014 6:00 PM
62	Road improvements Fix the roads and forget this toy train and speedy buses...we need our roads fixed, expanded and improved!!!!	4/11/2014 5:50 PM
63	Indirect/ unrelated I cannot in honesty select any.	4/11/2014 5:08 PM
64	Barbur Blvd. Neighborhoods Suggested route would like to see a ped. overpass from the area around the Barbur Fred Meyer across the freeway to serve the neighborhoods on the other side,	4/11/2014 4:40 PM
65	Bike and/or ped Identified need Land use connections am disappointed to see no proposed improvements to Taylors Ferry between Terwilliger and Macadam. This is a crucial connection that is currently inaccessible except by car or a bus (43) that only runs limited hours on weekdays.	4/11/2014 4:26 PM
66	Bike and/or ped Process comment Road improvements All of these should be done regardless of whether the SWCP goes forward or not. The City has failed to make good on past promises concerning the 1044 and 5013 (the South Portland Circulation Study),.	4/11/2014 4:22 PM
67	Congestion Development/ redev Disadvantages Multnomah Village Neighborhoods As the urban grown boundary has resulted in single family dwellings being put on every available split lot, the volume of traffic is increasing. Additionally, many Washington County drivers use Taylors Ferry as a cut-through making it difficult to even get out of my street, even though I live three blocks from the freeway on ramps I have learned it is often quicker to go the opposite direction, cut down to Multnomah Blvd and drive up that to get to I-5 NB. Crazy!	4/11/2014 3:12 PM
68	Indirect/ unrelated Should be a mix of types	4/11/2014 2:14 PM
69	Cost Safety It would be great if the relatively cheap safety oriented improvements could be done before this whole enterprise sinks of its own weight!	4/11/2014 12:30 PM

Q9 Please choose the general selection criteria you used (select all that apply):

Answered: 161 Skipped: 211



Answer Choices	Responses
Provides maximum impact on safety	69.57% 112
Serves a particular demand	45.96% 74
Serves a particular population in need	34.16% 55
Provides maximum access to transit connections	48.45% 78
Provides maximum benefits to cyclists	50.31% 81
Provides maximum benefits to pedestrians	68.32% 110
Other (please specify)	18.63% 30
Total Respondents: 161	

#	Other (please specify)	Date
1	RE: survey can not comment due to service failure Dave Manville dmanville@comcast.net	4/25/2014 4:14 PM
2	Indirect/ unrelated Tualatin has the WES which should serve as out fixed rail option	4/25/2014 1:40 PM
3	Bus service improvements Transit to/ from city core	4/25/2014 1:16 PM
4	Advantages The projects would benefit travel choices I regularly use or create choices I would use	4/25/2014 1:10 PM
5	Advantages Congestion Reduces congestion by providing transit for commuters	4/25/2014 1:07 PM
6	Advantages Congestion Improves traffic flow (1100)	4/25/2014 12:59 PM
7	Advantages Provides recreation opportunities	4/25/2014 12:01 PM

Southwest Corridor station areas & multimodal projects

8	Advantages Community livability	4/25/2014 11:48 AM
9	Advantages Automobiles/ Drivers provides benefits to cars and we all drive	4/25/2014 7:01 AM
10	Advantages Automobiles/ Drivers Provides benefits to drivers since everyone drives...	4/23/2014 8:03 AM
11	Advantages Provide maximum synergies.	4/22/2014 8:45 PM
12	Advantages Automobiles/ Drivers provides benefits to auto traffic since 84% actually drive	4/22/2014 7:31 AM
13	Advantages serves Portland residents more than it serves WA county commuters.	4/21/2014 8:32 AM
14	Advantages Land use connections Begins to knit together our community along the major transportation corridors.	4/17/2014 2:46 PM
15	Advantages Neighborhoods helps to keep neighborhood from degrading with all the transit.	4/16/2014 4:21 PM
16	Advantages Barbur Concept Plan calls for West Portland Crossroads improvements	4/15/2014 10:41 AM
17	Advantages supports SW Corridor Plan goals	4/15/2014 7:12 AM
18	Advantages Development/ redev These are needed to acheive the land use transformation on Barbur and at the Crossroads.	4/14/2014 5:22 PM
19	Cost Emphasis on lower cost options that deliver needed infrastructure	4/14/2014 12:33 PM
20	Cost People along Haines road should contribute something.	4/13/2014 11:59 AM
21	Process comment As noted above these should not be in the same consideration with the HCT itself.	4/12/2014 9:21 PM
22	Advantages Automobiles/ Drivers Benefits real taxpayers who are drivers of cars	4/12/2014 11:47 AM
23	Advantages Automobiles/ Drivers Congestion Improves congestion for everyone not just bus people	4/12/2014 10:48 AM
24	Advantages Both utility and recreation.	4/12/2014 9:16 AM
25	Advantages Automobiles/ Drivers Congestion Better serves drivers to reduce congestion	4/11/2014 6:00 PM
26	Advantages Automobiles/ Drivers Cost Maximum benefit to the 84% who drive and pay for this stuff unlike the toy train riders	4/11/2014 5:50 PM
27	Advantages Cost Systems that can pay for their operations day to day	4/11/2014 5:08 PM
28	Advantages Community Liveability	4/11/2014 3:12 PM
29	Advantages Automobiles/ Drivers Bike and/or ped Cost mix of users, easy to fund with modern funding limitations	4/11/2014 2:14 PM
30	Advantages Automobiles/ Drivers Bike and/or ped Congestion Improved circulation of all modes	4/11/2014 1:43 PM

