

Appendix A: Public Involvement Report

June 2, 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: Draft refinement phase recommendation

In August 2013, under the direction of the Steering Committee, project staff from eleven partner jurisdictions and agencies began a refinement phase for the Southwest Corridor Plan. The refinement phase included technical analysis and public input on potential high capacity transit (HCT) design options, station areas along those options and multimodal projects (bicycle, pedestrian and roadway improvements) supportive of the transit design options and station areas. The outcome of the refinement phase is a recommendation of the most promising transit design options, their associated potential station areas and transit-supportive multimodal projects for further study in a draft environmental impact statement (DEIS) under the National Environmental Policy Act (NEPA). The staff recommendation will be made to the plan Steering Committee. The Steering Committee will then make a recommendation to the Metro Council (regional governing body) and the Metro Council, in turn, will make the final decision as to the transit design options, station areas and multimodal projects for further study in a DEIS.

Executive summary

The Southwest Corridor Plan hosted a community planning forum (CPF) in Tigard on Tuesday, May 13, 2014 (6:00 p.m. to 8:00 p.m. at the Tigard Public Works Auditorium). Staff presented promising transit design options, station areas and multimodal projects that emerged through technical analysis and

public involvement in the refinement phase. Together the elements made up the draft staff recommendation to the Steering Committee. Following the staff presentation, the forum became an open house for the public to talk directly to project staff, ask questions and review project materials in detail. Each participant completed a public comment card to provide staff with feedback to consider in refinement of the recommendations to the Steering Committee. The public comment cards asked participants to indicate level of support for the draft staff recommendations and provide comments for each of nine corridor segments of the plan area.

Sixteen (16) members of the public signed-in at the community planning forum and sixteen (16) members of the public completed public comment cards at the CPF. After the CPF, one additional public comment card was requested by a member of the public, completed, returned to staff and included in CPF public comment results for a total of seventeen (17) public comment card responses.

Metro also provided the opportunity for the public to review the draft recommendation materials and give input through an online questionnaire. The questionnaire opened on Tuesday, May 6 and closed at 5:00 p.m. Friday, May 23 with 354 responses. The questionnaire was posted to the project website, emailed to the interested parties list, advertised through the project's Facebook and Twitter accounts, and shared by our project partners.

On May 29 (4:00 - 5:30 p.m. at the Quality Inn in Tigard), project staff held a business summit specifically for businesses and business property owners with questions, concerns and curiosity about the Plan. To keep the attendance industry specific, the event was advertised through the Tigard, Tualatin and Sherwood chambers of commerce as well as through the Hillsdale Business & Professional Association. Staff also sent invitations via email to attendees of previous business summit events held in earlier phases of the Plan. There were eleven (11) attendees. Participants asked questions and shared concerns regarding potential property impacts of HCT projects and effects on present and future land use regulations.

This report includes four addendums: (A) contains the demographic information voluntarily provided by the participants in the CPF and the respondents to the online questionnaire; (B) includes a summary and write-up of the May 29 Business Summit; (C) contains a transcription of all the comments provided at the May 13 CPF and through the online questionnaire; and (D) is a compilation of all the public and organizational comments submitted to Metro councilors and staff regarding the draft recommendation.

Overview

- Staff received a total of 371 public comments submitted through the CPF (17) and online questionnaire (354).
- Out of all comments, 69% identified from Portland (256), 15% from Tualatin (53) and 9% from Tigard (32).
- The online questionnaire asked respondents to "Please rate your support for the overall recommendation." Participants were only able to select one response and there were 184 responses. The most popular response (105) was "I support parts of the recommendation,

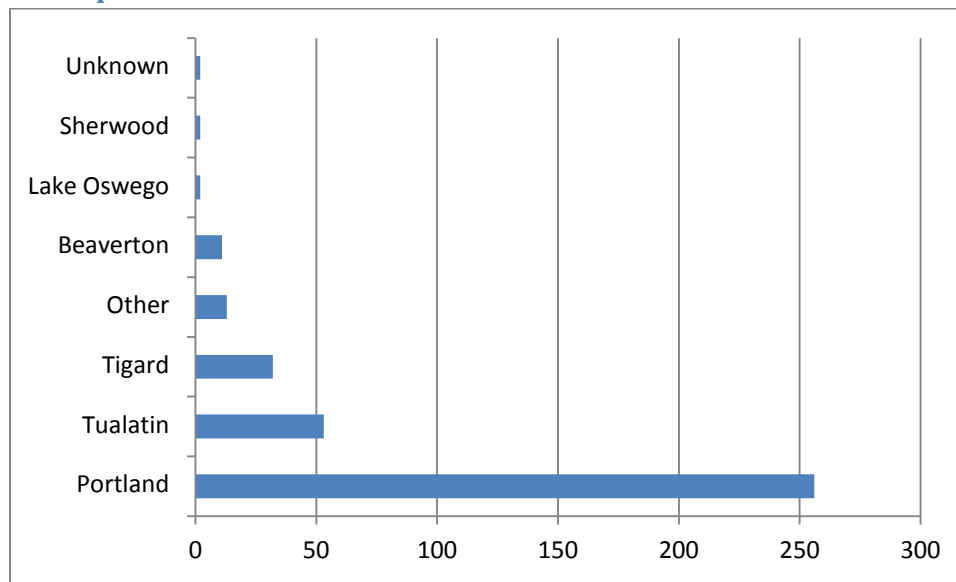
though I would support it in full if it included revisions identified in my comments.” The second most popular response (40) was “I support the recommendation in full.”

- Out of comments on transit design options from the online questionnaire, key themes included comments about center running HCT barriers perceived on Barbur Blvd., access to PCC and tunnel expense. Out of the comments received at the CPF, key themes included comments on tunnels, cost, and Barbur Blvd. (although mostly not on Barbur as a barrier).
- Out of comments on station areas from the online questionnaire, topics included Barbur Boulevard land use and employment centers and varied tunnel opinions. Out of the comments received at the CPF, key themes included comments on PCC area stations, stations serving the OHSU area, and the Bridgeport Village station.
- Out of comments on multimodal projects from the online questionnaire, the main topic included safety concerns for bicyclists and pedestrians using Capitol Highway to access HCT. Out of the comments received at the CPF, key themes included comments in opposition to multimodal projects in almost each segment, Ross Island Bridge ramp connections, and multimodal connections to PCC.

Cities represented by participation

The online questionnaire asked participants “In which city do you live?” and the Tigard community planning forum (CPF) also asked participants to write-in their city. Out of 371 comments, there were 21 different responses indicating the majority of participation was from Portland residents (69%/ 256), followed by Tualatin (14%/ 53) and Tigard (9%/ 32). Other responses (13) included King City, Corbett, London, Scappoose but work in SW Portland, Oregon City, Vancouver, Portland/Gresham, West Linn, Cedar Mill, Hillsboro, Unincorporated Washington County, Salem and Rivergrove. There were eleven participants from Beaverton and two each from Lake Oswego and Sherwood. Additionally, two responses were categorized as unknown because they were unintelligible.

Participant self-identified cities



Public feedback on the draft recommendation

The following segments provide general information gathered through the CPF and online questionnaire including analysis of responses regarding transit design options, station areas and multimodal projects, respectively. Additional information may be found in the Addendum.

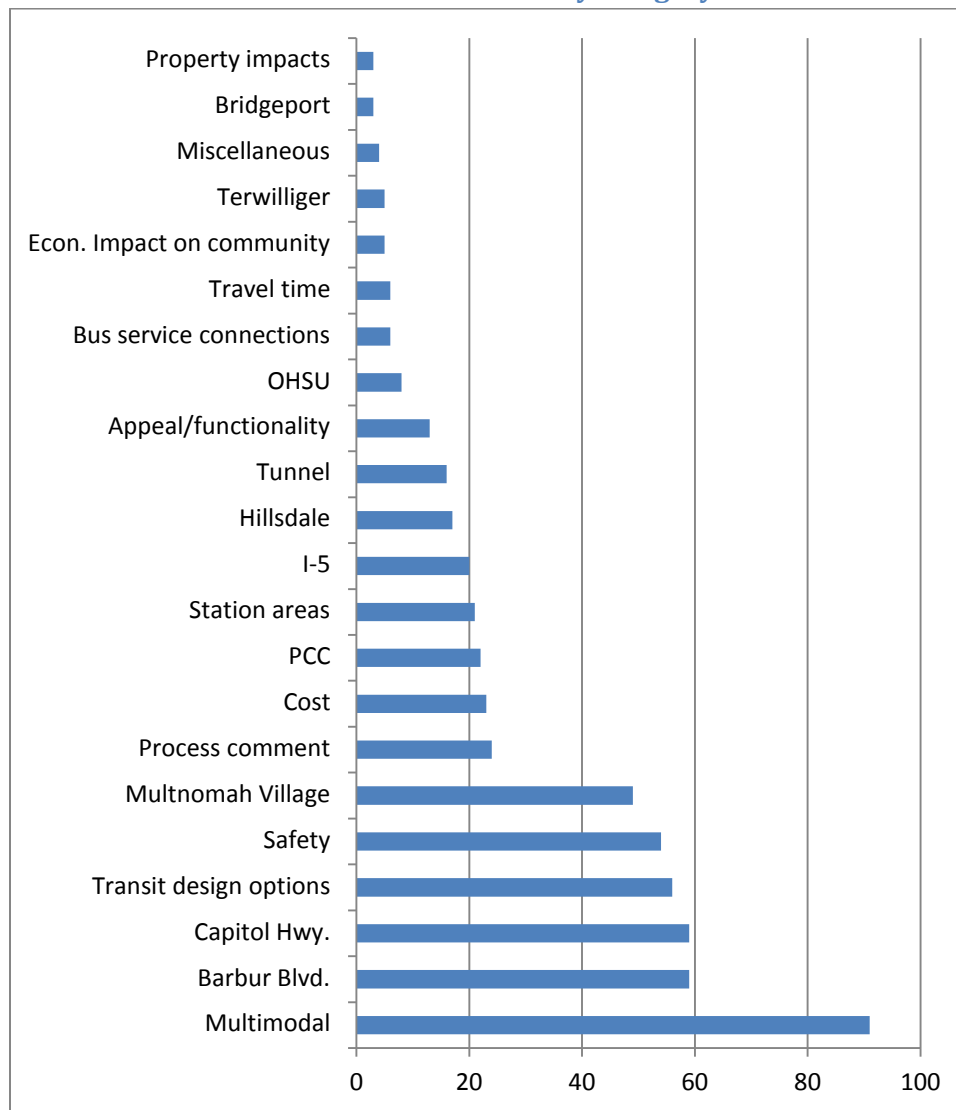
Public comments

All public comments were coded for analysis using a category tagging system. There were twenty-two (22) tagged comment categories including three different sub groups: issues, locations and recommendation elements.

- Issues identified in the public comments include safety (49 tags), cost (23 tags), tunnel (16 tags), appeal/ functionality (13 tags), bus service connections (6 tags), travel time (6 tags), economic impact on community (5 tags) and property impacts (3 tags).
- Locations identified in the public comments include Barbur Blvd. (59 tags), Capitol Hwy. (59 tags), Multnomah Village (49 tags), PCC (22 tags), I-5 (20 tags), Hillsdale (17 tags), OHSU (8 tags), Terwilliger (5 tags) and Bridgeport (3 tags).
- Recommendation elements identified in the comments include multimodal (91 tags), transit design options (56 tags), process comment (24 tags), station areas (21 tags) and miscellaneous (4 tags).

There is a natural break in the data set separating the top six comment categories from the remaining categories tagged. The sixth and seventh tags on the list have a difference of twenty-five (25) tags. The overall top six categories tagged from public comments include multimodal (91), Barbur Blvd (59), Capitol Hwy. (59), transit design options (56), safety (54) and Multnomah Village (49).

Comments on the draft recommendation by category



Public feedback from the online questionnaire

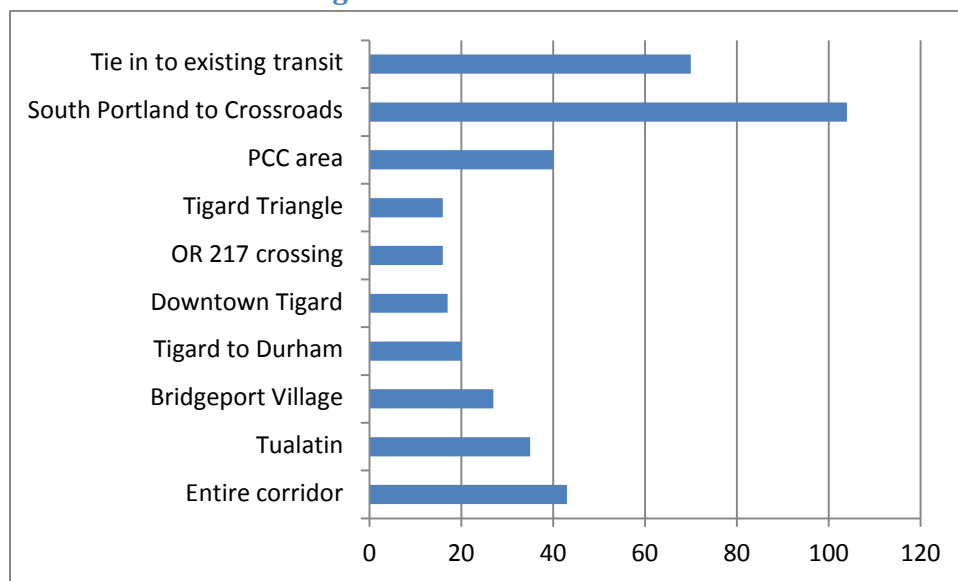
There were 354 participants who visited the online questionnaire and responded to the first question about their city. Of that number, there were 184 participants who answered three additional questions about the corridor segments and project subjects they would like to comment on as well as a question ranking their public support for the draft recommendation. Additionally there were 138 comments on the draft recommendation and they were coded using up to twenty-two (22) different category tags. Nearly all comments received more than one tag. The tags are used to better identify the important issues and areas of interest and concern mentioned by the public in their comments.

Corridor segments

The questionnaire asked, “Which segment or segments of the corridor will you comment on? (Select all that apply).” The most popular selection was the South Portland to Crossroads segment (104 selections),

followed by the Tie-in to existing transit (70 selections). Selections for the PCC area and entire corridor were nearly tied with 40 and 43 selections each, respectively.

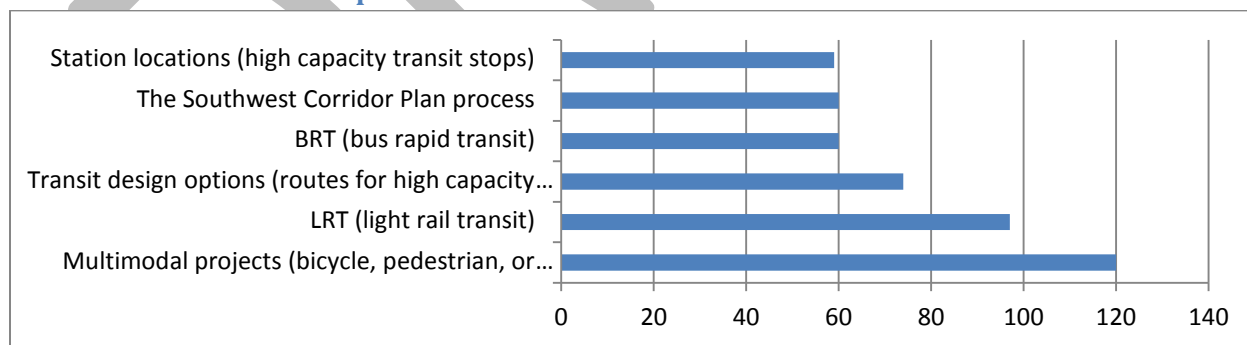
Self-selected corridor segments for comment



Recommendation topics

The questionnaire asked, “Please select additional topics your comments mention.” Participants were able to select all that apply. The most common topic selected was multimodal projects (120 selections), followed by LRT (97 selections) and transit design options (74). The remaining three categories were station locations, BRT and the Southwest Corridor Plan process and they each had nearly the same number of selections each (59, 60 and 60 respectively).

Self-selected additional topics for comment

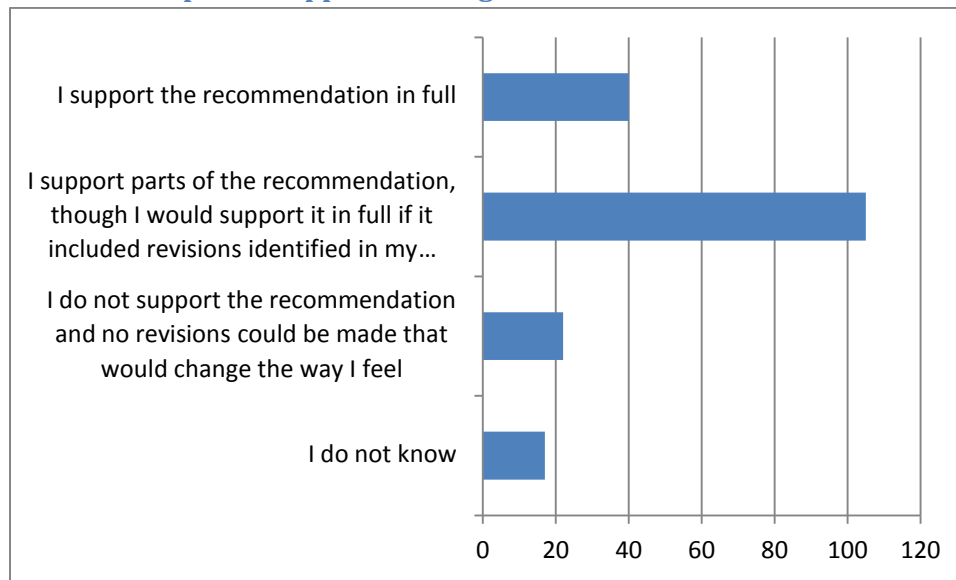


Public support

The questionnaire asked respondents to “Please rate your support for the overall recommendation.” Participants were only able to select one response. The most popular response (105) was “I support parts of the recommendation, though I would support it in full if it included revisions identified in my comments.” The second most popular response (40) was “I support the recommendation in full.” The

remaining two options had significantly less responses including “I do not support the recommendation and no revisions could be made that would change the way I feel” (22) and “I do not know” (17).

Self-selected public support ranking



Public feedback from the CPF

There were 16 members of the public who attended the Community Planning Forum (CPF) on May 13, 2014, in Tigard. The CPF included a presentation from Metro staff, followed by a short question and answer period and then conversation with Southwest Corridor Plan staff regarding the draft recommendation elements. Attendees were given a comment card so they could enter their individual comments about the recommendation elements.

Staff collected and transcribed all 16 comment cards, entered them into a Survey Monkey tool in order to code them and analyze them in the same manner as the comments entered in the online questionnaire, using the same analytical categories. One difference in approach was that the comment card used in the CPF had nine comment sections, one for each of the corridor segments, which resulted in a higher count of comments tagged with different categories as compared with the number of comments tagged in the online questionnaire.

Public feedback on transit design options

There were 123 comments directly pertaining to the transit design options, 67 from the CPF and 56 from the online questionnaire. Out of all the comments on transit design options from the online questionnaire, key themes included comments about barriers on Barbur Blvd., access to PCC and tunnel expense. Out of the comments received at the CPF, key themes included comments on tunnels, cost, and Barbur Blvd. (although mostly not on Barbur as a barrier).

Public feedback on transit design options from the CPF

The comments made by attendees to the CPF focused on a number of transit design options, with top six most popular being: the different tunnel options throughout the corridor (19 tags), followed by cost (12 tags), Barbur Blvd. (11 tags), and OHSU, PCC area, and appeal/functionality (7 tags each). The comments varied among each category tags, but there were some themes that became apparent in the comments received:

- There is no unified preference among tunnel options proponents: The tunnel with a portal in South Waterfront received five (5) favorable comments; other tunnel options (short tunnel under OHSU, long tunnel under Multnomah Village, and short cut-and-cover tunnel in Hillsdale, short cut-and-cover tunnel near PCC) received both favorable and negative comments. Overall, 14 comments were in favor of tunnels, and five (5) were against. The majority of favorable comments focused on the better transit performance that tunnels offer, and the majority of negative comments focused on unknown cost and disruption that a tunnel would cause to the nearby residents.
- The majority of comments tagged with the cost category indicated that the responders needed additional, more detailed information about the amounts that HCT design options, especially tunnels, would cost before having a favorable or negative opinion.
- Of the 11 comments tagged for Barbur Blvd., two (2) were negative to the option of having transit on Barbur, while one (1) was favorable to it. Two (2) comments expressed concerns about the widening of Barbur Blvd. if transit were built on it, especially on existing affordable housing. One (1) comment indicated that stations on Barbur Blvd. should follow the Barbur Concept Plan, and one (1) indicated that Barbur was a barrier that divided the South Portland neighborhood.
- Six (6) of the seven (7) comments that were tagged with the OHSU category referred to the importance of serving that destination with a tunnel. Two (2) of those comments advocated for having a station located at the Veterans Administration (VA) Hospital, which was a pedestrian connection to OHSU.
- Three (3) comments tagged with the PCC category favored a tunnel, and two (2) opposed it. Two (2) comments advocated for serving PCC directly, not through a multimodal connection, but did not indicate a preferred mode to do so.
- The seven (7) comments tagged with appeal/functionality category referred primarily to loss of car capacity in the Tigard and Tualatin segments, and two (2) comments mentioned problems with Barbur Blvd.: acting as a barrier and being made too wide to accommodate transit.

Example comments:

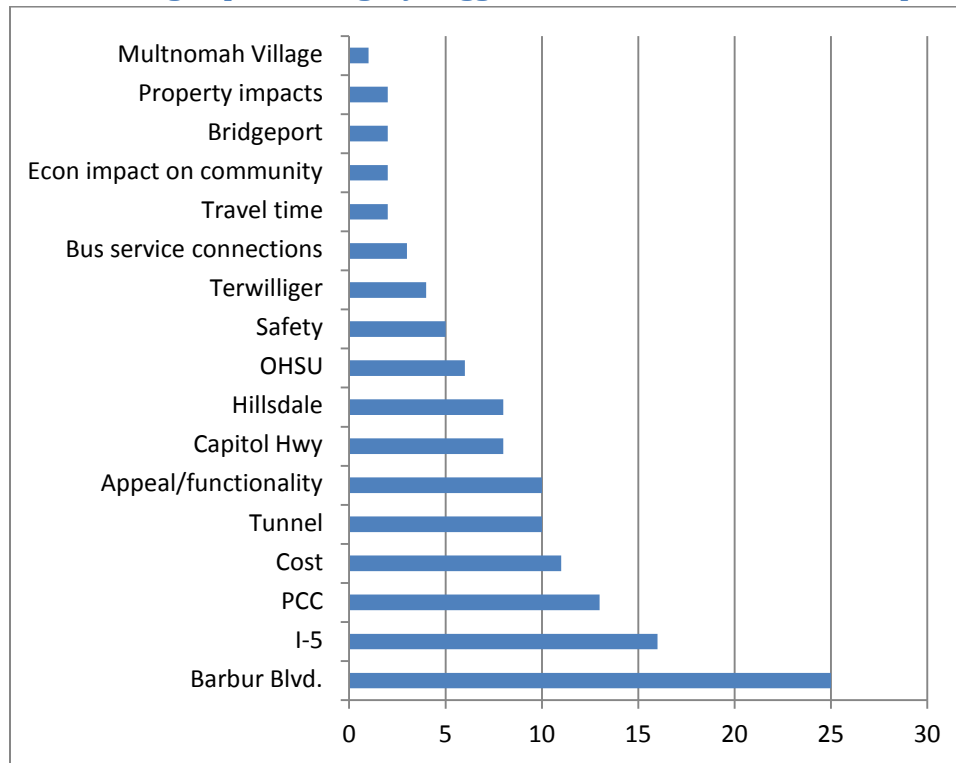
- *The tunnel via South Waterfront to OHSU on the hill needs to remain on the table for discussion. This connects both campuses and minimizes disruption during construction down by South Waterfront.*

- *Glad you had the wisdom to leave tunnels out of the recommendations. Impact not worth the costs! Stairs and ramps? No tunnels! Period!*
- *Not enough cost information to make a determination. What is the best option in terms of efficiency in moving people, service, etc.? This has not been addressed.*
- *For both BRT and LRT no loss of housing stock should occur by having to widen Barbur Blvd. There needs to be crossings for pedestrians, bikes and autos at all existing cross streets so as not to further separated South Portland as it is now by Barbur, Naito etc.*
- *Prefer the Barbur option over Naito.*
- *Route [Option 7] A interrupts tech center access BAD call and does not serve low income housing.*

Public feedback on transit design options from the online questionnaire

The top six categories received ten or more tags each. The most popular category tag was Barbur Blvd. (25 tags), followed by I-5 (16 tags) and PCC (13 tags) received the second and third most tags respectively. Cost received 11 tags and tunnel and appeal/ functionality received ten tags each. While comments varied even among category tags, the comment themes described below were made most apparent in the data.

Transit design option category: tagged comments from the online questionnaire



Barriers on Barbur Blvd.

Many comments tagged with *Barbur Blvd.*, *I-5* or *appeal/ functionality* expressed preferences for transit design option 2F (the proposed route following I-5) to receive further study in the DEIS. There were concerns that option 2D could create real and/ or perceived barriers for the community due to center-running LRT on Barbur Blvd. which could negatively affect the street's appeal and functionality.

Example comments:

- The I-5 alternative route 2f should be evaluated and considered for light rail instead of using the road barrier on Barbur from Terwilliger Blvd. to Capital Hwy*
- I do not support any plan that would restrict neighborhood access to the many businesses along Barbur Blvd. I do most of my family's grocery shopping at the Burlingame Fred Meyer, an errand that cannot be accomplished on mass transit. We live south of Barbur, but my kids attend school north of Barbur - on any given week we make 15 or more trips to the school. I am concerned that putting light rail down Barbur will limit our access to the services we use constantly.*
- I support the South Portland to the Crossroads design options, but suggest the planners consider further discussion on the Option F (adjacent to I-5), as our neighbors feel if this may be less disruptive to Barbur.*

Access to PCC

Desire for further study to improve access to PCC through transit design options (and multimodal projects in feeder neighborhoods).

Example comments:

- *I would like to support the recommendation in full. However, I have questions regarding access to PCC. I would like to see both a straight route and a bypass over to PCC route available. Or perhaps light rail on the straight route connecting with a special bus route accessing PCC. My preference is to build light rail from downtown Portland basically following Barber and/or I-5 through Tigard, Tualatin, and Wilsonville. In my perfect world it would go all the way to Salem.*
- *I'm in favor of BRT improvements, particularly to help those who work downtown or attend PCC.*
- *PCC: Though it may eventually get removed from the program, I think a connection at PCC should be included for study at this point.*

Tunnel expense

Costs were often mentioned alongside mentions of tunnels as some participants expressed concerns over tunnel expenses.

Example comments:

- *I strongly support including Option A (short tunnel) for further study. As mentioned above, this is the only alignment option that truly provides adequate service to OHSU on Marquam Hill. The other tunnel options should, as you recommend, be discarded, because they do not provide additional benefits commensurate with the additional expense.*
- *I do not support the bridge, tunnel options from the Waterfront to Naito and OHSU due to the expense and disruption.*
- *The only option providing an adequate connection to OHSU and the veteran's hospital for patients is the tunnel. The walkway/elevator concept from Barbur or Naito is not adequate. Note that the VA has plans to double the size and capacity of the Marquam Hill facility. Maybe you should approach the VA/DOD about addressing the resulting transportation needs. Regardless, the Marquam Hill tunnel is the best option and the only one that will serve the veterans hospital and its patients well.*

Public feedback on station areas

There were 37 comments directly pertaining to the station areas, 16 from the CPF and 21 from the online questionnaire. Out of all the comments from the online questionnaire on station areas, topics included Barbur Boulevard land use and employment centers and varied tunnel opinions. Out of the

comments received at the CPF, key themes included comments on PCC area stations, stations serving the OHSU area, and the Bridgeport Village station.

Public feedback on station areas from the CPF

Of the 16 comments tagged with the station areas category, the comments were distributed across a variety of subjects: five (5) were regarding stations service PCC, which favored direct service over other connections; five (5) were in favor of having a tunnel with a station to directly serve either OHSU or the VA Hospital nearby; two (2) comments were about the elevated station at Bridgeport Village (one in favor and one against); and one (1) was about locating the stations based on the Barbur Concept Plan.

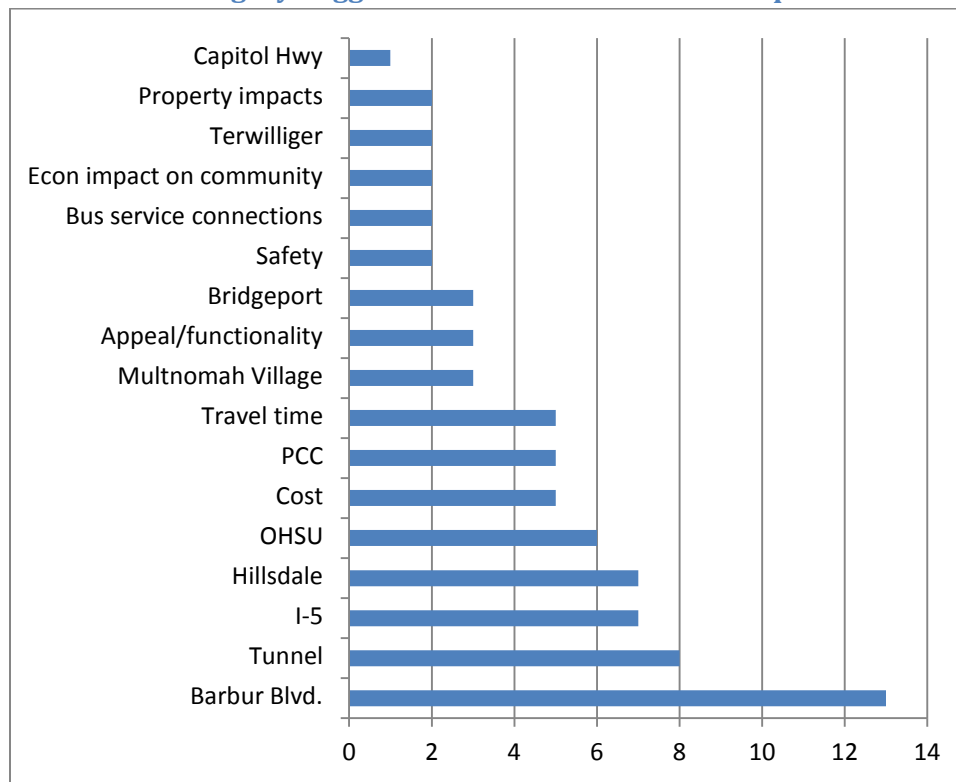
Example comments:

- *If LRT, put station at SW 53rd w/ pedestrian bridge over I-5. If BRT, go directly to campus via SW Capitol Hwy and new bridge near I-5.*
- *As a parent of a former PCC-bus commuter only student question a half mile walk isn't feasible. It has to be served.*
- *Need cost information including operating subsidies. Consider stop at VA instead of as indicated for the tunnel option. Would provide better access to both VA and OHSU via existing sky bridge. Also provides realistic access for VA patients. The current option probably does not do this (especially those of the non-tunnel options). Support your veterans! Have you talked to the Veterans Hospital/ Administration? I do not have the impression that the VA has been included in this project development process. Believe the Lair Hill neighborhood does not want the stop indicated.*
- *Need to site stations based on Barbur Concept Plan -SW 19th. Need to construct capitol highway project to connect Multnomah Village and the West Portland crossroads by walking and biking to destinations South and West. Need to support more density on Barbur -do not include Hillsdale loop.*

Public feedback on station areas from the online questionnaire

The top five categories received six or more tags each. The most popular category tag was Barbur Blvd. (13 tags), followed by tunnel (8 tags), I-5 (7 tags), Hillsdale (7 tags) and OHSU (6 tags). While comments varied even among category tags, the comment themes described below were made most apparent in the data.

Station area category: tagged comments from the online questionnaire



Barbur Boulevard land use and employment centers

Barbur Blvd. comments regarding station areas expressed varied opinions though largely centering on appropriate land use and employment centers for station locations.

Example comments:

- *Re: station locations -- proposing a station at Gibbs and Barbur is inappropriate and ignores decisions made in the Barbur Concept Plan (consider land use first, remember?). This would irreparably harm the character of an historic residential neighborhood and the Terwilliger natural area, yet not provide adequate service to OHSU.*
- *The proposed stations on Barbur don't have much potential, they just slow down service.*
- *The amount of economic activity in Hillsdale is small compared to the businesses along Barbur, downtown, and OHSU. Installing terminals will not improve this because the zoning in the area is mostly residential. Lower economic activity (jobs / businesses) translate into fewer riders getting on and off in Hillsdale.*

Varied tunnel opinions

Opinions were mixed about recommendations to have a station area in Hillsdale and if so, whether or not Hillsdale should be served by a tunnel and underground station. Overall, there was mixed

agreement with recommendations to drop tunnel segments from further study. Some of the varied opinions are illustrated below, however tunnel comments made up a small proportion of overall participant comments (16 tags across all comments and for station areas, just 8 tags).

Example comments:

- *I am Chair of the Hillsdale Neighborhood Association. At our May 2014, we voted unanimously in support of having rapid transit stations placed in Hillsdale (location 2 on Metro's 5/6/2014 map) and at SW 13th Ave (location 5 on Metro's 5/6/2014 map.) Thank you. Mikal Apenes Hillsdale Neighborhood Association Chair*
- *Building a tunnel under Hillsdale would not only be expensive but dangerous to riders. There are fault lines under the Hillsdale and Multnomah Village areas. One fault runs directly under SW Bertha which is along the proposed tunnel route. The geography and seismic stability of the area should be thoroughly analyzed and discussed by experts. Their input should drive the planning process, not the other way around. It seems clear that AORTA has a conflict of interest in terms of "strongly recommending" a 6 mile long tunnel. Has anyone checked if they are taking safety into account? Many experts agree a large earthquake is due in the Pacific Northwest in the next 50-100 years. A tunnel collapse would be deadly to riders! Speaking as someone who studied economics in college, in particular transportation economics, Barbur is a better option to route surface traffic. Doing a loop with small buses or shuttles between Hillsdale town center and the Burlingame Fred Meyer makes more sense. Here is my reasoning: 1) there is not much space in Hillsdale. Taking away businesses to install the terminals will hollow it out. The subway terminals will take away the charm of the neighborhood. 2) The amount of economic activity in Hillsdale is small compared to the businesses along Barbur, downtown, and OHSU. Installing terminals will not improve this because the zoning in the area is mostly residential. Lower economic activity (jobs / businesses) translate into fewer riders getting on and off in Hillsdale. 3) The Hillsdale route lengthens travel time. This translates into higher costs to build. Most importantly a longer ride directly reduces ridership rates, which defeats the purpose of the entire project. The loop approach allows Wilson High school and the library to be accessed easily. A route from Barbur to OHSU makes the most sense for the overall region.*
- *BRT Design Options, p. 2 – Option I (S. Waterfront- tunnel to OHSU) should receive further study, because it is the only BRT option providing true “front door” service to both lower and upper OHSU locations.*

- *The longer tunnels for Light Rail should be investigated. We have shown that it is affordable to dig through the Tualatin Mountains, where the Zoo station is. The short tunnels don't do much, and are probably the most costly, so drop them, and investigate the longer tunnels.*
- *Very disappointed the tunnel option to serve OHSU and VA Hospital along with a continuing tunnel to the Hillsdale Town Center and then to the Burlingame Fred Meyer was not advanced as part of the DEIS recommendations. Barbur Blvd. from SW Terwilliger north into Downtown Portland is very limited in right-of-way and the natural and built environmental impacts are going to be significant with a surface LRT or BRT alignment using a surface street. This area of Portland will not look or feel the same with this invasive development of the right of way, very similar to how I-5 now feels with the new retaining walls along the freeway where the Vermont and Newberry bridges were replaced. A longer tunnel alignment within this section of the corridor needs to be advanced for further study in order to fully examine the life time operational costs which needs to include a carbon emissions analysis. Yes a carbon/Green House Gas comparisons of the various routes and choices over the operational lifespan of the project needs to be part of this DEIS analysis similar to the carbon/Green House Gas comparisons that were done on the Columbia River Crossing bridge replacement analysis; we did it with that project we need to do it with this project. As Mayor Hales stated at a Southwest Portland forum, we are making decisions for the next 100 years when considering the alignment and investment choices within the SW Corridor. We owe it to ourselves to take a view perhaps of this time horizon to know how our choices stack up against each other; cost of construction in the short term may not be as significant as other costs long term.*
- *The proposed station at SW 53rd and Barbur is not a good idea, along with the proposed LRT/tunnel along 53rd from Barbur to PCC. The idea is to increase access for students along this route. There is little use of this route at the present time, and the tunnel will be little used as a connectivity route as proposed. The multi-million dollars it will cost will be an irresponsible waste, when so many other projects could be funded with that money that WOULD provide significant multi-modal access and safety to PCC and other areas. Not to mention the denial of access of residents along 53rd and adjacent street to their homes for at least a year -- no mail delivery, no garbage pickup, no fire or police or EMT access if needed, no plumbing or electrical or natural gas or phone repair, no way to easily get groceries to their homes, no landscape maintenance or roof repair if needed. The fact this proposal was even made calls into question the credibility/validity of other proposed routes. It needs to be removed from consideration and not "discussed" further.*
- *In terms of the future of the Portland area and intuitive commute and transportation planning, a light rail tunnel under OHSU with an underground station in Hillsdale makes the most sense. The priority should be speed of transit from Tualatin and Tigard, and direct access to the PCC campus, Barbur transit center, Hillsdale and OHSU. This will be a massive project and you only*

get one shot at it. Please do it right. (I am a former Portland resident and I intend to move back someday.)

Public feedback on multimodal projects

There were 115 comments directly pertaining to the transit design options, 24 from the CPF and 91 from the online questionnaire. Out of all the comments from the online questionnaire on station areas, the main topic included safety concerns for bicyclists and pedestrians using Capitol Highway to access HCT. Out of the comments received at the CPF, key themes included comments in opposition to multimodal projects in almost each segment, Ross Island Bridge ramp connections, and multimodal connections to PCC.

Public feedback on multimodal projects from the CPF

Twenty-four (24) comments collected at the CPF were tagged with the multimodal projects category. Five (5) comments referred to the proposed improvements to the Ross Island Bridge ramp connections project: four (4) comments were in favor, and one (1) against that project. One person indicated the multimodal projects that he or she opposed in eight out of nine segments, which accounted for nine (8) comments. Two (2) comments referred to the multimodal bike and walk connection to PCC via SW 53rd Avenue (one in favor and one opposed); and the other nine (9) comments referred to specific multimodal projects each.

Example comments:

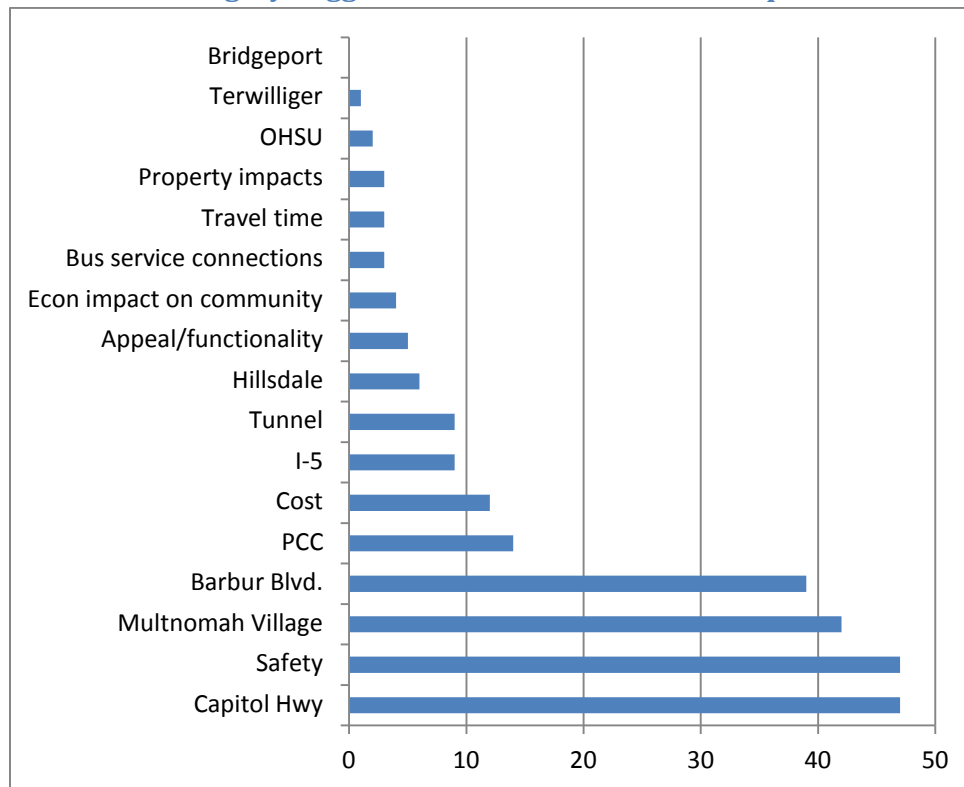
- *Like Ross Island bridgehead project idea -necessary. Prefer option B for BRT -direct to transit mall. Like LRT tunnel to OHSU from bridge. Dislike elevator idea as we already have the tram. Connecting VA to HCT extremely important.*
- *Barbur is midway between 2 campuses -w/ tunnel. Tram is overloaded -Naito route will spend a lot on taking out the ramps to Ross Island Bridge. Running down Naito also will further screw up traffic on Naito -we have severe traffic at Harrison and Market.*
- *I'm opposed to Light Rail. Multimodal: I'm opposed to 2004, 2011, 2041, 3017A, 3017B, 3028, 3033A.*
- *Multimodal over 217 is good idea.*
- *Too many road widening projects.*

Public feedback on multimodal projects from the online questionnaire

The top four categories received thirty-nine (39) or more tags each. The most popular category tag was a tie between Capitol Hwy. (47 tags) and safety (47). The Multnomah Village and Barbur Blvd. tags

received 42 and 39 tags respectively. The comment themes described below were made most apparent in the data.

Multimodal category: tagged comments from the online questionnaire



Safety concerns for bicyclists and pedestrians using Capitol Highway to access HCT

The greatest number of comments received in the online survey expressed safety concerns for the ability of bicyclists and pedestrians to access HCT between Multnomah Village and Barbur Boulevard via Capitol Highway. Most of these comments asked staff to reconsider recommending only a portion of project 5009 multimodal improvements for further study in the DEIS. Some comments additionally noted the importance of the multimodal improvements for PCC Sylvania connections and that the project would be an effective use of funds.

Example comments:

- Capitol Hwy MUST have sidewalks. The revision to the plan in which Dolph would now get sidewalks instead is a serious waste of funds. Dolph is a quiet, lightly traveled street by car, bike, or pedestrian and Capitol is decidedly more busy. I recently had a baby and have a fairly heavy duty stroller which is advertised as able to handle pretty rough terrain. Capitol challenges this assertion, and often I find myself having to lift the stroller over uneven ground to keep it from tipping. I have taken to walking alternate routes into the village which is ridiculous because I should be able to walk down my own street to get to a location also on Capitol. Furthermore, the lack of sidewalks makes it so I occasionally have to walk in the street to avoid cars or unusable*

paths. This is dangerous and scary. If I'm already walking in the street, it means bicyclists are in the regular lane. Another danger I have experienced is that, because there are no sidewalks, cars don't register that people are standing on corners hoping to cross. The other day, I stood in the rain for several minutes waiting for someone to stop so I could cross. Many school buses pick up on Capitol and I often see young children waiting with parents on this busy street. Make it safer by investing in sidewalks.

- As a SW Portland resident I think it is completely unacceptable that the draft recommendation proposes removes Capitol Hwy Improvements (Project 5009) from being included in the DEIS. I live in Multnomah village off of capitol hwy. I have young children and I watch people of all ages walk, bike, and run along capitol hwy as it is the main connection between barbur blvd and Multnomah. The stretch of road is narrow and very dangerous for current bicyclists & pedestrians. By adding HCT along Barbur Blvd, multimodal connections from the Village will be absolutely essential. No stretches of roadway are more important than Capitol Highway, which will be used like never before to connect between Multnomah Village and points south (PCC, Tigard, Tualatin, etc.). In addition, the Capitol Highway Plan has been on paper for two decades and was identified last month as THE top priority project for SWNI and its neighborhood associations/business associations. Please bring sidewalks to capitol highway!*
- "Capitol Hill Rd sidewalks -from SW Barbur Blvd to SW Bertha Blvd Install sidewalk on Capitol Hill Road from Barbur to Bertha" needs to be included for further consideration. My kids have to walk on this road. It is dangerous and needs to be fixed. 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 also need to be included for further consideration. It doesn't do any good to improve Barbur if people can't get to Barbur.*
- It is completely unacceptable that the draft recommendation proposes removing Capitol Hwy Improvements (Project 5009) from being included in the DEIS. As a resident of Multnomah neighborhood, I can attest to the fact that this stretch of highway - between Taylors Ferry Road & Multnomah Blvd - is woefully inadequate and very dangerous for current bicyclists & pedestrians. By adding HCT along Barbur Blvd, multimodal connections from the Village will be absolutely essential. No stretches of roadway are more important than Capitol Highway, which will be used like never before to connect between Multnomah Village and points south (PCC, Tigard, Tualatin, etc.). While improvements are currently being made along Multnomah Blvd, these would not be used by south-bound travelers. In addition, the Capitol Highway Plan has been on paper for two decades and was identified last month as THE top priority project for SWNI and its neighborhood associations/business associations. All of these groups and residents of SW Portland recognize the importance of Capitol Highway, both today and in the future. It absolutely must be upgraded with sidewalks & bike lanes on both sides of the street between*

Taylor's Ferry Road and Multnomah Blvd as part of the SW Corridor Plan. Moreover, the current recommendation includes Project 3069 B - sidewalks along Dolph - which I believe would be a waste of funds. This stretch of roadway is not heavily used by bikes/pedestrians as a means to get to a destination, nor would this change significantly under the SW Corridor Plan. Plus, Dolph parallels Multnomah Blvd, where sidewalks already will exist. Instead, these monies would be better spent upgrading Capitol Highway with sidewalks & bike lanes.

Next steps

The Steering Committee recommendation will be forwarded to the Metro Council for consideration on June 26, 2014. Upon Metro Council action and the completion of intergovernmental agreements for the funding of the DEIS, the project partners will move forward with further study of these HCT design options by initiating a Scoping Phase under NEPA. Project partners are aiming towards a streamlined process that will result in consideration of a Locally Preferred Alternative in 2016.

Addendum 1

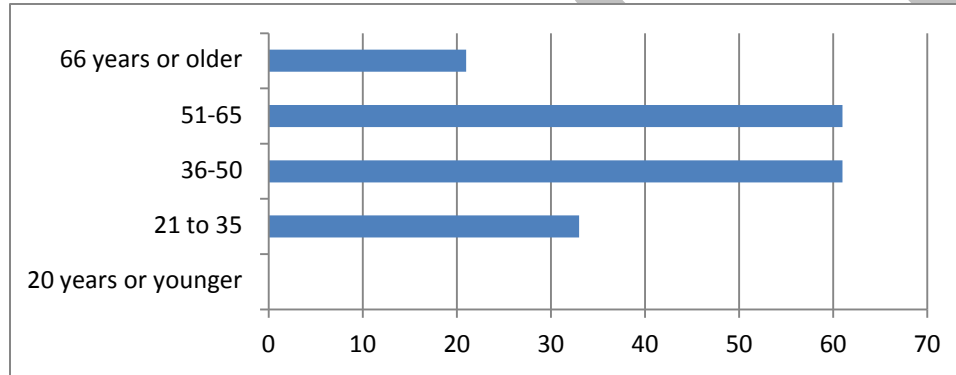
Demographic information

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

One hundred seventy-four (174) online questionnaire respondents and two (2) CPF participants provided the requested information about age group. Two age groups, 36 to 50 and 51 to 65, received the same number of responses: 61. The other two age groups that received responses were: 21 to 35 (33) and 66 and older (21).

Participant ages



Gender

One hundred seventy-three (173) online questionnaire respondents and two (2) CPF participants provided the requested information about gender identification. The majority of respondents self-identified their gender as male (95), 79 as Female, and one (1) as other.

Education

One hundred seventy-three (173) online questionnaire respondents and two (2) CPF participants provided the requested information about highest level of formal education completed. The majority of participants indicated they completed post-graduate studies (97), followed by those who completed a college degree/four-year degree (57), and by those who completed some college/technical/community college/two-year degree (21).

Race or ethnicity

One hundred sixty-four (164) online questionnaire respondents and two (2) CPF participants provided the requested information about racial and ethnic identification. The significant majority of participants self-identified as white/Caucasian (147), followed by Asian or Pacific Islander (8), American

Indian/Native American/Alaskan Native (3) and Hispanic/Latino (3). Two (2) participants identified as Slavic, one (1) identified as Middle Eastern, and two (2) as other.