Q10 Comments on multimodal projects selection criteria

Answered: 33 Skipped: 339

#	Responses	Date
1	RE: survey can not comment due to service failure Dave Manville dmanville@comcast.net	4/25/2014 4:14 PM
2	Indirect/ unrelated The items selected above reflect my priorities for transportation projects.	4/25/2014 3:53 PM
3	Barbur Blvd. Bike and/or ped Hillsdale OHSU Safety Would love to continue seeing more projects for safer walking and biking throughout the Hillsdale area. Would love to see traffic go the speed limit and/or be reduced on Terwilliger, especially between Capitol and Barbur. Perhaps bollards or speed humps would help with the speeding problem? OHSU commuter traffic seems like it might be causing the problem.	4/25/2014 12:06 PM
4	Barbur Blvd. Development/ redev Land use connections What happened to the Barbur Concept Plan? Those seven "nodes" are the places where we prefer to see more density and redevelopment	4/25/2014 11:56 AM
5	Cost Road improvements practically nobody rides public transit even in Portland so stop this waste and spent the money on roads cuz everyone drives not just poor druggy criminals	4/25/2014 7:01 AM
6	Disadvantages Road improvements Suggested project The winding connection from I405 to the Ross Island bridge (project 5013) is ridiculous, especially right in the city core. A direct connection must happen and I think is 2nd only in the ODOT region to the CRC/I5 from Rose Garden to Interstate Bridge mess.	4/24/2014 11:01 PM
7	Road improvements HCT is a boondoggle...everyone drives so fix and improve the ROADS!!!!!!	4/23/2014 8:03 AM
8	Land use connections Focus on improving the environments along road/transit routes.	4/22/2014 8:45 PM
9	Identified need Road improvements Hall and Upper Boones Ferry are in embarrassing shape...84% drive and we don't need HCT, we need better and more roads!!!!	4/22/2014 7:31 AM
10	Bike and/or ped Safety do not want to bring in public transportation including the problems that go with that. We have schools all around Hillsdale and at this time it is a safe place for our kids to walk and bike to school. Adding public transportation like this will too easily bring in the potential for making this unsafe for our children.	4/21/2014 2:57 PM
11	Advantages Bike and/or ped Identified need Safety SW Portland is generally a disaster for both pedestrians and cyclists. Sector-wide improvements are needed to help people be more fit and get out of their cars more. Probably ALL of the projects on this list are needed, but I've chosen a few that I think will give the biggest benefit.	4/21/2014 10:45 AM
12	Advantages Bike and/or ped Multi-use trails Road improvements Projects were in Capitol Highway Plan, Barbur Streetscape Plan, Red Electric Plan (Parks Bureau)	4/18/2014 6:57 PM
13	Barbur Blvd. Bike and/or ped Disadvantages Multi-use trails Neighborhoods PCC Some of these proposed multimodal are outside of my area of knowledge, as I do not know these neighborhoods from the inside. Secondly, some projects would become more or less important depending on where the stations will go. And some projects, like 9053, from Tigard into Far SW, and 6013, the bike connection at 53rd, between PCC and Barbur, are opposed by the local residents because of the disruption they will bring to very quiet neighborhoods. 9053 might be a worthy project if it went from Tigard Triangle to Lesser Rd, because the stretch uphill from I-5 to Lesser is dangerous on foot or bike. But east of Lesser, on Haines St, traffic drops dramatically, and does not warrant any improvements, particularly as no plans exist to destroy bits of Lesser Park to increase foot/bike traffic to PCC. Now that Haines St is no longer part of the mix of route alignments, it is probably best to drop 9053 altogether. And the same could be said for 6013, if the plan is to place a station on the north side of the PCC campus, instead of down the hill at Barbur and 53rd.	4/18/2014 3:07 PM
14	RE: survey I do not have the map in front of me sorry!	4/17/2014 5:53 PM
15	Advantages Bike and/or ped improve active transportation connections for healthier outcomes	4/17/2014 5:02 PM
16	Bike and/or ped Multi-use trails Suggested project there are a number of additional projects that should be considered, ie Trail 6 NS on SW 19th from Barbur, sidewalks or extended shoulders on many streets people will walk to transit.	4/16/2014 4:21 PM