Participation frequency

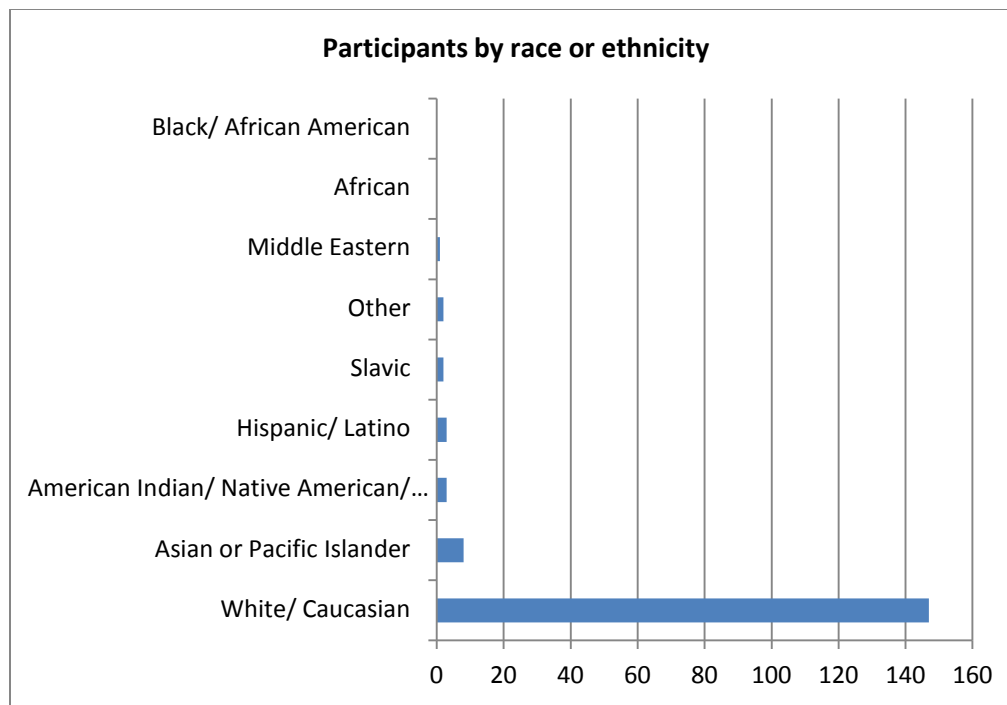
Staff asked online questionnaire respondents to indicate how often they participated in public meetings. One hundred seventy-two (172) participants responded and the majority (72) indicated that they rarely attended public meetings, followed by those who said they attended fairly often (56), very often (26), and never (18).

Voluntary evaluation forms

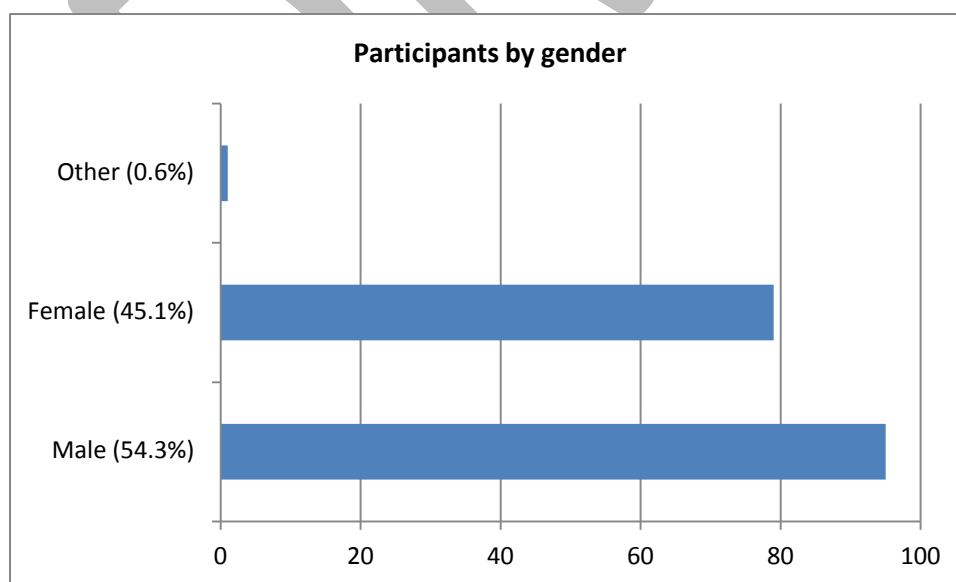
At the CPF, staff asked participants to voluntarily fill event evaluation forms. Three (3) participants filled out those cards, and their responses showed significant variation on the answers to questions about how worthwhile the meeting was, whether their input was encouraged, the most important thing they got out of the meeting, and suggestions for improvements. The responses and comments included in the three evaluation forms received are included in Addendum 2.

Voluntary demographic data and event evaluation responses

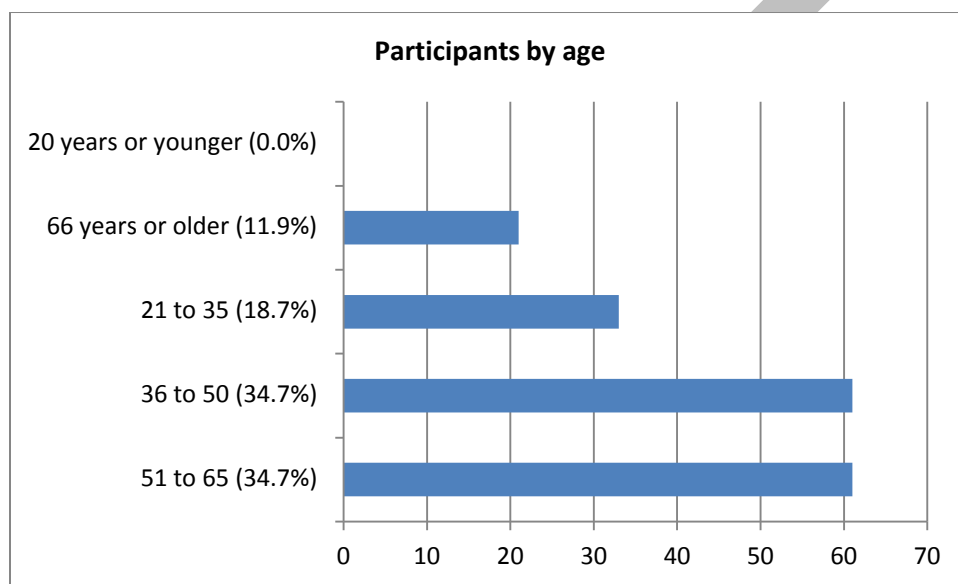
Participants' race or ethnicity - (could select all that apply)	
Race or ethnicity	
White/ Caucasian	147
Asian or Pacific Islander	8
American Indian/ Native American/ Alaskan Native	3
Hispanic/ Latino	3
Slavic	2
Other	2
Middle Eastern	1
African	0
Black/ African American	0
Total	166



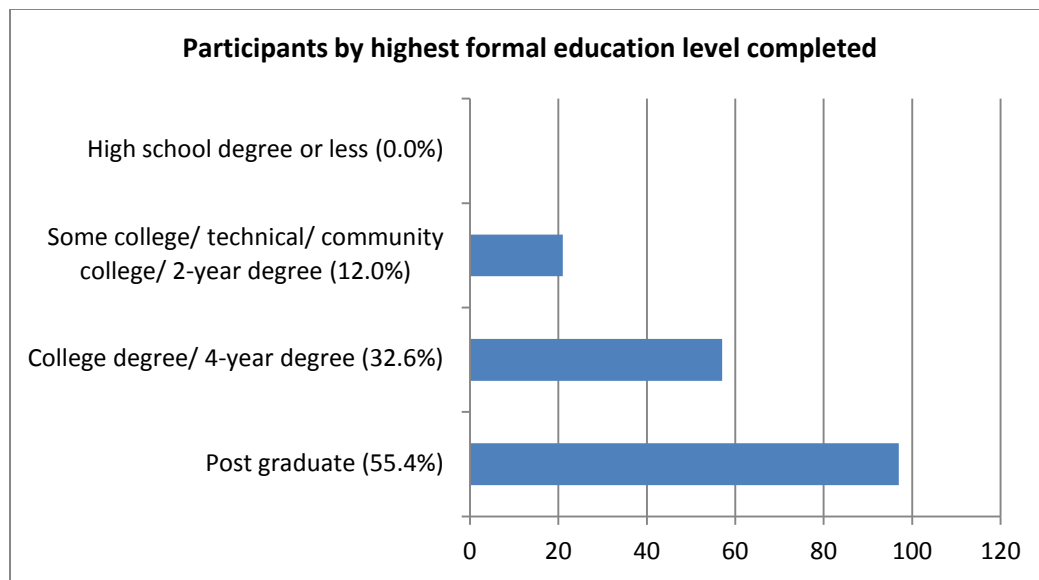
Participants' gender	
Gender	
Male (54.3%)	95
Female (45.1%)	79
Other (0.6%)	1
Total	175



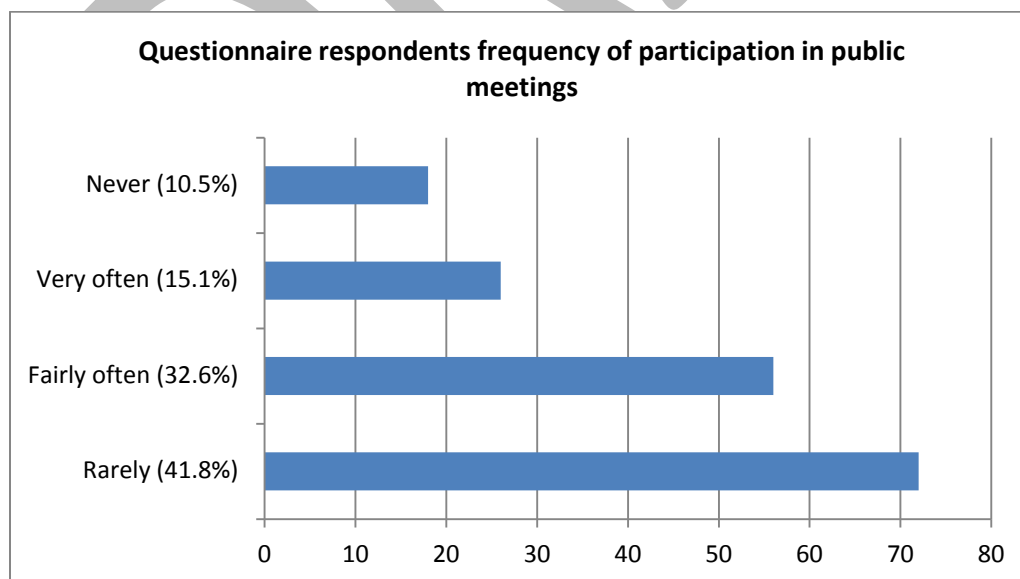
Participants' age	
Age group	
51 to 65 (34.7%)	61
36 to 50 (34.7%)	61
21 to 35 (18.7%)	33
66 years or older (11.9%)	21
20 years or younger (0.0%)	0
Total	176



Participants' highest level of formal education completed	
Highest level of formal education completed	
Post graduate (55.4%)	97
College degree/ 4-year degree (32.6%)	57
Some college/ technical/ community college/ 2-year degree (12.0%)	21
High school degree or less (0.0%)	0
Total	175



Online questionnaire respondents' frequency of participation in public meetings	
Frequency of participation in public meetings	
Rarely (41.8%)	72
Fairly often (32.6%)	56
Very often (15.1%)	26
Never (10.5%)	18
Total	172



Responses to event evaluation forms received at the Community Planning Forum on May 13, in Tigard:

Overall, I believe the meeting was:	#	Comments
Worthwhile	1	Very
Somewhat worthwhile	1	
Neutral/ don't know	0	
Not worthwhile	1	
Total	3	

I felt the meeting encouraged my input and I felt listened to:	#	Comments
Strongly agree	1	
Agree	1	
Neutral/ don't know	0	
Disagree	0	
Strongly disagree	1	People listened but input was not heard
Total	3	

The most important things I got out of today's meeting included:
Many
The fact that budget doesn't include finance nor tunnel in projections -that is bogus.

For future sessions, I would suggest:
Be willing to engage public question during presentation.


Addendum 2


Additional business summit information

The Southwest Corridor Plan has consistently sought to involve the business community along the Southwest corridor in order to obtain their input and ideas regarding the proposed elements of the Plan. In previous years, the primary mechanism for collecting input from the business community has been the Business Summits events. Based on feedback received in the past, the business summits are invitation-only events that focus on bringing together business owners and representatives to share information with them, offer the opportunity to answer questions, and provide a forum for them to interact with staff and their peers about the Southwest Corridor Plan.

On May 29, 2014, project staff held a business summit at the Quality Inn in Tigard. To keep the attendance industry specific, the event was advertised through the Tigard, Tualatin and Sherwood chambers of commerce as well as through the Hillsdale Business & Professional Association. Staff also sent invitations via email to attendees of business summit events held in earlier phases of the Plan. Eleven (11) business leaders and elected officials attended the Business Summit.

Participants asked questions and shared concerns with project staff around a variety of topics related to high capacity transit (HCT) and the Southwest Corridor Plan. The topics mentioned during the summit were:

- 
- Impacts on properties located along HCT design options: concerns included HCT widening roads and eliminating parking space and potentially impacting buildings along the potential alignments
 - Impacts on development activities and zoning in areas adjacent to HCT design options: concerns included jurisdictions implementing parking and development restrictions or changing zoning designations in areas adjacent to HCT, which could have a negative impact on future development, as it has happened in areas of other HCT corridors in the region
 - Ideas for HCT design: it was suggested to build elevated transit ways along the entire alignment, to minimize transit's footprint and potential impacts on properties
 - HCT connections to specific communities: Hillsdale and Sherwood were mentioned as important communities that should be served by HCT



Staff took note of these concerns and comments, and indicated that:

- Impacts of transit on properties are not well defined at this stage in the Southwest Corridor Plan. During the proposed next phase, the draft environmental impact statement (DEIS), staff will conduct more detailed study of property impacts, and all potentially impacted property and business owners will be notified of those potential impacts, in order to involve them in identifying mitigation measures.

- Impacts on development activities and zoning are not well defined either at this stage in the Plan. Each jurisdiction is responsible for zoning and development, and Metro will work collaboratively with them to ensure that there are realistic projections and expectations for both zoning and development activity in the Southwest corridor, if the decision is to build an HCT investment.
- There are no current plans to serve Sherwood with HCT at this point, but TriMet's Southwest Service Enhancement Plan, which was initiated as part of the Southwest Corridor Plan, does include enhanced local bus service to connect Sherwood with Tualatin and other important destinations in the region.
- The draft recommendation of options for further study does include options that serve Hillsdale with HCT.

Business Summit summary

Southwest Corridor Business Summit

May 29, 2014 - 4:00-5:30 p.m.

Quality Inn, Tigard

Summary of the event and public questions and comments

Welcome: Mayor John Cook of Tigard welcomed everyone and introduced the Southwest Corridor Plan and process. Eleven (11) members of the business community, including Mayor Cook and Mayor Lou Ogden of Tualatin, attended the event.

Question: Who does the voting?

Answer: Mayor Cook described the project partners and representation on the Steering Committee, who votes on the recommendations.

Presentation on the Southwest Corridor Plan draft recommendation: Matt Bihn, Metro Senior Transportation Planner, provided an overview of the following topics:

- Bus rapid transit (BRT)
- Local land use vision and its relation to the Southwest Corridor Plan
- Process for the refinement phase
- Draft environmental impact statement (DEIS) process that leads to a locally-preferred alternative (LPA)
- Draft staff recommendation, and
- Transit design options

Next, Matt described the transit design options of the draft recommendation by each corridor segment area:

Tie-in to existing transit

Question about headways.

Answer: It depends on the selected mode. At peak times, BRT is estimated to come about every three minutes.

South Portland to Barbur Transit Center

Comment regarding negative impacts of Option 2D on businesses: An audience member cautioned staff against removing Option 2F because Option 2D could create enough resistance in the community that it could affect the project negatively. The audience member said the business community would get organized in opposition to the project if Option 2D is the only option and it takes too much property or otherwise has too many negative impacts on businesses.

PCC Area

Question: How many students at PCC? Where do they come from? It sounds like an important aspect for planning the transit system because they could be a large user group.

Answer: PCC Sylvania served 32,000 students, which translates into 12,137 full-time student enrollment because not all students are full-time.

Tigard Triangle

Question: If I own a property and it's between 68th and 69th, what could be the impact? Could someone potentially have impacts to both sides of their property? Why a couplet here and not someplace else?

Comment: It's not true that stations create development. There are some places that it works and some places that it doesn't.

Answer: It might be easier to take less land through the couplet opportunity in this particular location. Later in plan development, planners and engineers would work closely with property owners.

Question about how current and near-term land use applications may be affected by the long-range planning in the future. Will land use applications be subject to additional regulations due to the speculative long-range planning of this project?

Answer: Metro doesn't take land use applications, the local cities do. In the near future, the Southwest Corridor long-range planning will not affect local land use regulations. Later, after a project is developed, we would work with property owners to minimize any impacts and do mitigation where necessary.

Question about population and employment numbers, which are based on current zoning.

Answer: Local cities would conduct a zoning forecasting process, looking to the year 2035. Metro would work with the cities to get that information, which is on current zoning where needed.

Question: Would you entertain comments from Hillsdale Business Association about their thoughts about what it would mean to the business community there to be one stop away from OHSU?

Answer: It would be good to hear that and the Hillsdale Business Association is encouraged to provide their comments.

Question: Will Metro take a position on land use applications?

Answer: We will not be able to take a formal position until we have a project (a LPA) and we are still a couple years out from that point.

OR-217

No questions or comments.

Downtown Tigard

No questions or comments.

South Tigard

No questions or comments.

Tualatin

Comment: That looks like a dead end without capability to eventually go to Sherwood.

Answer: We are looking to the Southwest Service Enhancement Plan to improve connections to Sherwood for now.

Question: Did you look at having elevated running transit, so that you don't have to increase the footprint of the project and its impact on property?

Answer: Not at this point. For the most part, it is less expensive to be on the surface.

Comment: If you elevate the whole HCT line, you wouldn't need to worry about what's below and it actually might be a more economical and less invasive alternative.

Discussion: Juan Carlos Ocana-Chiu, Metro Public Affairs Specialist, asked the audience to share additional thoughts, perspectives and opinions.

Comment: Our Hillsdale neighborhood sees itself not as a village but as a commercial center. I hope you'll take seriously the potential for development in Hillsdale that could take place, if the commercial node of the neighborhood were only one stop away from OHSU.

Comment: Restrictions on parking and development regulations near WES and the west side MAX line were based on overly optimistic planning. In reality, those restrictions and regulations inhibited development, creating zones where not development has occurred in 15 years. It was a bust.

DRAFT

Addendum 3.

Complete list of public comments

Q5 Please share your comments on the draft recommendation to the Steering Committee.

Answered: 138 Skipped: 216

#	Responses	Date
1	Bridgeport Station areas Transit design options I support an extension of the Yellow Line MAX to Tualatin or further, with a station in downtown Tualatin on Boones Ferry Road. I live 1/2 block from that location and am not dissuaded by construction disruption, nor predictions of "crime" or "unsightliness." (Interstate Ave neighborhood looks much improved from before.) Bridgeport Village/Park and Ride should have a stop. Frankly, I don't care if you bypass Tigard entirely due to their vote, but that is not realistic. We do need a fast way to get from Tualatin to downtown Portland—Express Bus 96 is great and I ride it whenever available, but we need it more frequently. And to speed the bus along, we need a dedicated transit lane. Keep up the good work—I'm sure you are hearing from the opposition far more often, but keep in mind the "standing room only" passengers on the 5 p.m. Bus 96 and WES are too busy to write.	5/23/2014 7:12 PM
2	PCC Process comment Transit design options The presentation overstates the degree to which either BRT or LRT could do the same things. In particular, it needs to be much clearer about the fact that BRT is potentially open, with buses able to beyond the facility to serve destinations off line. Open BRT, which is increasingly the best practice (and which Eugene certainly wishes it had built) has extensive capability for branching that is not reflected in this scoping. This is especially important for PCC Sylvania, which is easily served using BRT infrastructure along Barbur without needing to route Portland-Tigard service through PCC. Likewise, BRT options should consider the possibility of Tigard and Tualatin as branches rather than requiring all service to Tualatin to run via downtown Tigard. The scoping overall appears to minimize the potential mobility of value of BRT by limiting itself to alignments that resemble something LRT could do, rather than exploring the way BRT presents new and distinct opportunities for meeting the real mobility and access needs of this corridor.	5/23/2014 5:29 PM
3	Bus service connections Multimodal Multnomah Village Safety We have lived on SW Lobelia St. for 15 years. My son is has Cerebral Palsy and uses a manual wheelchair when out in the community. We have enjoyed walking into Multnomah Village, one mile away. But we are risking our lives quite literally as we try to get our son safely across Capitol Highway as there are no sidewalks on our side of the road nor on the other where we also wait for the number 44 Tri-Met bus. We quickly cross, hoping drivers are paying attention, and push and "puff" through the uneven, rough asphalt, potholes and rocks at the side of the highway. Numerous curves and ditches on this road add to our peril. I can't let less skilled care workers do this. It's too dangerous so Nic would have to stay home that day. Come On Portland! ADA could never give this stretch of road a thumbs up. Let's make it right for everyone.	5/23/2014 4:34 PM
4	Capitol Hwy Multimodal Multnomah Village Safety There must be sidewalks and bike lanes along Capitol Highway between Barbur and Multnomah Village. This needed improvement will aid Multnomah Village businesses and the future transit by making access to these important components of the plan. Currently, Capitol highway is dangerous for pedestrians, yet a major pedestrian access route. It is also the snow route for the SW portland PPS schools, so even more hazardous without these sidewalks and bike lanes! Sidewalks are long overdue on Capitol highway in this residential and business corridor.	5/23/2014 4:10 PM
5	Appeal/ functionality Barbur Blvd. I-5 Transit design options Please don't put a barrier on Barbur. Use I-5 instead. Leave Barbur alone!	5/23/2014 3:58 PM
6	Multimodal Transit design options I support the South Portland to Crossroads project but recommend the use of Option F. I'm especially keen on the proposed SW Corridor recommendations for the area around NCM which includes the tie-in to existing transit design options recommendations, (BRT & LR)	5/23/2014 3:56 PM

Southwest Corridor Plan draft refinement phase recommendation

7	<p>Appeal/ functionality Barbur Blvd. Bus service connections Cost Econ impact on community Hillsdale Multnomah Village OHSU Safety Station areas Travel time Tunnel Building a tunnel under Hillsdale would not only be expensive but dangerous to riders. There are fault lines under the Hillsdale and Multnomah Village areas. One fault runs directly under SW Bertha which is along the proposed tunnel route. The geography and seismic stability of the area should be thoroughly analyzed and discussed by experts. Their input should drive the planning process, not the other way around. It seems clear that AORTA has a conflict of interest in terms of "strongly recommending" a 6 mile long tunnel. Has anyone checked if they are taking safety into account? Many experts agree a large earthquake is due in the pacific northwest in the next 50-100 years. A tunnel collapse would be deadly to riders! Speaking as someone who studied economics in college, in particular transportation economics, Barbur is a better option to route surface traffic. Doing a loop with small buses or shuttles between Hillsdale town center and the Burlingame Fred Meyer makes more sense. Here is my reasoning: 1) There is not much space in Hillsdale. Taking away businesses to install the terminals will hollow it out. The subway terminals will take away the charm of the neighborhood. 2) The amount of economic activity in Hillsdale is small compared to the businesses along Barbur, downtown, and OHSU. Installing terminals will not improve this because the zoning in the area is mostly residential. Lower economic activity (jobs/ businesses) translate into fewer riders getting on and off in Hillsdale. 3) The Hillsdale route lengthens travel time. This translates into higher costs to build. Most importantly a longer ride directly reduces ridership rates, which defeats the purpose of the entire project. The loop approach allows Wilson Highschool and the library to be accessed easily. A route from Barbur to OHSU makes the most sense for the overall region.</p>	5/23/2014 3:41 PM
8	<p>Barbur Blvd. Capitol Hwy Multimodal Multnomah Village Safety Please include sidewalks and bicycle routes on Capital Highway on the portion between Barbur Blvd. and Multnomah Village. We desperately need them. Daily I see children putting their lives at risk trying to navigate Capital Highway on bicycles and on-foot. I have seen parents with strollers struggling. We need a pedestrian and bicycle friendly route from Multnomah Village to Barbur Blvd. This has been promised again and again to residents by city government and once again has been taken off a city plan. Please, please, please add this into your plan!!</p>	5/23/2014 3:41 PM
9	<p>Appeal/ functionality Barbur Blvd. Cost Econ impact on community I-5 Multimodal Property impacts Safety Travel time Tunnel First, the route between Barbur and i5 should be included in the DEIS for further study because: 1. It does not introduce a major blockage across our key arterial in SW Portland. It is close enough to Barbur to still serve it and the nearby communities and neighborhoods effectively. 2. With the width of ROW required, it will affect many businesses along the entire route. Much parking will be lost. 3. The anger of the business community at the imposition of this blockage may be enough to kill the entire project. 4. It will be a faster and safer route with fewer chances of intersection crashes. It will not require as much important real estate. 5. The ped and bike improvements along Barbur will still be needed. 2. The Slavin Road bike ped alternative should be included in the draft DEIS STUDY: because it will be a much better environment in which to walk and bicycle. It will be less expensive. Peds and bikes can access Barbur via a connection at 4900 SW Barbur. They can also rejoin Barbur at SW Hamilton via SW Seymour and SW View Point. The Slavin Road connection leads directly via Corbett to the Hooley Pedestrian Bridge and the employment areas thereabout. 3. The Hillsdale station for BRT should be underground, with a cut and fill tunnel in the immediate Hillsdale area to make the streets there unaffected by long buses making sharp turns. 4. It is not appropriate to spend millions of scarce transportation dollars redoing the ramps to the Ross Island Bridge. Running the route down Naito appears to inter fear with a great deal of traffic, both that taking the Ross Island Bridge and that going to downtown. P</p>	5/23/2014 3:23 PM
10	<p>Capitol Hwy Multimodal Multnomah Village Safety Plans for improvement of Capitol Highway from Taylors Ferry to Multnomah have been in the works for almost twenty years (Multnomah Town Center Plan) with a flurry of additional design and outreach activity about six years ago when federal funds were expected to be imminently available. I was shocked that this project was eliminated from further consideration. This segment of Capitol Highway is unsafe and completely unusable for any purpose other than car traffic. I can't think of a really good north-south multi-mode option between Oleson Road and the river. If improvements don't happen within this structure, I don't expect for them to happen within my lifetime...which admittedly is only 40-50 years.</p>	5/23/2014 2:53 PM
11	<p>Hillsdale Transit design options Makes the most sense to me to channel the route thru Hillsdale.</p>	5/23/2014 2:28 PM

Southwest Corridor Plan draft refinement phase recommendation

12	Capitol Hwy Cost Multimodal Multnomah Village Process comment Safety Without sidewalks and bike lanes along SW Capitol Highway between Taylors Ferry and Multnomah Blvd this plan is a colossal failure. Adding sidewalks and bike lanes along SW Capital is the single most important change needed to the SW zone and you aren't doing it? Again!?!? After 25 years of talking about it. What is wrong with the committee? Capitol Highway is the main artery through SW and it's a insanely dangerous for pedestrians and bikers. PLEASE do the right thing by putting sidewalks and bike lanes along SW Capitol between Taylors Ferry and Multnomah. Otherwise, this is just another waste of taxpayer money.	5/23/2014 2:16 PM
13	Capitol Hwy Cost Multimodal Multnomah Village PCC Safety It is completely unacceptable that the draft recommendation proposes removing Capitol Hwy Improvements (Project 5009) from being included in the DEIS. As a resident of Multnomah neighborhood, I can attest to the fact that this stretch of highway - between Taylors Ferry Road & Multnomah Blvd - is woefully inadequate and very dangerous for current bicyclists & pedestrians. By adding HCT along Barbur Blvd, multimodal connections from the Village will be absolutely essential. No stretches of roadway are more important than Capitol Highway, which will be used like never before to connect between Multnomah Village and points south (PCC, Tigard, Tualatin, etc.). While improvements are currently being made along Multnomah Blvd, these would not be used by south-bound travelers. In addition, the Capitol Highway Plan has been on paper for two decades and was identified last month as THE top priority project for SWNI and its neighborhood associations/business associations. All of these groups and residents of SW Portland recognize the importance of Capitol Highway, both today and in the future. It absolutely must be upgraded with sidewalks & bike lanes on both sides of the street between Taylors Ferry Road and Multnomah Blvd as part of the SW Corridor Plan. Moreover, the current recommendation includes Project 3069 B - sidewalks along Dolph - which I believe would be a waste of funds. This stretch of roadway is not heavily used by bikes/pedestrians as a means to get to a destination, nor would this change significantly under the SW Corridor Plan. Plus, Dolph parallels Multnomah Blvd, where sidewalks already will exist. Instead, these monies would be better spent upgrading Capitol Highway with sidewalks & bike lanes.	5/23/2014 1:00 PM
14	Capitol Hwy Multimodal Safety Sidewalks along Capitol Hwy are an important safety and liveability issue for residents of the area. It is very important that we follow through with our previous plan of installing sidewalks and bikelanes to Capitol Highway.	5/23/2014 10:57 AM
15	Capitol Hwy Multimodal Multnomah Village SW Capitol Highway from Multnomah to SW Barbur Blvd is long overdue for sidewalks.	5/23/2014 10:13 AM
16	Capitol Hwy Multimodal Multnomah Village Safety Terwilliger Tunnel The draft staff recommendations for the multimodal project list within the City of Portland are not adequate to safely connect the community to a new HCT system; generate the ridership; and support the community land use vision provided in the Barbur Concept Plan. Specifically, the percentages of original project scope in the following projects should be expanded and included in the DEIS: Project ID # Project Title DEIS Recommendations 5005 Barbur Blvd, SW (Terwilliger – city limit) Include 100 % (include entire project with tunnel and I-5 Alignment F options) 5009 Capitol Hwy Improvements Include 100 % (include entire project from Taylors Ferry Rd to Garden Home Rd / Multnomah Blvd) 5059 SW Portland / Crossroads Multimodal Include 100 % (include roadway and intersection refinements and realignments; include study of removal of I – 5 S Capitol Hwy off ramp)	5/23/2014 9:43 AM
17	Capitol Hwy Multimodal Very important that the project #5009 Capitol Hwy from Multnomah Village to Taylors Ferry Rd be included in the HCT development plan. This was the highest priority section of road in Portland for federal funding 2 years ago and has been a priority road project for Multnomah Neighborhood Association for more than 20 years.	5/23/2014 7:57 AM
18	Capitol Hwy Multimodal Multnomah Village Safety We really need sidewalks on Capitol Highway from Terwilliger into Multnomah Village. Lots of adults and kids walk down Capitol Hwy already and it would be much safer if sidewalks were added.	5/23/2014 12:38 AM

Southwest Corridor Plan draft refinement phase recommendation

19	<p>Barbur Blvd. Cost Hillsdale Multimodal OHSU Transit design options Tunnel I support BRT aligned along Barbur, without the tunnel. I think the tunnel would be very expensive, and I also worry structurally about how it would affect the neighborhood, as it would run directly below my house. In order to knit together this neighborhood to both PSU and to OHSU/ South Waterfront, both Barbur and Naito need to be more pedestrian and transit friendly. BRT along Barbur, especially coupled with lowering Naito to grade and signalizing its intersections, will accomplish that. As this article (http://pamplinmediagroup.com/component/content/article?id=85143) put it back in 2007, "a river of cars" runs through our neighborhood. This will only worsen with increased population. Thus, I support the southwest corridor plan, but simply moving people through the neighborhood at higher speeds alone won't help it. The worst would be the option that completely cuts out south portland and goes straight to Hillsdale.</p>	5/22/2014 11:36 PM
20	<p>Capitol Hwy Multimodal Multnomah Village Safety Section 5009. Please re-include sidewalks and crosswalks (especially at sw Capitol and Garden Home) along Capitol Hwy between Alice and Multnomah Village! There are so many families with young children in the area that would love to join Portland's vision of a walking/biking/public transporting community, but we are continually left out of the ability to do so. As it stands, Capitol Hwy is an unsafe area to walk, despite the fact that many school bus stops are on this road, causing young kids to risk walking in the lane or traffic for blocks, or to walk on raised dirt walkways that are slick for much of the year and cannot accommodate strollers or bikes. Please include this important, vibrant, close-in neighborhood in Portland's vision!</p>	5/22/2014 11:33 PM
21	<p>Barbur Blvd. Bus service connections Capitol Hwy Cost Hillsdale Multimodal PCC Safety Transit design options Tunnel alignments: prefer LRT along Barbur or I-5, not Hillsdale loop, although tunnel would be OK. SW 53rd station could be a good connection to PCC as well as park & ride location in lieu of Barbur Transit Center (re-develop BTC with its lovely view of Mt. Hood). Projects: STRONGLY SUPPORT FULL SW CAPITOL HIGHWAY PROJECT FROM MULTNOMAH TO TAYLORS FERRY! Do not shortchange this important connection; you can be creative in the design to bring total construction costs down. Also strongly support multimodal improvements to the West Portland Crossroads, much more is needed than what is proposed in the staff recommendation: bike lanes, sidewalks, better #44 transit stops at SW Capitol and Barbur. Strongly support Taylors Ferry Road bike/ped improvements between SW Capitol Highway and SW 65th. It's a scary place to walk or bike today and at a minimum needs an uphill bike lane and south side sidewalk between Capitol and 48th. Need to rebuild the west end of the Ross Island Bridge to connect it directly to I-405, and recreate the old Lair Hill neighborhood that is currently bisected by the 1940's style highway. Red Electric Trail will be a good recreational facility but should not be funded with HCT funds, so please don't fund either RET project in this project. There will need to be good transit connections to the stations along the HCT route—much more connections than we have today with frequent transit service on Barbur. Need good transit connections with nearby employment destinations such as Lewis & Clark College, Washington Square, Nimbus business parks, Kruse Way business parks, etc. Also need to connect with WES service to Wilsonville and buses to Salem. Definitely need bus service along Tualatin-Sherwood Road.</p>	5/22/2014 9:38 PM
22	<p>Capitol Hwy Multimodal PCC Safety Unfortunately, this plan removes Capital Hwy improvements. This project is a huge opportunity to finally get needed improvements along SW Capitol Highway, so that bikers & pedestrians have a safe way to get from the Village to the Walgreens area (where a transit stop will likely be located) and beyond to all points south (PCC, Tigard, Tualatin, etc.). The SW Portland area is woefully underdeveloped when it comes to bikes and peds—the streets belong to the cars—and the area will only become more congested with cars with this project. As a resident, a biker, and a parent, please, please include improvements that will allow for safer bike and ped improvements.</p>	5/22/2014 9:22 PM
23	<p>Capitol Hwy Hillsdale Multimodal Multnomah Village PCC Reference 5009 - Capitol Hwy Improvements from Taylor's Ferry to Multnomah Village. This should be funded in full to improve pedestrian walkways and add bike lanes. This is a critical connection from PCC to Multnomah Village and into Hillsdale. Current walking conditions are abysmal in places - one can barely walk single file, let alone trying to lead a child or dog or push a stroller. A plan was agreed upon several years ago and should be implemented.</p>	5/22/2014 9:01 PM
24	<p>Barbur Blvd. Capitol Hwy Multimodal Multnomah Village The benefits of improvements of Capital Highway between Multnomah Village and Barbur Blvd. are well documented. It is unacceptable that the draft recommendation proposes to remove them. Local residents have been working on having pedestrian and bicycle improvements done to this stretch of road for decades! It is absolutely imperative that sidewalks and bike lanes are updated between the Village and Taylors Ferry as part of the SW Corridor Plan.</p>	5/22/2014 8:21 PM

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25	Capitol Hwy Multimodal Safety PLEASE consider the S. Pdx to Crossroads a highest priority! Our children wait for the bus on that road-basically standing in the mud only feet from the busy Capital Hwy. We live so close to Barbur Foods, Walgreens, and the transit center, but it is too dangerous to walk as there are NO sidewalks!	5/22/2014 8:16 PM
26	Capitol Hwy Multimodal Safety Pedestrian and bicycle pathways along Capitol must absolutely be included in the Southwest Corridor plan as a tie in to current transit and a safety issue for commuters. Capitol Highway is not just woefully inadequate for current demand, it is high risk. Sidewalks and a multiuse path are required before improvements to other side streets should even be considered.	5/22/2014 8:11 PM
27	Bus service connections Capitol Hwy Econ impact on community Hillsdale Multimodal Safety Transit design options PLEASE CONSIDER BRINGING THE LIGHT RAIL INTO HILLSDALE - THIS WILL PROVIDE MUCH NEEDED ECONOMIC DEVELOPMENT INTO THE HILLSDALE/MULTNOMAH VILLAGE NODES AND BRING THE RAIL WITHIN SAFE WALKING, BIKING OR BUS CONNECTIONS TO A VERY DENSE AREA. PLEASE FULL RE-INCLUDE ALL THE CAPITOL HIGHWAY IMPROVEMENTS TO ENSURE THIS DENSE AREA HAS SAFE PEDESTRIAN AND BIKE WAYS. THIS AREA IS ALREADY WOEFULLY INADEQUATE AND WITH FUTURE GROWTH AND INCREASED TRAFFIC IT WILL ONLY BECOME WORSE. PLEASE INVESTIGATE AN OPTION OF PERHAPS CHANGING THE #1 VERMONT BUS LINE WHICH RUNS DOWNTOWN BUT ONLY 4X IN THE AM AND 4X IN THE PM INTO AN ALL DAY (6AM-10PM, EVERY 30 MIN) LOOP THAT CIRCLES THOUGH THE NEIGHBORHOOD AND ONLY DROPS AT THE LIGHTRAIL AND OTHER PRIME BUS LINE STOPS. THIS WOULD MAKE THE REST OF TRIMET'S CURRENT AND FUTURE FANTASTIC INFRASTRUCTURE MUCH MORE USEABLE AT ALL HOURS AND FOR ALL TYPES OF CITIZENS.	5/22/2014 7:54 PM
28	Capitol Hwy Multimodal Capital Hwy. needs to be a part of this plan. It needs sidewalks and bike lanes as it is a major throughfare through SW Portland!	5/22/2014 7:15 PM
29	Process comment It would have been better to trim this down for public consumption if you really wanted our opinion.	5/22/2014 7:08 PM
30	Multimodal Multnomah Village Safety Please include the section of road between SW Taylor's Ferry Rd and Multnomah Village in your plans. We need safe foot and bike passage along this route.	5/22/2014 6:05 PM
31	Barbur Blvd. Capitol Hwy Multimodal Multnomah Village Safety 3. FORWARD THIS MESSAGE to your friends & family to submit more comments! Residents have been fighting for sidewalks & bike lanes on Capitol Hwy for decades now. More than ever before, this is our best chance to finally see it happen. Thank you all! Jessica The SW Corridor Plan presents an amazing opportunity for SW Portland and points south including much needed high capacity transit (HCT) along Barbur Boulevard/99W and increasing pedestrian and bike connectivity. I commend the efforts of the steering committee in working collaboratively to forward this draft recommendation. However, I am deeply dismayed that multimodal project #5009 Capitol Highway in the South Portland to Barbur Transit section is not recommended fully. The draft plan recommends that 15% of project 5009 be included. This is not enough! Project #5009 in its entirety was determined by SW neighborhoods to be the #1 priority project and should be recommended fully. To dismiss the voices of 17 neighborhoods directly impacted by the SW Corridor Plan is unacceptable. To have the vision of the SW Corridor Plan come to fruition, residents must have safe and accessible pedestrian and bike connectivity along Capitol Hwy to the important hub of transit located at SW Barbur Blvd and Capitol Hwy. Currently this 1 mile section of Capitol Hwy between Multnomah Blvd and SW Taylor's Ferry has no sidewalks or bike lanes and no crosswalks and, therefore, no means of safely accessing and encouraging the use of HCT. There is currently no multimodal link between the Multnomah Village Business District and the SW Portland Crossroads area. SW Portland residents have been advocating for sidewalks since the mid 1990s. We cannot continue to place this project on the chopping block at every opportunity for completion. Project 5009 is pivotal to the SW Corridor Plan and should be recommended fully. Thank you.	5/22/2014 6:02 PM
32	Barbur Blvd. Capitol Hwy I-5 Terwilliger Transit design options The I-5 alternative route 2f should be evaluated and considered for light rail instead of using the road barrier on Barbur from Terwilliger Blvd to Capital Hwy	5/22/2014 5:46 PM
33	Barbur Blvd. Capitol Hwy Multimodal Multnomah Village Safety Please include sidewalks and bicycle paths on Capital Hwy from Multnomah Village to Barber. Currently very dangerous and will only get more so with the new Corridor	5/22/2014 5:35 PM

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34	<p>Barbur Blvd. Capitol Hwy Multimodal Multnomah Village Process comment Safety While I commend the Committee on dealing with an important transportation corridor in a very forward-thinking manner - I do have serious concerns about an omission. I don't see any improvements suggested for Capital Highway and this is a huge problem. Capital Highway, from Barbur Blvd to the overpass into Multnomah Village is a woefully inadequate street, as it currently exists. The proposed Barbur Blvd changes have the potential of creating even more traffic through this street. So let me be specific. This is a two-lane road with virtually no shoulder on either side. It is very difficult for cars to make turns onto this street from side streets due to foliage, twists in the road and Capital Highway being at a higher elevation than the cross streets - greatly diminishing visibility. So it's not particularly safe for car access. Even more daunting - the street is perilous for pedestrians and cyclists. And this, to me, seems unacceptable. This is the only direct route for pedestrians to get from Multnomah Village to this Barbur intersection. Other routes are very hilly and difficult to navigate for anyone who is not in good condition - including the elderly and children and even parents pushing baby strollers. It contains the only drugstore within walking distance (Walgreens) and provides access to the transportation center on the other side of the street. This could be a well-used pedestrian corridor and bike path which would be a major benefit to the community. Left alone, it will continue to be very unfriendly to the houses that line it, the people who wait, perilously, for the bus, and for cars. The positive changes on Barbur will have a negative impact on the street and the neighborhood if nothing is done. I would strongly urge to consider at least a sidewalk along one side of Capital Highway. Ideally, there would be a well marked bike lane, as well. This will create a much needed foot-powered link between the Village and Barbur and would greatly enhance the neighborhood and the lives of the people who live there. Thank you.</p>	5/22/2014 5:29 PM
35	<p>Barbur Blvd. Capitol Hwy Multimodal Safety "Capitol Hill Rd sidewalks - from SW Barbur Blvd to SW Bertha Blvd Install sidewalk on Capitol Hill Road from Barbur to Bertha" needs to be included for further consideration. My kids have to walk on this road. It is dangerous and needs to be fixed. 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 also need to be included for further consideration. It doesn't do any good to improve Barbur if people can't get to Barbur</p>	5/22/2014 5:17 PM
36	<p>Barbur Blvd. Capitol Hwy Multimodal Safety What happened to the pedestrian improvements on Capitol Highway? Unless you think everyone in the western part of Multnomah and nearby neighborhoods are going to drive to Barbur, this makes no sense. Capitol is currently a very dangerous street to walk on. Fast traffic, blind curves, no sidewalks and little to no shoulder on most of it, make it a street that I would forbid children to walk on and strongly recommend against for everyone else. I've walked it and it was a terrifying experience. With a transit stop anywhere near the current Barbur Transit Center, people will be risking their lives to use the new system (but not me, I'm not ready to die). I absolutely cannot support the current plan.</p>	5/22/2014 5:15 PM
37	<p>Multimodal Safety Our kids, our seniors and all pedestrians need a safe place to walk and ride their bikes. We have had too many tragedies which could have been prevented if adequate space for walking and riding had been provided. In a city which prides itself for having green, user-friendly spaces, available for all of our non-driving population, should be considered as a top priority.</p>	5/22/2014 5:10 PM
38	<p>Appeal/ functionality Barbur Blvd. Transit design options I do not support any plan that would restrict neighborhood access to the many businesses along Barbur Blvd. I do most of my family's grocery shopping at the Burlingame Fred Meyer, an errand that cannot be accomplished on mass transit. We live south of Barbur, but my kids attend school north of Barbur - on any given week we make 15 or more trips to the school. I am concerned that putting light rail down Barbur will limit our access to the services we use constantly.</p>	5/22/2014 4:42 PM
39	<p>Bus service connections Process comment Station areas It is a lot of information to take in. The information is laid out well but there is so much to retain when reviewing for the first time. We live in Tualatin and have walked the mile to WES from our home. We work at home and most of our trips are local. We have taken the express bus to downtown and it is a very pleasant and quick trip. The connection to WES and the business hours of WES don't meet our wants. We would probably take mass transit on the weekends to downtown, shopping or other destinations where there is a specific event. Because we are not daily riders I feel meeting our needs/wants is not a priority but the more places we can go on transit and the easier it is to connect from our home the more likely we will use it instead of driving. Uncovered stops in the rain don't help either.</p>	5/22/2014 3:58 PM
40	<p>Capitol Hwy Multimodal Multnomah Village PCC Safety This is a huge opportunity to finally get needed improvements along SW Capitol Highway, so that bikers & pedestrians have a safe way to get from the Village to the Walgreens area (where a transit stop will likely be located) and beyond to all points south (PCC, Tigard, Tualatin, etc.).</p>	5/22/2014 3:35 PM

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41	Barbur Blvd. Capitol Hwy Multimodal Multnomah Village Safety I ask you to please reconsider proposed improvements along SW Capitol Highway, so that bikers and pedestrians have a safe way to get from Multnomah Village to the Walgreens area on Barbur (where a transit stop will likely be located) -- the "South Portland to Barbur Transit Center" area.	5/22/2014 3:30 PM
42	Multimodal Multnomah Village Ignoring the bike/ped needs from Multnomah to Crossroads and along Barbur from downtown is completely unacceptable.	5/22/2014 3:26 PM
43	Appeal/ functionality Barbur Blvd. I-5 Multimodal Transit design options We support the tie-in to existing multimodal projects, especially 1044 and 5013 (page 4 of the plan): 1044 proposes a signalized intersection at the Ross Island Bridge. We support the South Portland to the Crossroads design options, but suggest the planners consider further discussion on the Option F (adjacent to I-5), as our neighbors feel if this may be less disruptive to Barbur.	5/22/2014 3:08 PM
44	Barbur Blvd. Capitol Hwy Multimodal Safety I'm very unhappy to see Capitol Highway improvements removed from the plan. The increase in traffic on what is already one of the most unsafe arteries in SW Portland is unacceptable. My young children are already unable to use Capitol Highway. I can't imagine how much more dangerous it will become with the increase in traffic this project will bring. Come drive Capitol Highway between Barbur and Garden Home rd and decide for yourselves if this street will survive the construction proposed.	5/22/2014 3:02 PM
45	Bus service connections Transit design options I would favor LRT over bus service	5/22/2014 2:27 PM
46	Capitol Hwy Multimodal Multnomah Village Safety Comment: Very important that the project #5009 Capitol Hwy from Multnomah Village to Taylors Ferry Rd be included in the HCT development plan. This was the highest priority section of road in Portland for federal funding 2 years ago and has been a priority road project for Multnomah Neighborhood Association for more than 20 years. This is a very dangerous place for pedestrians and bicycles, but it is also heavily used by both.	5/22/2014 2:23 PM
47	PCC Process comment Transit design options Tunnel Please retain the deep tunnel option between the Willamette River near downtown Portland and PCC Sylvania. This is the most sensible option to serve residents of SW Portland and Tigard. Please do not dump this concept based on unverifiable fiscal information provided by TriMet and its contractors. Now is far too early to eliminate the deep tunnel. This is what happened with the Columbia River Crossing: The smart plan was dumped early in the process by supposedly all-wise advisors who then designed a monstrosity in the name of public compromise. Don't allow this to happen to SW Portland. You can do better by retaining the deep tunnel for light rail.	5/22/2014 2:11 PM
48	Barbur Blvd. Capitol Hwy Multimodal Multnomah Village I want improvements (road, side walk, bike lane, etc) on Capitol Hwy between Barbur Blvd and Multnomah Village including the the Capitol Hwy overpass over Multnomah Blvd.	5/22/2014 2:06 PM
49	Capitol Hwy Multimodal Multnomah Village Safety After decades of trying to work with the City to improve Capital Highway from Barbur to Multnomah Village, it is unconscionable that 5009 is not being considered. This is an absolutely vital link for the community which impacts livability, public safety and public health. This part of Portland is seeing a lot of infill and congestion which means access to multimodal transportation is more important now than ever before. This older part of Portland is consistently ignored in transportation planning and infrastructure and must be included in the SW Corridor plan. Portland 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.	5/22/2014 2:04 PM
50	Capitol Hwy Multimodal Process comment Once again urban planners fail to recognize what people want (Capitol Highway bike and pedestrian improvements) and what they absolutely DO NOT want: Overriding what we want and forcing what we don't want on us: The Southwest Corridor Plan AND the Columbia River Crossing. We in Multnomah Village have been PROMISED since 1996 that we would bike lanes and sidewalks for Capitol Highway between Garden Home and Brugger Street/Taylors Ferry Road. We watched design engineers survey Capitol Highway and submit a final design, presented to the Neighborhood at the Multnomah Art Center, only to see the City of Portland THROW IT OUT.	5/22/2014 12:37 PM