Southwest Corridor station areas & multimodal projects

17	Bike and/or ped I'm wearing my pedestrian hat in these responses.	4/15/2014 4:58 PM
18	Indirect/ unrelated Stop the light rail mafia.	4/15/2014 10:55 AM
19	Multi-use trails Suggested project Red electric should include a new bridge	4/15/2014 10:53 AM
20	Indirect/ unrelated Again, various choices have different reasons for selection	4/15/2014 10:25 AM
21	Advantages RE: survey Support all the projects on the list – it's hard to choose	4/15/2014 7:12 AM
22	Disadvantages Some current station areas proposed do not respect the community's consensus in the Barbur Concept plan	4/14/2014 5:22 PM
23	Cost Disadvantages Neighborhoods PCC Road improvements Suggested project Any plans for SW 53rd/51st need to be eliminated from consideration. The street is rarely used now by the PCC students it is proposed to serve, will be a total waste of money, not to mention denying residents access to their homes for years while what ever project is constructed. Fix 53rd at Pomona and leave the rest of the street alone.	4/13/2014 2:09 PM
24	Indirect/ unrelated Repeating: These multi-modal projects have very little to do with whether or how the HCT gets located and constructed.	4/12/2014 9:21 PM
25	Barbur Blvd. Bike and/or ped Identified need am counting on ODOT to do Barbur. But someone has to add the neighborhood walkability we so badly need	4/12/2014 5:48 PM
26	Bike and/or ped Cycling is growing along SW Barbur	4/12/2014 2:53 PM
27	Cost Disadvantages Road improvements Stop wasting money on aw comidor plan like CDC...we need new and improved roads!	4/12/2014 11:47 AM
28	Road improvements Suggested project We need Westside By-Pass, Highways widened 217, 26, I5, I84, I205, we need I5-99w connector.	4/12/2014 10:48 AM
29	Bus service improvements Identified need Land use connections Transit connections What is needed is (1) direct daily service from a Tualatin Transit Center (does not exist today) and downtown Portland. Expansion of the #96 bus to daily service could provide for this service. The other needs are for a (2) new daily service from a Tualatin Transit Center to Clackamas TC which provides access to shopping, PDX airport, VA Medical Clinic and the KP Hospital/Medical Center and (3) a daily service from a Tualatin TC to King City for shopping, Medical Services and County services.	4/11/2014 7:13 PM
30	Road improvements We don't want hot...we want better roads	4/11/2014 6:00 PM
31	Cost Road improvements You guys should be trying to make things better for the 84% who drive, not the 6% who take the bus and toy trains...the people driving are the ones paying for all this as the toy trains/buses are don't even cover 20% of the costs of mass transit...	4/11/2014 5:50 PM
32	Indirect/ unrelated Oregonians are not living like NYCity and never will have that density. Tell people the Sen. Schummer/Goldschmidt plan is passe. Get real.	4/11/2014 5:08 PM
33	Safety From where I live, the only safe means of transport is to drive a car. When I lived in Seattle and Huntington Beach, California, I bicycled a lot. When I am on extended business travelling in Europe I always walk and take public transport. When in Portland, I always drive due to the lack of safety when engaging in any other mode of transport.	4/11/2014 3:12 PM