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51	Barbur Blvd. Capitol Hwy Multimodal Multnomah Village PCC Safety I feel that improvements to Capital Highway are of paramount concern for folks living in PCC, Multnomah Village and commuters passing through Barbur and Capital Hwy. As a bicycle commuter in the area, I am acutely aware of very few North-South, safe connections. Capital Highway is ideally located for this, connecting PCC area, the SW corridor and Multnomah Village. Bicycle lanes and side walks are very important to myself and the people living in the area. Furthermore, I frequent Dolph street by foot and bike. It does not need a sidewalk, or any improvements in my opinion. It is a safe, enjoyable street. The intersection of Dolph and Capital Highway on the other hand is a known dangerous area. Please review need for cross walk, stop sign or traffic light.	5/22/2014 12:11 PM
52	Multimodal Station areas Transit design options It looks difficult to extend LRT into south Tualatin towards the high school and Wilsonville. If LRT ties into WES/downtown Tualatin, is it possible to add a WES station near the high school? Will WES run more often to coordinate with LRT? Or will bus be the only way to travel to downtown Tualatin for those with limited mobility? What is maximum walk/ride distance to a LRT stop?	5/22/2014 12:10 PM
53	Barbur Blvd. Capitol Hwy Multimodal Transit design options I am concerned about the South Portland to Barbur Transit Center which is outlined on pages 14 and 15 of the PDF. To my astonishment, Metro's most recent staff draft removes Capitol Hwy improvements from consideration. This is completely unacceptable, since we all know this route is already woefully inadequate, which will only significantly worsen when the SW Corridor project is built. On Monday, Marianne Fitzgerald, the President of SWNI, did a great job testifying about this since SWNI and all of the SW neighborhoods voted Capitol Hwy as their #1 priority project. I completely support Marianne's comments and hope that the plan is revised to include improvements on Capitol Hwy. Thank you, Rob Kinney 3427 SW Hume Portland OR 97219	5/22/2014 12:10 PM
54	Appeal/ functionality Process comment I feel as if some of the recommendations would impede on the current function of our institution, further isolating us from the community. In addition, the designs are complicated to understand to the lay person furthering my lack of support.	5/22/2014 12:00 PM
55	Barbur Blvd. Capitol Hwy Multnomah Village Transit design options Capitol Hwy from multnomah village up to Barbur are a MUST! I can't believe you've decided to take this area out of consideration. I will not support any of this project if that section is not included.	5/22/2014 11:57 AM
56	Appeal/ functionality Barbur Blvd. I-5 Multimodal Transit design options • I support the proposed SW Corridor recommendations for the area around NCNM and the South Portland to Crossroads (BRT and LR) recommendations, including the recommended multimodal options in South Portland (pages 6-8) • I especially support light rail on Naito, which would include a redesign of Naito that would change its character to a neighborhood boulevard & allow for changes to the Ross Island bridgehead to change traffic patterns (page 3) • I support the tie-in to existing multimodal projects, especially 1044 and 5013 (page 4 of the plan): 1044 proposes a signalized intersection at the Ross Island Bridge. • I support the South Portland to the Crossroads design options, but suggest the planners consider further discussion on the Option F (adjacent to I-5), as our neighbors feel if this may be less disruptive to Barbur.	5/22/2014 11:46 AM
57	Capitol Hwy Multimodal Multnomah Village We desperately need bicycle & pedestrian improvements to Capitol HWY, especially the stretch from Multnomah Village to Taylors Ferry.	5/22/2014 11:20 AM
58	Appeal/ functionality Barbur Blvd. I-5 Transit design options suggest the planners consider further discussion on the Option F (adjacent to I-5), as our neighbors feel if this may be less disruptive to Barbur.	5/22/2014 10:45 AM

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59	<p>Barbur Blvd. Capitol Hwy Multimodal Multnomah Village Safety The SW Corridor Plan presents an amazing opportunity for SW Portland and points south including much needed HCT along Barbur Boulevard/99W and increasing pedestrian and bike connectivity. I commend the efforts of the steering committee in working collaboratively to forward this draft plan. However, I am deeply dismayed that multimodal project #5009 Capitol Highway in the South Portland to Barbur Transit section is not recommended fully. The draft plan recommends that 15% of project 5009 be included. This is not enough! Project #5009 in its entirety was determined by SW neighborhoods to be the #1 priority project and should be recommended fully. To dismiss the voices of 18 neighborhoods directly impacted by the SW Corridor Plan is unacceptable. To have the vision of the SW Corridor Plan come to fruition, residents must have safe and accessible pedestrian and bike connectivity along Capitol Hwy to the important hub of transit located at SW Barbur Blvd and Capitol Hwy. Currently this 1 mile section of Capitol Hwy between Multnomah Blvd and SW Taylors Ferry has no sidewalks or bike lanes and no crosswalks and, therefore, no means of safely accessing and encouraging the use of HCT or linking two business districts or decreasing vehicular traffic. SW Portland residents have been advocating for sidewalks since the mid 1990s. We cannot continue to place this project on the chopping block at every opportunity for completion. Project #5009 is pivotal to the plan and should be recommended fully.</p>	5/22/2014 10:38 AM
60	<p>Multimodal Multnomah Village Safety We need more sidewalks in the SW Portland neighborhoods to safely travel by foot to Multnomah Village. Please consider keeping sidewalk plans in the plan. We prefer walking instead of mass transit when traveling from our home to Multnomah Village</p>	5/22/2014 10:12 AM
61	<p>Cost Transit design options LTR cost too much when busses can be employed for that same amount or less.</p>	5/22/2014 9:09 AM
62	<p>Barbur Blvd. Capitol Hwy Multimodal Multnomah Village I would like to see more sidewalks & bike lanes added in the West Portland Park portion of the planning. Specifically, Pomona St from SW 35th to Capitol Hwy, SW 35th St from SW Arnold St to SW Stephenson St. Capitol Hwy from SW 51st St to SW 72nd St in Tigard. SW Capitol Hwy from Barbour Blvd to Multnomah Village.</p>	5/22/2014 7:45 AM
63	<p>I-5 Multimodal Station areas Transit design options The area around the Ross Island Bridge and NCNM is of utmost importance to me. I support the proposed SW Corridor recommendations for the area around NCNM so long as which includes the tie-in to existing transit design options. I support the South Portland to Crossroads recommendations, with an emphasis on expanded bicycling options. I support light rail on Naito. I support the tie-in to existing multimodal projects, especially 1044 and 5013. I support the South Portland to the Crossroads design options, but would request the planners to consider further discussion on the Option F (adjacent to I-5).</p>	5/22/2014 7:40 AM
64	<p>Miscellaneous Safety Light rail from downtown will only facilitate NE Portland gang members getting to our suburb easier. We do not want to pay for gang member transportation.</p>	5/22/2014 6:38 AM
65	<p>Barbur Blvd. Capitol Hwy I-5 Multimodal Multnomah Village PCC Safety I am disturbed to find the inclusion of sidewalks on SW Capitol Highway from SW Taylor's Ferry to Multnomah Village has been removed from this plan. This is a VITAL transit, pedestrian and bike corridor that is extremely dangerous in its current condition. This project has been a stated #1 priority of the Multnomah Neighborhood Association and the SWNI Board for the past 15+ years. As former SWNI board representative for Multnomah, I have been actively involved in this process and know how important having sidewalks in this segment is for the entire neighborhood, especially for those with small children or those who are alter abled. Daily, I see people struggling to navigate this section, cross the street, and dodge ditches and parked cars to access the bus stops. There is currently no crosswalk between SW Taylor's Ferry and Multnomah Village- on a major connector street to I-5, PCC, Tigard, and Barbur Blvd. that goes right through the heart of a densely populated residential neighborhood. Paired with the lack of pedestrian access on Barbur and elsewhere in the Crossroads area, walking is extremely dangerous without proper sidewalk access. Transit improvements on Barbur will exacerbate these problems as more people will be navigating Capitol Highway to access this transit or to locate alternative auto routes. PLEASE include sidewalks on this section of Capital Highway back into your plan!!!</p>	5/21/2014 11:47 PM

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66	<p>Capitol Hwy Multimodal Multnomah Village Safety In regards to the draft recommendation that proposes removing Capitol Hwy Improvements (Project 5009) from being included in the DEIS, I am extremely disappointed that this doesn't include the inclusion of sidewalks for the community between Multnomah Village to Walgreens. As a resident of this area with a young family, it is extremely difficult, not to mention unsafe, for me to walk either down to the village or up to walgreens/World Foods area with my child in a stroller. Cars move up and down Capitol Hwy so fast and often don't look for pedestrians. If you walk along this area with a stroller or a bike, there are areas where you have to walk on the road because there is no way to maneuver these things along the small pathway. This issue will only worsen with increased traffic once the project is complete and a serious accident resulting in injury or worse seems inevitable. Putting in sidewalks and bike lanes along this route should be an essential part of the program so that it can be safe for everyone to use in the future.</p>	5/21/2014 11:02 PM
67	<p>Barbur Blvd. Capitol Hwy Multimodal Multnomah Village Safety The draft recommendation proposes removing Capitol Hwy Improvements (Project 5009) from being included in the DEIS. Since I live very near this area, I can tell you this stretch of highway between Taylors Ferry Road & Multnomah Blvd is not adequate or safe for bicyclists & pedestrians. By adding HCT along Barbur Blvd, you increase pressure on this dangerous strip and make multimodal connections from the Village even more important. SWNI has placed the Capitol Highway Plan as THE top priority project for these neighborhood associations/business associations. Please consider revising the plan to reinstate this vital improvement.</p>	5/21/2014 10:33 PM
68	<p>Capitol Hwy Multimodal Safety I'm generally in favor of the plan, but I'm dumbfounded by the recommendation to prioritize sidewalks on Dolph (3069B) ahead of critically needed improvements to Capitol Highway (5009). Being a multi-modal person (Bike, walk, drive) who has lived on both Dolph Ct and Capitol, I can tell you that Capitol is a much more critical place for improvements. It's only a matter of time before some pedestrians are hurt or killed due to the hazards on Capitol.</p>	5/21/2014 10:10 PM
69	<p>Capitol Hwy Multimodal Multnomah Village Safety I am disappointed that the draft recommendation proposes removing Capitol Hwy Improvements (Project 5009) from being included in the DEIS. As a bus commuter on Capitol Hwy, I can attest to the fact that this stretch of highway - between Taylors Ferry Road & Multnomah Blvd - is VERY inadequate and very dangerous for current bicyclists & pedestrians. By adding HCT along Barbur Blvd, multimodal connections from the Village will be absolutely essential. No stretches of roadway are more important than Capitol Highway, which will be used like never before to connect between Multnomah Village and points south (PCC, Tigard, Tualatin, etc.). While improvements are currently being made along Multnomah Blvd, these would not be used by south-bound travelers. In addition, the Capitol Highway Plan has been on paper for two decades and was identified last month as THE top priority project for SWNI and its neighborhood associations/business associations. All of these groups and residents of SW Portland recognize the importance of Capitol Highway, both today and in the future. It absolutely must be upgraded with sidewalks & bike lanes on both sides of the street between Taylors Ferry Road and Multnomah Blvd as part of the SW Corridor Plan. Moreover, the current recommendation includes Project 3069 B - sidewalks along Dolph - which I believe would be a waste of funds. This stretch of roadway is not heavily used by bikes/pedestrians as a means to get to a destination, nor would this change significantly under the SW Corridor Plan. Plus, Dolph parallels Multnomah Blvd, where sidewalks already will exist. Instead, these monies would be better spent upgrading Capitol Highway with sidewalks & bike lanes. We do like walking on Dolph the way it is currently - really.</p>	5/21/2014 9:36 PM
70	<p>Barbur Blvd. Capitol Hwy Multimodal Multnomah Village Safety My comments regarding project 3017B slated to be included partially in the SW Corridor Plan According to the most recent plan, the intersection of Capitol Highway and Barbur is an important focus for improvements necessary to create a rapid transit corridor along highway 99. This intersection is recognized to be inadequate for current demand and therefore greatly in need of improvement. There is currently a one mile stretch of Capitol Hwy between 40th and Taylor's Ferry Rd. that has no protected accessible walkway for pedestrians and no path for bikes. In addition, there is no protected crosswalk for the entire stretch of road between Multnomah and Taylor's Ferry along Capitol Highway. Considering that there are at least 6 bus stops along this route and that the speed posted is 35 MPH, this is an unsafe area for non-motorized vehicles and pedestrians. Installing either a multi-use path such as the one currently being constructed along the south side of Multnomah Blvd. is the very least that Metro should consider in order to assure better connectivity along a road that is already ighly frequented and will only increase with the introduction of rapid transit, particularly considering its proximity to the transit center. I would also recommend the installation of a lighted crosswalk at Dolph Ct and Capitol Highway. This intersection is particularly dangerous for both vehicles and pedestrians.</p>	5/21/2014 9:30 PM

Southwest Corridor Plan draft refinement phase recommendation

71	Multimodal I think the plan is helpful, but I wish that pedestrian and bike access would not have to wait for motorized access on the new bridge,etc.	5/21/2014 9:18 PM
72	Appeal/ functionality Barbur Blvd. I-5 Multimodal Station areas Transit design options I work at NCNM and live in John's Landing. The NCNM community says, and I agree: · We support the proposed SW Corridor recommendations for the area around NCNM o which includes the tie-in to existing transit design options recommendations, (BRT, or bus rapid transit, and LR, or light rail – Pages 2- 3) o and the South Portland to Crossroads (BRT and LR) recommendations, including the recommended multimodal options in South Portland (pages 6-8) o we especially support light rail on Naito, which would include a redesign of Naito that would change its character to a neighborhood boulevard & allow for changes to the Ross Island bridgehead to change traffic patterns (page 3) · We support the tie-in to existing multimodal projects, especially 1044 and 5013 (page 4 of the plan): 1044 proposes a signalized intersection at the Ross Island Bridge. · We support the South Portland to the Crossroads design options, but suggest the planners consider further discussion on the Option F (adjacent to I-5), as our neighbors feel if this may be less disruptive to Barbur.	5/21/2014 8:00 PM
73	Multimodal Safety Please make bicycle accessibility a key component of your planning. It will reduce congestion and promote sustainability. As well, access to the NCNM clinic is very important to me and I would like to see a route that is less convoluted and provides safer access to their clinic.	5/21/2014 6:52 PM
74	Appeal/ functionality Barbur Blvd. I-5 Multimodal Transit design options · I support the proposed SW Corridor recommendations for the area around NCNM o which includes the tie-in to existing transit design options recommendations, (BRT, or bus rapid transit, and LR, or light rail – Pages 2- 3) o and the South Portland to Crossroads (BRT and LR) recommendations, including the recommended multimodal options in South Portland (pages 6-8) o I especially support light rail on Naito, which would include a redesign of Naito that would change its character to a neighborhood boulevard & allow for changes to the Ross Island bridgehead to change traffic patterns (page 3) · I support the tie-in to existing multimodal projects, especially 1044 and 5013 (page 4 of the plan): 1044 proposes a signalized intersection at the Ross Island Bridge. · I support the South Portland to the Crossroads design options, but suggest the planners consider further discussion on the Option F (adjacent to I-5), as our neighbors feel this may be less disruptive to Barbur.	5/21/2014 6:46 PM

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75	<p>Barbur Blvd. I-5 Multimodal OHSU Process comment Station areas Terwilliger</p> <p>Transit design options Tunnel BRT Design Options, p. 2 – Option I (S. Waterfront-tunnel to OHSU) should receive further study, because it is the only BRT option providing true “front door” service to both lower and upper OHSU locations. The comment that it is an “indirect connection” to the transit mall is misleading: this connection would be the same as that of Milwaukie LRT, the same as that of buses using the new transit bridge. And why are “construction impacts” of concern near OHSU, streetcar, etc., but apparently acceptable elsewhere? Re: station locations – proposing a station at Gibbs and Barbur is inappropriate and ignores decisions made in the Barbur Concept Plan (consider land use first, remember?). This would irreparably harm the character of an historic residential neighborhood and the Terwilliger natural area, yet not provide adequate service to OHSU. While a station at Gibbs and Naito might help spur redevelopment in that part of the neighborhood, it would provide even poorer service to OHSU. The elevator idea is ludicrous, even more so for the Naito station. It couldn't possibly handle peak demand periods, and connecting from Naito would be tremendously disruptive to the neighborhood. LRT Design Options, p. 3 – same comments as for BRT above: Option I should receive further study, as the only option that really serves OHSU at both campuses. Option B (LRT on Barbur) north of the Naito/Barbur split would be tremendously destructive to that neighborhood. This is the only stretch of Barbur passing through a residential area and is the narrowest Barbur right-of-way as well. In this area the better choice is Option F (Naito to transit mall) but only if we drop the silly elevator idea. Be honest and acknowledge that only a tunnel really serves OHSU, and only the tunnel from South Waterfront serves both parts of OHSU. A general comment: along Barbur north of Naito, and Naito itself, both LRT and BRT rights-of-way should be given “downtown” design treatment. That is, tracks should be flush with pavement and not fenced. Vehicle speeds can and should be reduced to no more than 25 mph, and the number of turning movements across the tracks can be minimized with appropriate signage. The primary benefit of this design is that LRT/BRT would not become yet another barrier through the middle of an already splintered neighborhood. BRT Design Options, p. 6 – Option F (Adjacent to I-5) should be recommended for further study. Contrary to the negative notes in your report, this option would provide just as much support for the Barbur Concept Plan, and result in no more difficult pedestrian connections. The great benefit of this alignment is to minimize the disruption to Barbur as a largely commercial corridor requiring convenient access to both sides from both directions. I.e., no barrier along Barbur. LRT Design Options, p. 7 – I strongly support including Option A (short tunnel) for further study. As mentioned above, this is the only alignment option that truly provides adequate service to OHSU on Marquam Hill. The other tunnel options should, as you recommend, be discarded, because they do not provide additional benefits commensurate with the additional expense. As with BRT discussed above, Option F (Adjacent to I-5) also should be recommended for further study, for the same reasons.</p>	5/21/2014 6:36 PM
76	<p>Appeal/ functionality Multimodal Transit design options I would like to see light-rail for the entire corridor from Portland to Tualatin and including Sherwood. There should be a priority to circumvent traffic on Tualatin-Sherwood Road as it has become so clogged with traffic and will get much worse with new Sherwood Walmart and Tualatin Nyberg developments. It's so often like a freeway through the middle of our city which is an eyesore to an otherwise peaceful and bucolic community.</p>	5/21/2014 4:26 PM
77	<p>Barbur Blvd. I-5 Transit design options The process presently asks to carry forward to the DEIS phase only the alternative between Miles and Crossroads placing of the HCT on Barbur. The study does not recommend carrying forward Alternative 2F, which places transit next to Interstate 5 yet only a half a block from Barbur. Placing a new barrier, namely transit, along this portion of Barbur which serves as Main Street for SW PDX, should not be the only option along here. DEIS must include study of the “no new barrier” alternative on this section.</p>	5/21/2014 4:02 PM
78	<p>Process comment Similarity in names of the Southwest Concept Plan and Southwest Corridor Plan raises concern the two plans can be easily confused. The expansion of this project and where the connection lies to address mobility and congestion from bottlenecking should be strongly considered if voters are going to accept and agree HCT is not only a necessity but responsibility for the future of this area.</p>	5/21/2014 3:50 PM
79	<p>Cost Miscellaneous I don't want to pay another dime for transit that won't pay for itself. Anybody remember the WES Train? Up yours Metro.</p>	5/21/2014 2:40 PM

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80	Appeal/ functionality Barbur Blvd. Cost I-5 Multimodal PCC Transit design options Tunnel I work in South Portland at NCNM, which presently enrolls 570 students, has roughly 400 staff and faculty, with patient visits to the campus at NCNM Clinic numbering about 20,000 annually. I am only commenting on the area around NCNM, which includes the tie-in to existing transit (BRT and LR) design options recommendations, and the South Portland to Crossroads (BRT and LR) recommendations, including the recommended multimodal options in this area. (I will not comment on the remaining parts of this design that extends from PCC down through Tigard and Tualatin. (Most of our students also live in the South Portland area.) Overall, I support the recommendations I see in the SW Corridor Plan. I especially support a plan that may include LR on Naito. I feel it's especially important to redesign the Ross Island bridgehead, including a redesign of Naito (BRT/ F. Naito to Transit Mall, p.2). I do not support the bridge, tunnel options from the Waterfront to Naito and OHSU due to the expense and disruption. Tie-In to existing transit/ Multimodal projects: I support all these options, but I particularly support 1044 due to the need for signalized intersection at RI bridge. Also support 5013. So Portland to Crossroads: I strongly suggest that the planners continue to discuss Option F on p. 6 Our neighbors feel strongly about this in that it would be far less disruptive to Barbur.	5/21/2014 1:01 PM
81	Barbur Blvd. Bridgeport Cost Hillsdale Multnomah Village Station areas Travel time Tunnel One of the Light Rail alternatives goes to the South Waterfront. It should be kept in, not dropped. The longer tunnels for Light Rail should be investigated. We have shown that it is affordable to dig through the Tualatin Mountains, where the Zoo station is. The short tunnels don't do much, and are probably the most costly, so drop them, and investigate the longer tunnels. Serve OHSU and PCC directly, not with stations down on Barbur. Serve Hillsdale. Don't go to Multnomah village. Serve it with good bus service. Keep a frequent bus on Barbur, even with Light Rail. The Naito Parkway alignment doesn't do much, and just slows down service. Especially bad is the alignment that doesn't even go to PSU. The Barbur and Naito alignments into Portland don't serve either OHSU or South Waterfront very well. Light Rail directly on Barbur doesn't help much. The proposed stations on Barbur don't have much potential, they just slow down service. Use regular buses to connect to Light Rail, if you want to serve a low density area like this. Consider branching to serve Tigard and Tualatin separately, to avoid a slow loop through Tigard for passengers coming from Tualatin and Bridgeport Village. Connect to the WES stations in both Tigard and Tualatin.	5/20/2014 8:07 PM
82	Miscellaneous Safety I do not want to see additional crime associated with max coming to tualatin	5/20/2014 7:35 PM
83	Process comment Tualatin should drop out of the process. The bigger picture is not being included to get people to use any plan.	5/20/2014 4:00 PM
84	Cost Miscellaneous I do not support any kind of mass transit, lets focus on expanding and improving the existing roads we have. Not many people in Tualatin use public transportation. We drive CARS! And we are the ones paying the taxes for transportation. Stop wasting \$ on modes of transportation that I will never use. I drive a car and will never use public transportation ever!	5/20/2014 2:54 PM
85	Bridgeport PCC Station areas Transit design options PCC: Though it may eventually get removed from the program, I think a connection at PCC should be included for study at this point. Tigard to Durham: I like the proposed routing. Bridgeport Village: I think studying the Lower Boone's Ferry option is a good choice. Tualatin: As much as I'd love HCT to come to Tualatin, I question this option as a terminus. Specifically, I think there needs to be a park-and-ride lot/garage to be seriously considered. I do think we should still study it, but I'm not holding my breath. Station Locations: In general, the farther apart, the better. For the love of the FSM, please dial back the number of stops. In my ideal HCT commuting world it would go like this: 1. Tualatin/Bridgeport park-and-ride, 2. 72nd/99W, 3. Barbur Transit Center, 4. Burlingame, 5. Hamilton, 6. PSU. Seriously, make this like the Stuttgart S-Bahn. BRT or LRT, either is OK with me. BRT might be the only thing that will satisfy the Luddites. Good luck. Process: So far, so good.	5/20/2014 12:50 PM
86	Capitol Hwy Multimodal Multnomah Village PCC Safety This is a huge opportunity to finally get needed improvements along SW Capitol Highway, so that bikers & pedestrians have a safe way to get from the Village to the Walgreens area (where a transit stop will likely be located) and beyond to all points south (PCC, Tigard, Tualatin, etc.). To my astonishment, Metro's most recent staff draft removes Capitol Hwy improvements from consideration (see pages 14 & 15, http://rim.metro-region.org/webdrawer/webdrawer.dll/webdrawer/rec/273026/view/). I find this completely unacceptable, since we all know this route is already woefully inadequate, which will only significantly worsen when the SW Corridor project is built.	5/19/2014 10:47 PM
87	Capitol Hwy Hillsdale Multimodal What will happen to Capitol Hwy from Taylor's Ferry to Beaverton Hillsdale, ie sidewalks, storm water runoff, bike lanes. Water Damage to 41st ave between Carson and Garden Home Not much being said for that.	5/19/2014 10:34 PM

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88	Barbur Blvd. Cost Hillsdale Multimodal PCC Process comment Property impacts Station areas Transit design options Tunnel The proposed station at SW 53rd and Barbur is not a good idea, along with the proposed LRT/tunnel along 53rd from Barbur to PCC. The idea is to increase access for students along this route. There is little use of this route at the present time, and the tunnel will be little used as a connectivity route as proposed. The multi-million dollars it will cost will be an irresponsible waste, when so many other projects could be funded with that money that WOULD provide significant multi-modal access and safety to PCC and other areas. Not to mention the denial of access of residents along 53rd and adjacent street to their homes for at least a year – no mail delivery, no garbage pickup, no fire or police or EMT access if needed, no plumbing or electrical or natural gas or phone repair, no way to easily get groceries to their homes, no landscape maintenance or roof repair if needed. The fact this proposal was even made calls into question the credibility/validity of other proposed routes. It needs to be removed from consideration and not "discussed" further.	5/19/2014 6:41 PM
89	Barbur Blvd. Capitol Hwy Multimodal Multnomah Village Safety Now is the time to fix what other planners have overlooked. Sidewalks are critical to the safety of pedestrians especially those attending school. Capitol from Barbur to the Village is plain dangerous to pedestrians especially on dark winter mornings and evenings. As we push density, with proper pedestrian sidewalks cars can be left at home. Items 5059, 5009, 3017B, 6026 and 2066 need to be included. The entrance ramp to I5 South at Barbur must be improved for safety and traffic flow.	5/19/2014 6:20 PM
90	Barbur Blvd. Econ impact on community Multimodal Multnomah Village Safety As a business owner in Multnomah village, I feel that it is paramount to improve the corridor between the village and south to Barber Blvd. The existing route is used heavily by car traffic, with very little concern about the pedestrian and bike traffic. It is my understanding that this route has been talked about for improvement for many years, and continually over looked. With the move into HCT, getting to the transition points will be very important. Many of the stations may lack parking. Having routes that are walkable is very important. We live off Shattuck Rd. which as no sidewalks, and we feel like we put our life on the line every time we need to take the bus and I'm sure that walking on Capitol is the same. Having LCT with a station in Multnomah village would greatly benefit the SW Portland neighborhoods. It would enhance an existing route to the into the city center, without having to overly change the existing street flow. It would be exposing the village to more travelers. Reenforcing an existing business district, while enabling a higher density development in the surrounding area, while offering more ridership to an area less served. The Barber Blvd. route is already heavily traveled and developed.	5/19/2014 5:26 PM
91	Transit design options My concern lies in how the line BRT or Light Rail will connect to the WES station?	5/19/2014 4:38 PM
92	Capitol Hwy Multimodal HTC inclusion of 5009 Project Capitol Highway into project.	5/19/2014 12:44 PM
93	Capitol Hwy Cost Multimodal Safety Capitol Hwy MUST have sidewalks. The revision to the plan in which Dolph would now get sidewalks instead is a serious waste of funds. Dolph is a quiet, lightly traveled street by car, bike, or pedestrian and Capitol is decidedly more busy. I recently had a baby and have a fairly heavy duty stroller which is advertised as able to handle pretty rough terrain. Capitol challenges this assertion, and often I find myself having to lift the stroller over uneven ground to keep it from tipping. I have taken to walking alternate routes into the village which is ridiculous because I should be able to walk down my own street to get to a location also on Capitol. Furthermore, the lack of sidewalks makes it so I occasionally have to walk in the street to avoid cars or unusable paths. This is dangerous and scary. If I'm already walking in the street, it means bicyclists are in the regular lane. Another danger I have experienced is that, because there are no sidewalks, cars don't register that people are standing on corners hoping to cross. The other day, I stood in the rain for several minutes waiting for someone to stop so I could cross. Many school buses pick up on Capitol and I often see young children waiting with parents on this busy street. Make it safer by investing in sidewalks.	5/19/2014 9:28 AM

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94	<p>Barbur Blvd. Capitol Hwy Multimodal Multnomah Village PCC Safety I am very concerned that the draft recommendation proposes removing Capitol Hwy Improvements (Project 5009) from being included in the DEIS. As a resident of Multnomah neighborhood, a few homes off Capitol Highway, daily I watch bicyclists, school children, and neighbors walk along Capitol Hwy WITHOUT sidewalks. By adding HCT along Barbur Blvd, multimodal connections from the Village will be even more essential. No stretches of roadway are more important than Capitol Highway, which will be used like never before to connect between Multnomah Village and points south (PCC, Tigard, Tualatin, etc.). While improvements are currently being made along Multnomah Blvd, these would not be used by south-bound travelers. In addition, the Capitol Highway Plan has been on paper for two decades and was identified last month as THE top priority project for SWNI and its neighborhood associations/business associations. All of these groups and residents of SW Portland recognize the importance of Capitol Highway, both today and in the future. It absolutely must be upgraded with sidewalks & bike lanes on both sides of the street between Taylors Ferry Road and Multnomah Blvd as part of the SW Corridor Plan. I agree with the inclusion of Project 3069 B - sidewalks along Dolph - which I believe is essential to creating safe and interconnected pathways for our children to walk.</p>	5/18/2014 6:57 PM
95	<p>Barbur Blvd. Capitol Hwy Multimodal Bike lanes/sidewalks are ESSENTIAL on Capitol Highway/Barber intersection north.</p>	5/18/2014 6:04 PM
96	<p>Barbur Blvd. Capitol Hwy Multimodal Multnomah Village Safety Station areas Residents have been fighting for sidewalks & bike lanes on Capitol for decades now. More than ever before, this is our best chance to finally see it happen. Capitol Hwy from Barbur to Multnomah Village is not safe to walk or bike on for those wanting to get to Barbur Transit Center.</p>	5/18/2014 1:20 PM
97	<p>Capitol Hwy Multimodal Multnomah Village PCC Terwilliger Transit design options 1) Add back to the Multimodal improvements 5009 Capitol Hwy from Multnomah Village to Taylors Ferry Road. Current considerations only support transit to Downtown Portland and Multnomah Village is a major hub to PCC Sylvania. Capitol Hwy has been THE TOP PRIORITY for SW Portland improvements for years and is now being completely ignored 2) Move LRT/BRT from Barbur Blvd at Terwilliger curves. You won't be adding any capacity to transit to Downtown portland by additional congestion in the curves. You must bypass the curves 3) Plan completely ignores west bound commuters through either Barbur Transit Center and or Multnomah Village. Capitol Hwy improvements between Barbur transit and Hillsdale are critical to connect to the westbound plans without having to go downtown which defeats the whole purpose.</p>	5/18/2014 10:29 AM
98	<p>Barbur Blvd. Capitol Hwy Multimodal Multnomah Village PCC Safety As a SW Portland resident I think it is completely unacceptable that the draft recommendation proposes removes Capitol Hwy Improvements (Project 5009) from being included in the DEIS. I live in Multnomah village off of capitol hwy. I have young children and I watch people of all ages walk, bike, and run along capitol hwy as it is the main connection between barbur blvd and multnomah. The stretch of road is narrow and very dangerous for current bicyclists & pedestrians. By adding HCT along Barbur Blvd, multimodal connections from the Village will be absolutely essential. No stretches of roadway are more important than Capitol Highway, which will be used like never before to connect between Multnomah Village and points south (PCC, Tigard, Tualatin, etc.). In addition, the Capitol Highway Plan has been on paper for two decades and was identified last month as THE top priority project for SWNI and its neighborhood associations/business associations. Please bring sidewalks to capitol highway!</p>	5/18/2014 8:26 AM

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99	<p>Capitol Hwy Cost Multimodal Multnomah Village PCC Safety It is completely unacceptable that the draft recommendation proposes removing Capitol Hwy Improvements (Project 5009) from being included in the DEIS. As a resident of Multnomah neighborhood, I can attest to the fact that this stretch of highway - between Taylors Ferry Road & Multnomah Blvd - is woefully inadequate and very dangerous for current bicyclists & pedestrians. By adding HCT along Barbur Blvd, multimodal connections from the Village will be absolutely essential. No stretches of roadway are more important than Capitol Highway, which will be used like never before to connect between Multnomah Village and points south (PCC, Tigard, Tualatin, etc.). While improvements are currently being made along Multnomah Blvd, these would not be used by south-bound travelers. In addition, the Capitol Highway Plan has been on paper for two decades and was identified last month as THE top priority project for SWNI and its neighborhood associations/business associations. All of these groups and residents of SW Portland recognize the importance of Capitol Highway, both today and in the future. It absolutely must be upgraded with sidewalks & bike lanes on both sides of the street between Taylors Ferry Road and Multnomah Blvd as part of the SW Corridor Plan. Moreover, the current recommendation includes Project 3069 B - sidewalks along Dolph - which I believe would be a waste of funds. This stretch of roadway is not heavily used by bikes/pedestrians as a means to get to a destination, nor would this change significantly under the SW Corridor Plan. Plus, Dolph parallels Multnomah Blvd, where sidewalks already will exist. Instead, these monies would be better spent upgrading Capitol Highway with sidewalks & bike lanes.</p>	5/17/2014 9:35 PM
100	<p>Hillsdale Multimodal Multnomah Village Transit design options I am concerned that small areas along the corridor not get pushed aside. In particular I am concerned with Multnomah Village and Hillsdale. These are strong communities filled with locally owned businesses who support the community and offer us something different from the big box you find all across - the world. We have something different here and I wish to continue it and support it along with alternative modes of transportation such as biking, walking and jogging. However, I do like the idea of having a high speed alternative between downtown and all the way to Sherwood. This will give people more opportunities for work and we all need that. Thank you. -Nadine Lefkowitz, hm- in Lair Hill and business - in Multnomah Village - all SW Portland.</p>	5/17/2014 2:45 PM
101	<p>Capitol Hwy Cost Multimodal Multnomah Village PCC Transit design options It is completely unacceptable that the draft recommendation proposes removing Capitol Hwy Improvements (Project 5009) from being included in the DEIS. As a resident of Multnomah neighborhood, I can attest to the fact that this stretch of highway - between Taylors Ferry Road & Multnomah Blvd - is woefully inadequate and very dangerous for current bicyclists & pedestrians. By adding HCT along Barbur Blvd, multimodal connections from the Village will be absolutely essential. No stretches of roadway are more important than Capitol Highway, which will be used like never before to connect between Multnomah Village and points south (PCC, Tigard, Tualatin, etc.). While improvements are currently being made along Multnomah Blvd, these would not be used by south-bound travelers. In addition, the Capitol Highway Plan has been on paper for two decades and was identified last month as THE top priority project for SWNI and its neighborhood associations/business associations. All of these groups and residents of SW Portland recognize the importance of Capitol Highway, both today and in the future. It absolutely must be upgraded with sidewalks & bike lanes on both sides of the street between Taylors Ferry Road and Multnomah Blvd as part of the SW Corridor Plan. Moreover, the current recommendation includes Project 3069 B - sidewalks along Dolph - which I believe would be a waste of funds. This stretch of roadway is not heavily used by bikes/pedestrians as a means to get to a destination, nor would this change significantly under the SW Corridor Plan. Instead, these monies would be better spent upgrading Capitol Highway with sidewalks & bike lanes.</p>	5/17/2014 10:08 AM
102	<p>Barbur Blvd. Multimodal Station areas Travel time I'll start by saying I am all for the improvement of the Southwest Corridor, as a 32 year old living along it's routes for the better part of my life I have been anxious for this. I personally want to see light rail in there the most from a transit perspective. I have taken the bus and drive all of the major routes daily and regularly at peak times. I just don't see buses being a better solution than they are today. I have taken them before to get downtown and in-turn else where and just don't see it as a great option. Would love to see a station at Barbur/26th, Barbur/Mult. Blvd. too but see it serving my pedestrian traffic. It seems like there is room for a small park and ride in/around 26th and Barbur.</p>	5/16/2014 3:34 PM
103	<p>Barbur Blvd. Multimodal Multnomah Village Would love to see more inclusion of multi modal improvements in and around Multnomah Village. Strongly support LRT down Barbur, especially if it include bike lanes. Not supportive of BRT.</p>	5/15/2014 11:09 PM

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104	Barbur Blvd. Hillsdale Multimodal OHSU Station areas Tunnel I am a fervent supporter of the Southwest Corridor project and basically support whatever you do to improve the corridor. I have participated in the working group activities and was somewhat swayed to support tunnels for Portland's major employer OHSU and comments from merchants in Hillsdale; however, I was disappointed that tunnel options would not result in improvements for shopping, living, walking and bicycling on Barbur. I very much approve of efforts to provide rapid transit through Hillsdale and Multnomah and look forward to development and mobility initiatives in the future. I know that residents of these areas will appreciate transit opportunities connecting to Portland's downtown.	5/15/2014 2:46 PM
105	Transit design options The WES Line has proven to be a failure and I'm sure that much planning and projection regarding the line was put forth. Beginning projections estimated a ridership of 2500/day but as of today, ridership is at best 1900/day; I doubt that projections and goals will never be met, a continual loss for 20 years. Current Bus routes that go along these routes have minimal ridership, there is no justification for LRT through these areas.	5/15/2014 12:45 PM
106	Process comment This plan does not address the existing 50,000 cars and 4000 bus riders per day that will be displaced by light rail or bus. The process only gave people a choice of metro recommendations to comment on and not their own opinions. I would like to know if the plan would be approved by a vote of the gas tax payers who are paying for this.	5/15/2014 10:43 AM
107	Barbur Blvd. Transit design options Please come up with a plan that does not take existing lanes from vehicles. I would really be pushed to use less convenient routes if the cars were all jammed into less lanes on Barbur.	5/14/2014 9:47 PM
108	Barbur Blvd. Multimodal Multnomah Village Process comment Safety Tunnel The pedestrian safety changes to Taylor's Ferry Rd and to Barbur Blvd are probably my main concerns. The roads are extremely dangerous now and we have a lot of peds, kids, dogs and bikes on them now. Crossing Barbur in its busiest areas has killed many workers in the area around 217 and Costco. The recent sidewalk upgrade along Multnomah Blvd is great, for example. I hope that that's the kind of change we see on one side of Taylor's Ferry. I would be happy to see a one-side sidewalk, even if that meant changing sides occasionally, along TF from end to end. This one change would make a lot more neighborhoods walkable, and it would make walking to Multnomah Village safer for everyone. Another big concern I have is earthquake safety. I live in an area of SW between Barbur and the river that's likely to be cut off by fallen bridges and uncrossable terrain when the big one happens. Why would we build any new transportation tunnels at all in Portland? That kind of plan frightens me. Although I don't live in Tualatin now, I might like to retire there, and having some excellent transit options from there to Portland would make all the difference in that being a good choice. The materials provided did not explain what an "elevator" up the hill to the hospital would actually mean. Thank you for your hard work on this. I feel better knowing that so many options have been discussed, weighted and discarded so far. I really appreciate the openness of the process too.	5/14/2014 1:54 PM
109	I-5 Multimodal Station areas Transit design options Travel time A LRT is desperately needed to connect Tualatin to the greater Portland area LRT. Traffic will only continue to get worse and the bus is not a viable option. I work in Beaverton, and my hours do not match the hours of the WES. I have enjoyed biking to work, but the worse part of my trip is crossing over I5 from Nyberg. Cars do not stop; they do not look for bikes/pedestrians as they are coming off of I5 South or as they are merging on to I5 North. With the addition of high traffic stores (where Kmart used to stand) the dangers are only going to increase. A bike path under I5 along the river would be a safety measure, increase the amount of people biking and walking to the WES and the new shops. People want to live where they can walk to shops, recreation and entertainment. An LRT linking to Portland would increase customers to businesses. There are many people without cars that would frequent these shops if they had access via LRT. A Bus rapid transit is not the same. For me to commute via bus to Beaverton requires over an hour extra of my time. I would rather sit in traffic. For my husband to commute via bus to an area near the airport it requires almost 3 hours and many transfers. He chooses an hour commute on I205. An LRT connecting to the LRT to airport would be the answer.	5/14/2014 8:01 AM
110	Barbur Blvd. Hillsdale OHSU PCC Station areas Transit design options Tunnel In terms of the future of the Portland area and intuitive commute and transportation planning, a light rail tunnel under OHSU with an underground station in Hillsdale makes the most sense. The priority should be speed of transit from Tualatin and Tigard, and direct access to the PCC campus, Barbur transit center, Hillsdale and OHSU. This will be a massive project and you only get one shot at it. Please do it right. (I am a former Portland resident and i intend to move back someday.)	5/14/2014 12:10 AM

Southwest Corridor Plan draft refinement phase recommendation

111	Barbur Blvd. I-5 PCC Station areas Transit design options I would like to support the recommendation in full. However, I have questions regarding access to PCC. I would like to see both a straight route and a bypass over to PCC route available. Or perhaps light rail on the straight route connecting with a special bus route accessing PCC. My preference is to build light rail from downtown Portland basically following Barber and/or I-5 through Tigard, Tualatin, and Wilsonville. In my perfect world it would go all the way to Salem.	5/13/2014 6:34 PM
112	Barbur Blvd. Capitol Hwy I-5 Multimodal Safety Would like to see following multi-modal projects not fall off the table for lack of funding (they currently appear to be partially included in the plan): 3069B - Spring Garden/Dolph Ct Sidewalks to proposed lightrail station at 26th 5009 - Capitol Hwy - adding safe sidewalks and bike lanes (and better storm water management) would greatly increase use of this as a safe route up to the Barbur interchange 5059 - general safety improvements and better facilities for pedestrians at Barbu/Capitol/I5	5/13/2014 4:46 PM
113	Barbur Blvd. Hillsdale Process comment Transit design options There is much effort contained in the draft recommendations to date. Thank you for taking the time to fine tune this very important effort to improve transportation in SW Portland and beyond. The 'B' route from downtown to Barbur Blvd. is preferred. Then the 'A' & 'D' routes for LRT, and then the 'E' route for BRT through Hillsdale is preferred.	5/13/2014 4:15 PM
114	Appeal/ functionality Cost Hillsdale I-5 OHSU Process comment Station areas Terwilliger Transit design options Travel time Tunnel Very disappointed the tunnel option to serve OHSU and VA Hospital along with a continuing tunnel to the Hillsdale Town Center and then to the Burlingame Fred Meyer was not advanced as part of the DEIS recommendations. Barbur Blvd. from SW Terwilliger north into Downtown Portland is very limited in right-of-way and the natural and built environmental impacts are going to be significant with a surface LRT or BRT alignment using a surface street. This area of Portland will not look or feel the same with this invasive development of the right of way, very similar to how I-5 now feels with the new retaining walls along the freeway where the Vermont and Newberry bridges were replaced. A longer tunnel alignment within this section of the corridor needs to be advanced for further study in order to fully examine the life time operational costs which needs to include a carbon emissions analysis. Yes a carbon/Green House Gas comparisons of the various routes and choices over the operational lifespan of the project needs to be part of this DEIS analysis similar to the carbon/Green House Gas comparisons that were done on the Columbia River Crossing bridge replacement analysis; we did it with that project we need to do it with this project. As Mayor Hales stated at a Southwest Portland forum, we are making decisions for the next 100 years when considering the alignment and investment choices within the SW Corridor. We owe it to ourselves to take a view perhaps of this time horizon to know how our choices stack up against each other; cost of construction in the short term may not be as significant as other costs long term.	5/13/2014 4:13 PM
115	Hillsdale Station areas I am Chair of the Hillsdale Neighborhood Association. At our May 2014, we voted unanimously in support of having rapid transit stations placed in Hillsdale (location 2 on Metro's 5/6/2014 map) and at SW 13th Ave (location 5 on Metro's 5/6/2014 map.) Thank you. Mikal Apenes Hillsdale Neighborhood Association Chair	5/13/2014 4:13 PM
116	Cost Multimodal Process comment Safety Transit design options Full of fraud, lies, deceit and waste. A boondoggle designed to move the very few people riding transit from buses to trains at a cost to everyone who drives and pays taxes and make others rich... We need roads...Hall in Tigard, isn't even on ODOT repave list for the next 4 years because this stupid project so it is probably 10 years out or more and falling apart...Same for upper boonse ferry and both don't have sidewalks for major stretches, yet you people want us to spend Billions on for a toy train...give us a break and stop this fraud of a project!!! And to top it off you want to bring Vertical Housing Density to Tigard to build ridership for this loot rail which will bring even more drugs and crime to Tigard!!!!!! We aren't Portland, don't want to be Portland and don't even want to be associated in the same breath with Portland!!!!!!	5/13/2014 11:30 AM
117	Barbur Blvd. Capitol Hwy Multimodal Multnomah Village Light rail and streetcars are a joke. Well-engineered buses are needed. Where are the much-needed sidewalks on Barbur Blvd? Where are the sidewalks on SW Capitol Highway between Multnomah Village and Barbur?	5/13/2014 6:32 AM
118	Transit design options I think it is essential to have a plan to develop alternative transportation that will serve the community well into the 21st century. The refinements seem to balance serving anticipated areas of housing growth with employment.	5/13/2014 6:21 AM

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119	<p>Cost Multimodal Transit design options My greatest concerns lie with the OR-217 Crossing Design Options. Option A would be an extremely expensive elevated ramp in the Tigard Triangle dominating the skyline due to grade changes required to cross the Triangle. I prefer to recommend both Option C - Beveland South and Option B - Beveland North as the better options. Option B avoids the Commercial St tangle, taking away access within the industrial park zone. Option C removes access within the industrial park zone. Support pillars could be placed carefully to mitigate intrusion upon the wetlands on both sides of the 217. Cantilevering bike/ped facilities on either Option C or B would be best use of construction. In downtown Tigard, avoiding the Commercial St extension and running BRT parallel to the tracks in downtown Tigard makes good use of existing ROW then tying in with Option B to cross 217 for a complete loop. In Tigard South, I recommend Option B as better serving the citizens entering that employment corridor for work. It utilizes the existing rail crossing at Bonita, lessening expense, then diagonally bisects the employment corridor decreasing walking for employees in the area. Option A increases the walking distances for employees. The multi-family housing on Bonita could better access Option B also. The 9014 bike trail North of Bonita should be extended all the way up to Wall St behind the library to provide an actual way to commute versus the extremely twisted, sloping and dangerous bike path running West of Fanno Creek. If the 9014 trail South of Bonita is to be in the plan then this North extension is a no-brainer.</p>	5/12/2014 10:09 PM
120	<p>Barbur Blvd. Multimodal We have recently moved to SW Portland from NE Portland where we lived in a very walkable and bike able neighborhood. Our only regret about SW is that it feels removed from the rest of the city unless we use our 1 family car. My husband attempted to bike to work last week and tells me he had several "near misses" on Barbur. Our family would be thrilled to have light rail and better bike commuting along Barbur so that we can remain a one car family and have better access to other parts of the city.</p>	5/12/2014 9:52 PM
121	<p>Barbur Blvd. Capitol Hwy Hillsdale Multnomah Village PCC Transit design options I am disappointed to see little attention paid to Multnomah, arguably the most important business district/neighborhood in SW. In the ideal world I'd prefer to see Light Rail along Barbur w/ a BRT Line that runs along Capitol Highway through Hillsdale and Multnomah Village and reconnects at the Crossroads and moves onto PCC. However I imagine such a scenario is too difficult given the easement width for some places along Capitol Highway.</p>	5/12/2014 9:12 PM
122	<p>Barbur Blvd. I-5 Transit design options I strongly oppose any option that does not preserve the current traffic capacity of Barbur Blvd (two traffic lanes in each direction). I saw what happened to Interstate Avenue in N. Portland, and do not want to see something like that happen to Barbur Blvd. Barbur Blvd provides a significant alternative to I-5, which is often tied up in a knot. This is important redundancy.</p>	5/12/2014 4:54 PM
123	<p>Process comment Transit design options What needs to happen, is transit options between Tualatin and Sherwood, it's needed to happen for years, I am unsure why it's never happened to this point. Also Tualatin-Sherwood road needs to be widened to at a minimum two lanes each direction three would be a brilliant move. Whoever sits in the planning department is obviously not doing their job, so a replacement of that individual seems to be appropriate as well.</p>	5/12/2014 4:03 PM
124	<p>Barbur Blvd. Multimodal Transit design options support the Hillsboro detour off Barbur since it serves additional citizens and would help lessen congestion. Also, please consider all of the Crossroads improvements as part of this project. That intersection is horrible for any mode of transportation. Support bus over light rail because it seems easier to implement</p>	5/12/2014 3:35 PM
125	<p>Cost Transit design options This is a waste of tax money...we want better roads not a subsidized train a few people ride....</p>	5/11/2014 9:35 PM

Southwest Corridor Plan draft refinement phase recommendation

126	<p>Barbur Blvd. Cost Econ impact on community I-5 Multimodal Process comment</p> <p>Property impacts Station areas Transit design options The final draft is heavily geared towards benefitting Portland's own process to redevelop Barbur Boulevard, with little to no consideration of any impacts that this may cause. Further, there is little to no benefit to Tigard or Tualatin, except by way of proposing light rail (or BRT, which we all know is only there to placate people until the final decision will be made for light rail - thanks to lobbyists at Metro.) There is no plan to improve transit in Tualatin or Tigard - if Metro and TriMet agree that we have a single, unified transit SYSTEM, then the planning must be a single, unified plan - not two separate plans that may or may not mesh together. It needs to be ONE plan, ONE planning process. That means Portland MUST be on board with transit improvements in the suburbs, no ifs, ands or buts. Portland needs to understand that they are the ones that demand a single system, therefore they should support it. Further, this plan explicitly calls for removal of transportation capacity in S.W. Portland - without replacing it. If we remove two lanes of vehicular traffic on Barbur, where is it going to go? We all know that MAX has not reduced congestion on any freeway that it was built alongside and this is proven by reviewing ODOT's VMT tables. So what is the plan to handle the increased traffic? Is I-5 going to be widened? Since we know that both I-205 and U.S. 26 had to be widened after MAX was built, let's plan for that NOW as part of the same process. Even Metro had to admit that WES was a failure, and now we are going to have to widen 217 after having wasted \$165 million (and counting) on a commuter rail system that has not even met its first year goal, after five years of service. This proposal is half-baked, and basically is a wish list for the City of Portland. Metro exists to serve the entire region, not just the City, and if the City of Portland is going to be the sole recipient of benefits, Metro needs to drop this plan and focus on regional solutions to regional problems - not use the region to pay for the City of Portland's desires while shoving 100% of the problems into the suburbs. It's no reason there's so much anger and distrust of Metro with plans like this.</p>	5/11/2014 9:12 PM
127	<p>Process comment Safety Transit design options This is a waste...we need roads...we do t want overcrowding like Portland or their gangs, drugs and crime...we need more and bigger roads...this plan just spends lots of precious money to move people from buses to trains...light rail will never work be of use becAuse it is rigid and doesn't go where we need it to...everybody hates the trains and buses...</p>	5/11/2014 6:12 PM
128	<p>Cost Safety Transit design options We need roads not to move the few people who ride buses to trains at the cost of \$billions...we don't want Portland density and crime and drugs in Tigard!</p>	5/11/2014 4:33 PM
129	<p>Transit design options SW Corridor Plan and HCT is a bigger boondoggle than Coverup Oregon...we need new, better, more, wider and improved roads not to transfer the 6.2% who ride public transit from buses to expensive inflexible toy trains...</p>	5/11/2014 4:29 PM
130	<p>I-5 Transit design options I-5 needs a real overhaul. The only time I will use I-5 these days are the hours between 9:30 AM and 1:30 PM. I-5 can become a parking lot with the least little hiccup. Dropping to two lanes in places is inexcusable...who was designing then?</p>	5/11/2014 2:57 PM
131	<p>Multimodal More sidewalks, especially along arterials.</p>	5/10/2014 8:11 AM
132	<p>Barbur Blvd. Multimodal Process comment I appreciate all your work. I'm very interested in improvements in transit, pedestrian, and bikeways along Barbur going both into downtown and into Tigard. It is an opportunity that has been waiting for years.</p>	5/9/2014 7:43 AM
133	<p>Cost Process comment I think this project is just an excuse to get fed \$ and spend money. I am not sure it is really looking at our needs and our budget and spending wisely. Portland likes to stand out and we try to stand out at the expense of the citizens who cares what we the voters want, just spend money.</p>	5/8/2014 6:36 AM
134	<p>Barbur Blvd. PCC Station areas Transit design options I'm in favor of BRT improvements, particularly to help those who work downtown or attend PCC. I am opposed to the LRT plan, mainly due to the huge expense, but also because I think it will reduce the livability of my neighborhood. The people who live, work, shop, and have children in the schools nearby all depend on Barbur Blvd. for those short trips, and will be inconvenienced by the addition of lightrail on Barbur.</p>	5/7/2014 4:52 PM
135	<p>Cost Process comment I hope that LRT isn't taken off the table entirely. Although BRT is a good idea in theory, I hope the committee investigates how that solution has performed in other cities before going with that less expensive route.</p>	5/7/2014 3:47 PM

Southwest Corridor Plan draft refinement phase recommendation

136	<div>Hillsdale</div> <div>Multimodal</div> <div>OHSU</div> <div>Process comment</div> <div>Transit design options</div> <div>Tunnel</div> <p>The planning process that considers only LRT or BRT and doesn't consider mixed modes and potential auto related improvements as part of the process is significantly flawed. Changing from LRT (with the planned OSHU & Hillsdale tunnels) to BRT in the area of 13th to 19th a Capital Hill station supported by a 25th Ave. complete overcrossing is an option that in spite of transit operations related concerns is highly responsive to SW Corridor needs.</p>	5/7/2014 2:00 PM
137	<div>Barbur Blvd.</div> <div>OHSU</div> <div>Station areas</div> <div>Transit design options</div> <div>Tunnel</div> <p>The only option providing an adequate connection to OHSU and the veterans hospital for patients is the tunnel. The walkway/elevator concept from Barbur or Naito is not adequate. Note that the VA has plans to double the size and capacity of the Marquam Hill facility. Maybe you should approach the VA/DOD about addressing the resulting transportation needs. Regardless, the Marquam Hill tunnel is the best option and the only one that will serve the veterans hospital and its patients well.</p>	5/6/2014 10:24 PM
138	<div>Transit design options</div> <p>I support the recommendation with the provision that Bus Rapid Transit, if chosen, should be entirely separate from other traffic. Options that require Bus Rapid Transit to mix with other traffic should not be considered. I think Light Rail is preferable, but BRT could work as long as it is designed right.</p>	5/6/2014 10:06 PM

Q1 Tie-in to existing transit comments

Answered: 16 Skipped: 89

#	Responses	Date
1	Transit design options Eliminate Caruthers from plan.	5/28/2014 2:22 PM
2	Cost Transit design options Not enough cost information to make a determination. What is the BEST option in terms of efficiency in moving people, service, etc.? This has not been addressed.	5/28/2014 2:22 PM
3	Cost PCC Station areas Transit design options Tunnel The AORTA South Waterfront entrance and a tunnel under PCC to day light going into the triangle ought to be an option DEIS's unless the order of magnitude is 5 times or greater.	5/28/2014 2:22 PM
4	Barbur Blvd. Multimodal OHSU Station areas Transit design options Tunnel Need tunnel to OHSU. Need to reconstruct the west end of the Ross Island Bridge. Prefer Naito over Barbur. Gibbs St is not a good place for a station -Hamilton is better, or Kelly.	5/28/2014 2:22 PM
5	Barbur Blvd. Cost Multimodal Transit design options Tunnel Barbur is midway between 2 campuses -w/ tunnel. Tram is overloaded -Naito route will spend a lot on taking out the ramps to Ross Island Bridge. Running down Naito also will further screw up traffic on Naito -we have severe traffic at Harrison and Market.	5/28/2014 2:21 PM
6	Miscellaneous Concerns! I think the congestion along Lincoln and/or 1st to the transit mall will get significantly worse over the next decade. These additional comments apply to every section. Please plan to use either electric or hydrogen fuel-cell powered vehicles! These will be practical in 5 years - E busses are new!	5/28/2014 2:21 PM
7	Bus service connections Multimodal Need to bus people from neighborhoods to shopping, downtown, walk, not everyone wants to go to Portland.	5/28/2014 2:21 PM
8	Barbur Blvd. Transit design options Prefer the Barbur option over Naito.	5/28/2014 2:21 PM
9	Process comment Station areas I like the Naito Pkwy development -BRT or LRT, but to some extent, it seems inappropriate to consider my opinions on segments that don't affect me. Similarly the areas near my property are very important to me and so I question the appropriateness of considering all comments equally.	5/28/2014 2:21 PM
10	OHSU Transit design options Tunnel I support the LRT tunnel connection between the South Waterfront and OHSU (I).	5/28/2014 2:20 PM
11	Cost OHSU Process comment Station areas Tunnel Need cost information including operating subsidies. Consider stop at VA instead of as indicated for the tunned option. Would provide better access to both VA and OHSU via existing skybridge. Also provides realistic access for VA patients. The current option probably does not do this (especially those of the non-tunnel options). Support your veterans! Have you talked to the Veterans Hospital/ Administration? I do not have the impression that the VA has been included in this project development process. Believe the Lair Hill neighborhood does not want the stop indicated.	5/28/2014 2:20 PM
12	Multimodal OHSU Transit design options Like Ross Island bridgehead project idea -necessary. Prefer option B for BRT -direct to transit mall. Like LRT tunnel to OHSU from bridge. Dislike elevator idea as we already have the tram. Connecting VA to HCT extremely important.	5/28/2014 2:20 PM
13	Appeal/ functionality Barbur Blvd. Multimodal Safety For both BRT and LRT no loss of housing stock should occur by having to widen Barbur Blvd. There needs to be crossings for pedestrians, bikes and autos at all existing cross streets so as not to further separated South Portland as it is now by Barbur, Naito etc.	5/28/2014 2:19 PM
14	Transit design options Don't support BRT options; only LRT.	5/28/2014 2:19 PM
15	Multimodal Transit design options I'm opposed to light rail: multimodal: I'm opposed to 2999, 3028, 3038, 4002, 5013, 6022.	5/28/2014 2:19 PM
16	Miscellaneous Please think about cars coming down Broadway Drive (from the West Hills) who want to get onto 405 S. The circulation is already difficult.	5/28/2014 2:18 PM

Community Planning Forum comments

Q2 South Portland to Barbur Transit Center comments

Answered: 17 Skipped: 88

#	Responses	Date
1	OHSU Transit design options Tunnel The tunnel via South Waterfront to OHSU on the hill needs to remain on the table for discussion. This connects both campuses and minimizes disruption during construction down by South Waterfront.	5/28/2014 2:26 PM
2	Hillsdale Transit design options Tunnel Yea Hillsdale! Don Baach's short tunnel ideal at Wilson field is a good one.	5/28/2014 2:26 PM
3	Cost Process comment Tunnel (all segments) General: Need more comment time (preferably after move tunnel cost information is available) for neighborhood associations to consider and comment on options.	5/28/2014 2:25 PM
4	Barbur Blvd. Multnomah Village OHSU Station areas Tunnel I support a LRT tunnel between OHSU and the Barbur Transit Center similar to @. I recommend not providing a station at Multnomah Village.	5/28/2014 2:25 PM
5	Multimodal Transit design options I'm opposed to Light Rail. Multimodal: I'm opposed to 2004, 2011, 2041, 3017A, 3017B, 3028, 3033A.	5/28/2014 2:25 PM
6	Bus service connections Hillsdale Multnomah Village Use "D" with enhanced bus (local) to connect H'dale and Mult. Village to HCT.	5/28/2014 2:25 PM
7	Transit design options No BRT.	5/28/2014 2:25 PM
8	Cost Tunnel Glad you have wisdom to leave tunnels out of the recommendations. Impact not worth the costs! Stairs and ramps? No tunnels! Period!	5/28/2014 2:24 PM
9	Miscellaneous Process comment Lair Hill and Lower Gibbs St is projected to have high housing density. Is it smart to omit this?	5/28/2014 2:24 PM
10	Barbur Blvd. Multimodal Transit design options RE add F into mix to study as we are not confident existing Barbur cross section proposals will work out -if at the end of the EDIS we do not need F -ok Add project 9007 back in and use Slavin Road rather than Barbur -more pleasing walk and ride, no traffic and it connects to the Hooley ped bridge.	5/28/2014 2:24 PM
11	Bus service connections Cost Station areas Support. Growing veteran pop w/ aging and backlog. More station closer to VA -add shuttle bus. Could also help secure federal funding!	5/28/2014 2:24 PM
12	Barbur Blvd. Capitol Hwy. Hillsdale Multimodal Multnomah Village Station areas Need to site stations based on Barbur Concept Plan -SW 19th. Need to construct capitol highway project to connect Multnomah Village and the West Portland crossroads by walking and biking to destinations South and West. Need to support more density on Barbur -do not include Hillsdale loop.	5/28/2014 2:23 PM
13	Multnomah Village Transit design options Tunnel Still believe that for cultural reasons tha a mixed mode medium tunnel LRT (to avoid North end bottle neck) and BRT from a 13th to 19th Capitol Hill station should be considered -with heavy Lake Oswego -Multnomah Blvd. - Wash. Sq. - Beaverton	5/28/2014 2:23 PM
14	Cost Process comment Not enough cost information to make a determination. What is the best option in terms of efficiency in moving people, service, etc.? This has not been addressed.	5/28/2014 2:23 PM
15	Transit design options Tunnel No tunnel (A) for LRT	5/28/2014 2:23 PM
16	Barbur Blvd. Hillsdale Transit design options I don't like the BRT route to Hillsdale -too convoluted. Same with LRT. I like "F" of BRT or LRT (traffic OFF Barbur). (?) I don't like mass transit on Barbur Bv.	5/28/2014 2:23 PM
17	Hillsdale Station areas Please include Hillsdale in full design.	5/28/2014 2:23 PM

Community Planning Forum comments

Q3 PCC area comments

Answered: 16 Skipped: 89

#	Responses	Date
1	PCC Property impacts Transit design options Tunnel I like LRT and I like the option "G" tunnel which goes under my property near and at PCC. BRT on Capitol Hwy seems invasive for that residential road. Grading is a problem at PCC. I am most concerned about this segment.	5/28/2014 2:29 PM
2	Property impacts Transit design options Tunnel No tunnel for LRT community destructive.	5/28/2014 2:29 PM
3	Cost Process comment Transit design options Not enough cost information to make a determination. What is the best option in terms of efficiency in moving people, service, etc.? This has not been addressed.	5/28/2014 2:29 PM
4	Multimodal PCC Station areas As a parent of a former PCC-bus commuter only student question a half mile walk isn't feasible. It has to be served.	5/28/2014 2:29 PM
5	Capitol Hwy. I-5 Multimodal Station areas Transit design options If LRT, put station at SW 53rd w/ pedestrian bridge over I-5. If BRT, go directly to campus via SW Capitol Hwy and new bridge near I-5.	5/28/2014 2:29 PM
6	Cost I-5 PCC Tunnel Like option F w/ new bridge over I-5. Like LRT tunnel opt C to PCC area. Cut and cover? Less expensive than boring a tunnel!	5/28/2014 2:28 PM
7	Miscellaneous n/c.	5/28/2014 2:28 PM
8	PCC Station areas I think it is really important to serve PCC directly. They now have 22,000 FTE students who would probably rather use public transit than drive and park on campus.	5/28/2014 2:28 PM
9	Property impacts Transit design options Tunnel Stick w/ BRT -PCC tunnel and disturbing the neighborhood not worth it. The BRT more efficient and effective.	5/28/2014 2:28 PM
10	Multimodal Station areas Tunnel Tunnel or walkway to PCC, no BRT	5/28/2014 2:27 PM
11	Barbur Blvd. Cost Multimodal PCC Property impacts Tunnel There is little ped/bike traffic on 53rd from Barbur to PCC. The cost of a tunnel is not justified for what little traffic there is or would be for the total loss of services (mail, garbage, fire, police, medical, electrical and plumbing repairs, etc.) to homes along 53rd and the dead-end streets off 53rd. Stick with the greenway plans for surface bike/ped improvements along 53rd that will benefit the entire neighborhood.	5/28/2014 2:27 PM
12	Multimodal Transit design options I'm opposed to Light Rail. Multimodal: I'm opposed to 2011, 2027, 2077, 5005, 5009, 5024, 5057, 5059, 6026, 6034, 9053.	5/28/2014 2:27 PM
13	Barbur Blvd. Hillsdale I-5 OHSU PCC Station areas Tunnel I recommend continuing the above tunnel under Mt. Sylvania to I-5 near Haines RD. with a deep station at PCC. These 3 tunnel segments could be one 6-mile deep twin bore tunnels with 4 deep stations (OHSU, Hillsdale, Barbur TC and PCC).	5/28/2014 2:27 PM
14	Cost Multimodal Transit design options All segments: Costs should include related redevelopment, connectors etc. I understand these are currently left out. Include Ross Island bridgehead and South Circulation Study rebuild costs.	5/28/2014 2:27 PM
15	Multimodal Please think about connections across I-5 for the western neighborhoods (help people cross)	5/28/2014 2:26 PM
16	Appeal/ functionality Barbur Blvd. I-5 The width of the roadway in itself becomes a barrier at over 100 feet. Closer to I-5 would help this problem.	5/28/2014 2:26 PM

Community Planning Forum comments

Q4 Tigard Triangle comments

Answered: 11 Skipped: 94

#	Responses	Date
1	Transit design options Looks good. Couplet.	5/28/2014 2:33 PM
2	Miscellaneous N/D	5/28/2014 2:32 PM
3	Transit design options Support	5/28/2014 2:32 PM
4	Bus service connections Transit design options None shown. Local bus service connecting to LRT is more practical for the Tigard Triangle industrial area.	5/28/2014 2:32 PM
5	Multimodal Transit design options I'm opposed to Light Rail. Multimodal: I'm opposed to 2045, 2058, 3117, 5024, 9053.	5/28/2014 2:32 PM
6	Appeal/ functionality Do not yield road capacity	5/28/2014 2:31 PM
7	Transit design options See my sketch for a bridge across ODOT property parking lot at 69th and Atlanta St. to facilitate connection to couplet by this intersection.	5/28/2014 2:31 PM
8	Transit design options 68th and 69th couplet make sense! The "c" option also! BRT	5/28/2014 2:31 PM
9	Transit design options Why are you building HCT to Walmart? Tigard maybe needs more housing and jobs to justify the stops	5/28/2014 2:30 PM
10	Transit design options I strongly think consideration that service to downtown should be based on a spur with a south east support a quick connection to South Tigard - Tualatin.	5/28/2014 2:30 PM
11	Miscellaneous No comments at this time.	5/28/2014 2:30 PM

Community Planning Forum comments

Q5 OR-217 Crossing comments

Answered: 10 Skipped: 95

#	Responses	Date
1	Transit design options "C"	5/28/2014 2:35 PM
2	Multimodal Transit design options Multimodal over 217 is good idea.	5/28/2014 2:35 PM
3	Safety Transit design options BRT. The tunnels are not necessary except for light rail. On surveys I've taken won't will not ride light rail due to: crime, lousy hours, no weekends, and safety concerns. Forget light rail totally!	5/28/2014 2:34 PM
4	Appeal/ functionality Transit design options Support opt B or C for 217 crossing. Do not like Comm. St. part that's in industrial zone -removes access for local businesses.	5/28/2014 2:34 PM
5	Transit design options Recommend (A) with modifications 1) Straight connection alignment between 99W and Main. Another possibility is to split the line at I-5 with a southern leg following I-5 directly to Bridgeport Village and Tualatin.	5/28/2014 2:34 PM
6	Multimodal Transit design options I'm opposed to light rail. Opposed to "C". Multimodal: I'm opposed to 2045, 2054, 2058, 2077, 2097, 2080, 3117, 3129, 5024, 9014, 9053.	5/28/2014 2:34 PM
7	Multimodal Too many road widening projects	5/28/2014 2:33 PM
8	Transit design options Spur to Downtown -South exit best most supportive of the Triangle. I strongly think consideration that service to downtown should be based on a spur with a south exist support a quick connection to South Tigard - Tualatin.	5/28/2014 2:33 PM
9	Miscellaneous No comment.	5/28/2014 2:33 PM
10	Transit design options Avoid option C	5/28/2014 2:33 PM

Community Planning Forum comments

Q6 Downtown Tigard comments

Answered: 8 Skipped: 97

#	Responses	Date
1	Appeal/ functionality Transit design options With spur consideration rather than in and out from south portal otherwise to cluttered	5/28/2014 2:37 PM
2	Bus service connections Transit design options Needs good transit service/ connections with Tigard Transit Center and service to housing and shops in downtown Tigard.	5/28/2014 2:37 PM
3	Multimodal 9014 trail N or Bonita needs to be part of the plan for faster bike commuting (existing trail too narrow and winding)	5/28/2014 2:36 PM
4	Bus service connections Transit design options BRT. Use BRT no light rail Connect busses w/WES- People whose homes are Hall westward, would like the connection to WES, Milikin station et al.	5/28/2014 2:36 PM
5	Appeal/ functionality Transit design options Does not address congestion concerns that are primary to residents of Tigard.	5/28/2014 2:36 PM
6	Miscellaneous No comment.	5/28/2014 2:36 PM
7	Transit design options I'm opposed to light rail. Opposed to "B". Multimodal: I'm opposed to 2058, 2077, 2079, 2080, 3129	5/28/2014 2:35 PM
8	Transit design options (C) Along WES. Forget the commercial/ Wall Alignment	5/28/2014 2:35 PM

Community Planning Forum comments

Q7 South Tigard comments Answered:

12 Skipped: 93

#	Responses	Date
1	Transit design options (B)	5/28/2014 2:39 PM
2	Multimodal Transit design options I'm opposed to Light Rail. Multimodal: I'm opposed to 3117, 3121, 5024, 6001, 9014.	5/28/2014 2:39 PM
3	Transit design options "B"	5/28/2014 2:39 PM
4	Transit design options Avoid rail right-of-way; eastern option is best or go east at Bonita.	5/28/2014 2:39 PM
5	Bus service connections Transit design options Keep a local bus with frequent service on Hall, even if you don't do HCT on Hall. Option B is better to serve low income riders.	5/28/2014 2:39 PM
6	Transit design options Prefer option A	5/28/2014 2:38 PM
7	Transit design options BRT. Busses mixed traffic works - I love pull offs for busses at major intersections so cars can move along.	5/28/2014 2:38 PM
8	Transit design options While Bonita has whole lots of housing, what will it look like in 10 + years? Won't either LRT or BRT get strangled?	5/28/2014 2:38 PM
9	Transit design options Support B along (WES) alignment. Better serves people actually using transit. Good use of existing rail ROW.	5/28/2014 2:38 PM
10	Miscellaneous Good	5/28/2014 2:37 PM
11	Miscellaneous No comment.	5/28/2014 2:37 PM
12	Appeal/ functionality Transit design options Route A interrupts tech center access BAD call and does not serve low income housing	5/28/2014 2:37 PM

Community Planning Forum comments

Q8 Bridgeport Village comments

Answered: 8 Skipped: 97

#	Responses	Date
1	Station areas Transit design options No elevated station.	5/28/2014 2:41 PM
2	Miscellaneous No comment.	5/28/2014 2:41 PM
3	Miscellaneous Good.	5/28/2014 2:41 PM
4	Multimodal Transit design options I'm opposed to light rail. Multimodal: I'm opposed to 2046, 3117, 9014, 9023.	5/28/2014 2:40 PM
5	Transit design options (B0 But extend south along I-5 to the S.P. Newberg branch. Metro should investigate the possibility of acquiring this unused line from U.P. segment between I-5 and	5/28/2014 2:40 PM
6	Transit design options Support option B	5/28/2014 2:40 PM
7	Transit design options BRT. Busses ditto 6,7,8,9 -	5/28/2014 2:40 PM
8	Station areas Transit design options Raised station at Bridgeport sounds good	5/28/2014 2:39 PM

Community Planning Forum comments

Q9 Tualatin comments

Answered: 7 Skipped: 98

#	Responses	Date
1	Transit design options I'm opposed to light rail.	5/28/2014 2:43 PM
2	Station areas Transit design options Continue "B" to the grocery store stop.	5/28/2014 2:43 PM
3	Transit design options Tualatin residents do not want LRT in to Tualatin. Current route 1) does NOT serve need community. If this is to be where riders board, where will they park? There is NO dense housing so the majority redership will have to commute to LRT. This option is foolish.	5/28/2014 2:42 PM
4	Process comment Property impacts Again, areas with little or no impact to my property should not be influenced by my opinions. Conversely, areas near my property should be influenced by my comments.	5/28/2014 2:42 PM
5	Transit design options BRT. New bridge makes sense -BRT only.	5/28/2014 2:42 PM
6	Miscellaneous Good.	5/28/2014 2:41 PM
7	Miscellaneous No comment.	5/28/2014 2:41 PM

Addendum 4.

Communications received: Public and organizational comments on the draft recommendation received by Metro councilors and staff in May 2014

From: Eugene Schmitz <eugeneschmitz@comcast.net>
Date: June 1, 2014 at 12:11:53 AM PDT
To: Malu Wilkinson <Malu.Wilkinson@oregonmetro.gov>
Subject: Barbur Light rail

I am a lifelong, born in Portland Resident of 47 years. I do not like the idea of spending so much money on light rail but I feel you people will do this regardless of what people think. The route should not go down Barbur but I-5 instead, like it does on I-84. This would impact the neighborhood the least, and maintaining a valuable route in and out of downtown. Whatever happens I don't think Barbur should be restricted to one lane of travel in each direction.

Eugene Schmitz
10525 SW 63rd Dr.
Portland, Oregon 97219
503.452.7230
503.754.5280 cell

-----Response-----

From: Juan Carlos Ocana-Chiu
Sent: Monday, June 02, 2014 12:44 PM
To: 'eugeneschmitz@comcast.net'
Subject: Re: Barbur Lighr Rail

Mr. Schmitz,

Thank you for the questions and comments that you sent to Malu Wilkinson, Southwest Corridor Plan Project Manager. I'd like to respond to your questions:

The Southwest Corridor Plan is currently approaching the end of its Refinement Phase. The Steering Committee (elected officials from Portland, Tigard, Tualatin, Durham, King City, Sherwood, Beaverton, Washington County and Metro, plus the top managers of ODOT and TriMet), the group that guides the Plan, are getting ready to consider a draft recommendation of what high capacity transit design options (both light rail and bus rapid transit), potential station locations, and associated multimodal projects (walking, biking and roadway improvements) to keep for further study. The Steering Committee is scheduled to make that decision on June 9, 2014.

The draft recommendation calls for continuing to study both light rail and bus rapid transit. The decision whether to build high capacity transit at all, and if so what mode (whether light rail or bus rapid transit), will not be made until the spring of 2016 when Metro and its partners select a locally preferred alternative (LPA) for the Southwest corridor.

The design option you prefer, transit adjacent to I-5, is being recommended for further study at this point. Other options also recommended for further study include center-running transit on Barbur Blvd. and a tunnel. The most promising options will be carried into a draft environmental impact statement (DEIS), expected to start this fall. During the DEIS all included options will be studied in detail, including an assessment of possible impacts on properties and people, and the identification of measures to

mitigate those potential impacts. The DEIS results will be the basis for the decision-makers to select an LPA in 2016. Metro and its partners will continue to conduct robust public involvement activities during the DEIS and beyond, so the business and property owners and all members of the public can have an opportunity to provide input and comment on the Southwest Corridor Plan activities.

Finally, regarding your question about Barbur Blvd. auto lane capacity, based on current design, there are two segments in which Barbur would have one auto lane in either direction:

1. Between downtown Portland and the intersection with Naito Parkway, approximately $\frac{3}{4}$ mile, and
2. South of the Barbur Transit Center until transit leaves Barbur to cross into the Tigard Triangle, approximately 1.2 miles.

In the Barbur segment between Capitol Highway and Naito Parkway, based on current design there one northbound auto lane would be converted to transit, leaving two auto lanes in both directions. In the rest of Barbur, transit would run in the median and we do not anticipate auto lane conversion at this point.

Thank you again for your interest, and let me know if you have additional questions.

JCO

Juan Carlos Ocaña-Chíu
Senior Public Affairs Specialist
Communications
Metro
600 NE Grand Avenue
Portland, OR 97232-2736
503-797-1921 Tel.
503-797-1799 Fax
www.oregonmetro.gov

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Southwest Neighborhoods, Inc.

7688 SW Capitol Highway, Portland, OR 97219 (503) 823-4592

www.swni.org

May 30, 2014

Commissioner Steve Novick
City of Portland
1221 SW Fourth Ave, Room 210
Portland, OR 97204

Re: Southwest Corridor Plan Draft Recommendation Comments

Dear Commissioner Novick:

The Southwest Neighborhoods, Inc. (SWNI) coalition of 17 neighborhood associations and 3 business associations has reviewed Metro's 5/6/2014 draft recommendations of high capacity design options and multimodal projects for further study in the Draft Environmental Impact Statement phase of the Southwest Corridor Plan. We offer the following comments for your consideration prior to Steering Committee decisions scheduled in June, 2014.

As you know, our community has been closely engaged in this process. The SWNI Community Forum on April 29 was attended by about 100 people, far more than have attended recent Metro open houses. The goal of the SWNI forum was to provide an opportunity for decision-makers and the SW community to discuss the Southwest Corridor Plan, with a focus on how high capacity transit service (HCT) could improve access to jobs, services, and education, as well as overall livability within the Portland section of the corridor. A summary of that dialogue, public comments and the results of the Portland Community Preference Exercise are posted on our website, http://swni.org/transportation_committee. The dialogue focused on corridor-wide livability, stations and service to major employment and population centers. The Community Preference Exercise allowed people to vote on priority projects (see attached). The results of the Community Preference Exercise were similar to the SWNI priority projects forwarded to you with our April 29, 2014 letter.

We understand that the staff recommendations were designed to narrow options that would be included in the Draft Environmental Impact Statement (DEIS). Our recommendations are designed to improve access to jobs, services and education as well as overall livability in our community. We know these are different objectives, but we believe our objectives will help build community support for the SW Corridor Project.

In previous letters, we have asked that projects include both pedestrian and bicycle facilities where they are lacking, and requested early implementation of projects that improve safety. We have also requested improved transit service and improved access to transit on our busy streets.

Here are our comments on the May 6, 2014 Discussion Draft Recommendations based on motions approved by the SWNI Board on May 28, 2014.

- SW Capitol Highway is a high priority project that connects Multnomah Village with West Portland Crossroads, and the DEIS should include the full project 5009 from Multnomah Blvd. to Taylors Ferry Road. The staff recommendation to pare down the improvements to a short sidewalk on one side of the street is unacceptable and will not meet our community goals of improving access to jobs, services and education as well as overall livability within the Portland section of the corridor.
- West Portland Crossroads is also a high priority project and the Barbur Concept Plan noted the need to address the deficiencies that are preventing the Crossroads from achieving its potential as a town center (BCP p. 49). The staff recommendation to pare down project 5059 improvements to pedestrian crossings is also unacceptable and will not meet our community goals. Project 5059 should include a range of projects to support safer and more efficient operation for all modes.
- In the segment between SW Miles St. and West Portland Crossroads, we recommend that both Light Rail Transit (LRT) and Bus Rapid Transit (BRT) options in the DEIS include further study of an alignment adjacent to I-5 (option F) in addition to the alignment along Barbur (option D). The design ultimately selected should support the goals of the Barbur Concept Plan and should incorporate best practices that do not create visual or physical barriers along Barbur.
- All surface alignment HCT right-of way must include design characteristics that allow vehicle and pedestrian crossing of HCT at a minimum, at every cross street intersection. This is similar to our previous recommendation to avoid creating barriers along the HCT alignment.
- Within Section 1 (Tie-In to Existing Transit) and Section 2 (South Portland to Barbur Transit Center), we recommend that BRT short tunnel options A and I be recommended for further study, and that LRT short tunnel I be recommended for further study. Tunnel options, both BRT and LRT, are the only way to provide true "front door" service to OHSU, and tunnel option I is the only alignment serving the lower OHSU campus as well as the upper OHSU area.
- We recommend reconsideration of project 1037, SW Portland I-5 Partial Split Spring Garden Interchange, and consideration of the removal of the I-5 southbound Capitol Highway off ramp due to its high impact on the livability of the Crossroads area, as was proposed in the Barbur Concept Plan (pages 40

Commissioner Steve Novick
Southwest Corridor Plan
May 30, 2014
Page 3

and 44). One of the biggest challenges in West Portland Crossroads is the significant motor vehicle traffic volumes through this area. The BCP notes that there is no way to solve the transportation circulation in the Crossroads one intersection at a time. As mentioned above regarding project 5059, much work is needed to address traffic demands while improving pedestrian and bicycle safety, and these projects are needed to turn West Portland into a true town center.

We sincerely thank you for establishing the Portland Community Working Group that has allowed our community members to meet monthly and discuss details of this complex project with staff. We hope that you will continue staffing the PWG in the DEIS phase of the SW Corridor Plan as well.

Thank you for considering our comments before making final decisions in this phase of the SW Corridor Plan, and please let us know if you have any questions.

Sincerely,



Marianne Fitzgerald
President
Southwest Neighborhoods, Inc.

Enc: SWNI Southwest Corridor Forum, April 29, 2014 Portland Multi-modal Projects, Community Preference Exercise Ballot Results

cc: Mayor Charlie Hales
Portland Commissioners Nick Fish, Amanda Fritz and Dan Saltzman
Metro Councilors Bob Stacey and Craig Dirksen
TriMet General Manager Neil McFarlane
ODOT Region 1 Manager Jason Tell
Leah Treat, Susan Anderson, Joan Frederickson and Denver Igarta, City of Portland
Elissa Gertler, Malu Wilkinson and Juan Carlos Ocana-Chiu, Metro
Sylvia Bogert, Roger Averbeck and John Gibbon, SWNI

SWNI Southwest Corridor Forum - April 29, 2014
Portland Multi-modal Projects
Community Preference Exercise Ballot Results

Attendees of the April 29, 2014 Southwest Neighbor's Inc. Southwest Corridor Forum were invited to vote for the multi-modal projects that were of highest priority to them. Forty two attendees submitted a ballot and the results and comments are summarized and noted below:

Priority (# of votes)	Project number	Project description
1 (13)	5059	SW Portland/ Crossroads Multimodal Project (roadway realignments and modifications to Barbur Blvd., Capitol Hwy., and the I-5 southbound on-ramp)
2 (12)	5009a	Capitol Hwy Multimodal Improvements: Taylor's Ferry Rd to Dolph Ct (Phase 1)
2 (12)	5009b	Capitol Hwy Multimodal Improvements: Multnomah Blvd to Dolph Ct (Phase 2)
3 (10)	5005	Barbur Blvd, SW (Terwilliger - City Limits): Multi-modal Improvements
4 (8)	1044	South Portland Circulation and Connectivity (Ross Island Bridge ramp connections)
5 (6)	4002	Barbur Blvd – SW (3 rd – Terwilliger): Multi-modal improvements
5 (6)	6034a	Taylor's Ferry, SW (Capitol Hwy – SW 48th): Bicycle & Pedestrian Improvements
(5)	6005	Vermont viaduct bicycle and pedestrian facilities
(5)	3101	Vermont-Chestnut bikeway - from SW Capitol Hwy to SW Terwilliger Blvd.
(4)	3 other projects received 4 votes (2011, 2027, 3093)	
(3)	3 other projects received 3 votes (3017, 5006, 6034b)	
(2)	7 other projects received two votes (1019, 2999, 3028, 5013, 6004, 6013, 6026)	
(1)	10 other projects received one vote (2001, 3004, 3038, 3128, 3033, 3069, 4022, 6021, 6022, 9007)	

Comments from the Hillsdale Business and Professional Association

Hillsdale sees itself as a commercial activity center. We have never viewed ourselves as a village. We welcome and seek to be included in any transit initiatives that will provide more service and expose our thriving businesses to more customers. We support having a station located in Hillsdale and look forward to working with the project team in designing such a station to meet the needs of our businesses and the greater community.

We also request the Slavin Road route be brought back into the analysis for the following reasons.

It is a much better environment for walkers, and for bicyclists.

It provides a direct connection to the South Waterfront via the Hooley Bridge.

We believe the construction of this trail will be far less expensive than adding width to Barbur in this area.

Walkers and bicyclists can connect to Barbur at 4900 SW Barbur, or via Seymour and Vista near Hamilton.

We believe such a route will provide additional shoppers in the Hillsdale Commercial area, and for the Hillsdale Farmers Market.

Note from staff: These comments were submitted in hard copy version by Don Baack, on behalf of the Hillsdale Business and Professional Association, at the Southwest Corridor Plan Business Summit on May 29, 2014.

Citizen Involvement Organization (CIO) Input

Topic: SW Corridor Project

Meeting Date: Thursday, May 22, 2014

CIOs: Riverpark and Midwest

On May 22, 2014, two of Tualatin's Citizen Involvement Organizations ("CIO", commonly known as neighborhood organizations) planned and hosted a community wide meeting, "Transit Options for Tualatin." Tualatin city staff provided valuable assistance. The goal established by the two host organizations, Riverpark and Midwest CIOs, was to broadly inform Tualatin residents of the SW Corridor HCT effort, and present other views and options regarding transit, including an enhanced local bus system. In the evening's program Metro and TriMet staff presented, along with the CEO of the Cascade Policy Institute and the transit director of Wilsonville's SMART. Two extended time periods were allotted for resident comments and questions. A lively and pointed, but polite, exchange of views, questions, and comments took place. In spite of some Tualatin public officials' stated reservations regarding the timing of and need for this community meeting, about 100 residents attended. At the end of the meeting, residents completed a questionnaire, providing their "preference votes" concerning various topics covered in the presentations.

Conclusions: Based on answers to question 1 of the 68 completed questionnaires, more people in attendance favor HCT than oppose. However, regarding questions 4 and 6, even though the majority favors HCT, by even wider margins (2-1), the majority does not support HCT into Tualatin nor a HCT transit station located in downtown Tualatin. Questions regarding a Tualatin bus system, 87% support an enhanced local bus system in Tualatin, and 88% want our City Council and community to explore the option of a local bus system. Question 3 shows an almost even split as to Tualatin's continued involvement in the SW Corridor study. Based on resident comments written on the questionnaires, a few are strongly supportive or strongly opposed to HCT. Further, a few stated they did not have enough information yet to make conclusions on one or more of the topics, with most attendees seemingly confident in their knowledge to provide their preferences.

**Preference Votes
Transit Options for Tualatin
Riverpark/Midwest CIO Hosted Meeting**

Part 1: High Capacity (HCT = BRT/LRT) Transit in Tualatin

1. Do you support High Capacity Transit?

____33____ Yes ____23____ No (56)
59% 41%

2. Do you support a public vote to determine the City of Tualatin's involvement?

____46____ Yes ____12____ No (58)
79% 21%

3. Do you want Tualatin to continue to participate in the SW Corridor project

____29____ Yes ____26____ No (55)
53% 47%

- b. And pay its financial share in the upcoming study of \$160,000 over a 2 year period?

____28____ Yes ____24____ No (52)
54% 46%

4. Do you support High Capacity Transit into Tualatin on the recommended route - either on or beside Boones Ferry Road?

____16____ Yes ____33____ No (49)
43.7% 67.3%

5. Do you support High Capacity Transit if the line ends at Bridgeport Village or before?

____25____ Yes ____29____ No (54)
46.3% 53.7%

6. Do you support a HCT transit station placed at the recommended area beside Boones Ferry Road in the Tualatin downtown core?

____18____ Yes ____35____ No (53)
34% 66%

7. Do you believe the benefits Tualatin would derive from HCT are worth the impacts and costs?

____24____ Yes ____31____ No (55)
44% 56%

8. Are you willing to accept the probable financial cost as a Tualatin taxpayer to have HCT into Tualatin?

____20____ Yes ____31____ No (51)
39% 61%

Part II Tualatin Bus System

1. Do you support an enhanced Tualatin bus system in Tualatin?

48 Yes 7 No (55)
87% 13%

2. If you support a Tualatin bus system, do you want our City Council and community to begin exploring this option?

46 Yes 6 No (52)
88% 12%

From: Floyd Smith [<mailto:ftsmith@comcast.net>]

Sent: Wednesday, May 28, 2014 11:15 AM

To: Trans System Accounts

Cc: Sylvia Smith; Tim and Alison Christy, 9914; Kelli Brensdal <kbrensdal@gmail.com>;

mikaelolson2@hotmail.com; donaldsonl@comcast.net; Rich Donaldson. 9922; Diana White, 9924; 9924 Jim White; Jim Gould, 9930; Richard A. Lane, 9932 ; Ann Anderson; donaldsonl@comcast.net; Charles Anderson; Dan McFarling; Dave Jannuzzi; David Arnold; Denny Shleifer 1; Douglas Yocom; Elliott & Linda Eki; Jim Howell; Jim Rauh; Joe Cortright; John Drummond; Gibbon, John; Kathy Smith; Lloyd Flem; MARGARET Eberle; Mark Sanchez; Marki Maizels; michael.palmer@usbank.com; Mike Morrison; Norm Gunning; Peter Linsky; Rep. Ann Lininger; Rep. Chris Garrett; ronb@donavoncards.com; Sen. Ginny Burdick; Sen. Richard Devlin; Floyd Smith, 9912; sharonnasset@aol.com; sduin@oregonian.com; Sylvia Smith; Thomas B Erwin; Donald Leap

Subject: Include Long, Deep Tunnel

Dear Members of the SW Corridor Plan Steering Committee:

As a resident of SW Portland and as a board member of AORTA (Association of Oregon Rail and Transit Advocates), I appeal to you: Please include a deep, light-rail tunnel option linking South Waterfront near downtown Portland to 72nd Ave. at Tigard.

This is the smartest of all potential choices for serving commuters in SW Portland and diverting drivers from I-5 at the Terwilliger Curves, and it should not be eliminated. Your staff recommendation to jettison a deep tunnel is seriously flawed. That recommendation insists that a deep twin-bore through the West Hills is too expensive, but it offers no data, only oblique reference to high cost.

No data. No serious cost estimates. Nada. This was revealed publically during your hearing in Multnomah on Monday, May 12, 2014. Yet your staff tells you to dump a clear solution to traffic tie-ups and fossil-fuel limitations that progressively imperil transportation in SW Portland where I live. Please don't do it. Please include a deep-bore in your plans, and study it thoroughly against the surface transit options your staff has proposed.

The SW LRT Corridor recommendation put forth by Jim Howell, AORTA's policy manager, is a six-mile-long, twin-bore tunnel. It would connect Portland's South Waterfront, near the new light-rail bridge across the Willamette, to Tigard. The underground light-rail tunnel would have elevator stations at Oregon Health and Science University, Hillsdale, Barbur Transit Center, and Portland Community College Sylvania.

Expensive? For sure. And it would require public support. But clearly it is the most suitable alternative. And likely the most cost-effective. Please remember: Drilling the LRT tunnel through the West Hills with a station deep beneath the Oregon Zoo has proved affordable—and is loved by commuters.

When properly considered against the surface options, the deep tunnel is a clear winner. Light rail or bus rapid transit on and near Barbur would provide traffic reduction not sufficient to solve congestion, while taking limited street space. The costs of street-level high-occupancy-transit planning, takings and construction would be enormous.

Continue to offer bus service on Barbur, for sure, but put light rail underground, through the mountain, to serve high-density locations—the med-school warren, the thriving Hillsdale business district, the jammed Barbur parking lot and bus connector, and the Sylvania student concentration. It's a perfect alignment for light rail, in a twin tunnel. And the need is great.

Supporters of the deep tunnel, like me, have gone on record with our views. Please know, if you drop a long, deep tunnel option when you meet June 9, we will be back to remind you as its need becomes more and more obvious to the public hammered by future traffic bottlenecks and high fuel prices.

Great thanks in advance for your consideration.

Sincerely,
Floyd T. Smith
9912 SW Quail Post Rd.
Portland, OR 97219
503-703-8771

From: John Smith [<mailto:jw13251325@yahoo.com>]
Sent: Sunday, May 11, 2014 4:04 PM
To: Trans System Accounts
Subject: Draft Recommendation of HCT Design Options for Further Study 5/6/14

I have reviewed the document pretty well, but have a simple question...in any of the Design Options Recommended for Further Study, is Barbur Boulevard reduced down to 2 lanes at any point even for for as short as 100 feet and if so where, how long and in what options? I keep seeing comments like "Complete Boulevard Design Improvements" or "Construct Improvements for Transit, Bikes and Pedestrians" but never does it state Barbur will be reduced but it seems it would have to be? So I am asking the question directly. Please clarify.

Thank you.

-----Response-----

From: Juan Carlos Ocana-Chiu <Juan.Carlos.Ocana-Chiu@oregonmetro.gov>
To: "jw13251325@yahoo.com" <jw13251325@yahoo.com>
Sent: Thursday, May 15, 2014 8:41 AM
Subject: Question about reduced traffic capacity on Barbur Blvd.

Mr. Smith,

As I mentioned in my previous email, I want to answer your question about traffic lane capacity on Barbur Blvd separately from your question about 99W. Detailed study of how Barbur Blvd. would be reconfigured to accommodate transit (whether BRT or LRT) will take place during the proposed DEIS phase. The Southwest Corridor Plan Steering Committee will consider a decision of whether to enter into a draft environmental impact statement (DEIS) phase at its June 9 meeting.

Current staff assumptions about conversion of lanes to accommodate transit operations are based on preliminary traffic analysis that indicates where available roadway capacity could be converted to transit use without significantly impacting auto travel or where impacts can be mitigated. I want to reiterate that we are very early in the design process, and more detailed study in the DEIS could change these assumptions.

Based on *current design*, lane conversions resulting in one auto lane on Barbur Boulevard would in two segments:

1. Between downtown Portland and the intersection with Naito Parkway (recommended option 1A), about ¾ mile;

2. South of the Barbur Transit Center until HCT leaves 99W to cross into the Tigard Triangle (recommended option 3B), about 1.2 miles.

You can view or download the entire set of recommended options at <http://rim.metro-region.org/webdrawer/webdrawer.dll/webdrawer/rec/273026/view>

In the northern segment (north of the ramps to/from Capitol Highway in the “Woods” section, there could be additional conversion from 3 lanes to 2 lanes, mainly northbound. Between the Capitol Highway ramps and the Barbur Transit Center, approximately 3.1 miles, there would be no reduction in auto lanes in either direction. Unlike LRT, BRT can operate in mixed traffic, which could also change the assumptions. For example, south of the Barbur Transit Center BRT could potentially travel in mixed traffic and no lanes would be converted.

Thanks again for your interest. Please let me know if you have additional questions.

JCO

Juan Carlos Ocaña-Chíu
Senior Public Affairs Specialist
Communications
Metro
600 NE Grand Avenue
Portland, OR 97232-2736
503-797-1921 Tel.
503-797-1799 Fax
www.oregonmetro.gov

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-----Response-----

From: John Smith [<mailto:jw13251325@yahoo.com>]

Sent: Saturday, May 17, 2014 9:04 AM

To: Juan Carlos Ocana-Chiu

Subject: Re: Question about reduced traffic capacity on Barbur Blvd.

I am not sure your response below is complete...I was at the SW Corridor Plan Forum Tuesday night in Tigard and I pushed the presenter from Tri-Met a bit...his name was Matt (Tri-Met)...I asked him to point out during his presentation where we would be losing drive lanes and he did...

My notes also indicate that we would lose drive lanes on Barbur from Capitol Highway north to Naito or possibly beyond if it stays on Barbur and not Naito on option 2A which is the only route still being proposed through section 2(south Portland to Barbur Transit Center) and it doesn't matter if it is Light Rail or BRT as both will cause lane losses. So at a bare minimum regardless what the routing is on the rest of the line we will lose lanes on this 1.5 mile +/- section of Barbur, but we might also lose lanes on the sections you mentioned as well.

Please confirm.

Thank you.

-----Response-----

From: Juan Carlos Ocana-Chiu <Juan.Carlos.Ocana-Chiu@oregonmetro.gov>

To: John Smith <jw13251325@yahoo.com>

Sent: Friday, May 23, 2014 2:00 PM

Subject: RE: Question about reduced traffic capacity on Barbur Blvd.

Hello, Mr. Smith,

I checked with Matt Bihn, who is my colleague here at Metro, about your inquiry. You are correct: as you can see at the beginning of the fourth paragraph in my original response, I indicate that given the current design assumptions, north of Capitol on Barbur one car lane would be converted into a transitway, reducing the lanes from 3 to 2, primarily in the northbound direction.

Thanks for checking.

Juan Carlos

Juan Carlos Ocaña-Chíu
Senior Public Affairs Specialist
Communications
Metro
600 NE Grand Avenue
Portland, OR 97232-2736
503-797-1921 Tel.
503-797-1799 Fax
www.oregonmetro.gov

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-----Response-----

From: John Smith [mailto:jw13251325@yahoo.com]

Sent: Monday, May 26, 2014 8:30 AM

To: Juan Carlos Ocana-Chiu

Subject: Re: Question about reduced traffic capacity on Barbur Blvd.

Ok, I didn't catch that and after re-reading it several times it wasn't really clear...could be doesn't mean will be and when you didn't include a #3 in your list of 2 segments that currently will require losing a lane, I think you can see it was not clear or even complete or correct.

Thank you for clearing this up for me...



22 May 2014

Malu Wilkinson
METRO
600 NE Grand Ave.
Portland, OR 97232

Re: **Comments of Portland Community College (PCC)
SW Corridor Plan**

Dear Ms. Wilkinson,

Thank you for the opportunity to provide PCC's comments on the 6 May 2014 discussion draft of the SW Corridor Plan.

The SW Corridor Plan is an undertaking of enormous proportions from many different perspectives. We appreciate the Plan's recognition of PCC Sylvania's important role in both the region and this project.

For context, Sylvania is PCC's first and largest enrollment campus. It houses about 900,000 developed square feet, with 120 acres. We served nearly 32,000 different students in the 2012-2013 academic year, for a full-time equivalent enrollment of 12,137. We are permitted under a conditional use master plan. We are right at the limits permitted in that plan, so any future development will require a full new campus master plan. As you may also know, PCC operates its own inter-campus bus shuttle system, which is projected to carry over 250,000 riders this year.

The potential we see is that this project opens up two opportunities that are important for generations of students and the broader community. This plan and the projects that emerge from it, can (depending on the options chosen) greatly expand access to our Sylvania campus and the educational services we provide. To the extent the selected option provides better access, choices, and more rapid transit service, we expect that it will result in reduced single occupancy vehicle (SOV) trips to Sylvania, creating in turn the possibility of reduced demand for parking. From a student perspective, faster, more frequent service provides the opportunity to meet more of their life's demands (college, work, parenting) by alternative transportation modes.

Were the chosen option to enable these student benefits, the community likely would see the benefits (traffic, emissions, public safety) of reduced Sylvania-generated SOV trips. Importantly in our view, a project that closely serves the Sylvania Campus

could create future opportunities for campus development that would better serve both the campus and the surrounding community.

Consistent with PCC's sustainability goals and with our Transportation Demand Management (TDM) plan developed with TriMet's support, we see PCC's interests in this project to be:

- To provide increased student access to education in a way that transit serves multiple life needs
- To reduce SOV trips and the attendant parking supply we provide, opening up educational development opportunities
- To create the opportunity in future Master Plan development to envision Sylvania in ways that afford innovative educational and life opportunities for our students
- To do these things in a way that is sensitive to and supportive of our campus environment and our campus neighbors.

At the same time, we do not want this project to result in Sylvania becoming a "park-and-ride" or in material degradation of the unique environmental at and surrounding Sylvania, nor to limit the possibility of creating an innovative, education-centered Sylvania community.

Specific Comments – BRT Options for PCC Area

- Our understanding is that the BRT options are "B" and "A/F", and that the BRT tunnel options are not recommended.
- Option "B" would have direct connection to Sylvania, and would create an improved walk connection of about a half-mile
- Option "A/F" would have direct BRT service to Sylvania, with a station at either the campus edge or campus interior

At this initial stage, and recognizing that our preference will be based on the further detail to come in the DEIS, PCC's preference is Option "A/F" We see the walk distance as a deterrent. We see this played out at our Cascade Campus where we have MAX light rail as a walkable but not direct access connection. Relatively few students avail themselves of this transportation option, while many more select the bus that directly serves the Killingsworth campus. We would, of course, need to understand how a BRT station at or near Sylvania would look and work from a design and operational perspective.

We are intrigued by the opportunity Option "A/F" seems to create for exploring the possibility of creating an innovative educational environment/community in Sylvania's next Master Plan. Such an environment might include both student life and community features. We first raised this idea in our comments into "The Portland Plan" development.

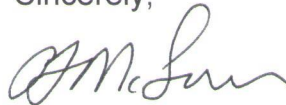
Specific Comments – LRT Options for PCC Area

- Our understanding is that the current options are “B” and (new) “C”. Option B bypasses Sylvania, and relies on the improved walk connection as in BRT Option “B”. We see the distance of the walkway as a deterrent as noted above.

Option “C” is innovative and intriguing, and we appreciate its inclusion for further discussion. We certainly recognize that this tunnel option is more expensive, as noted. But it also appears to be less intrusive and potentially more protective of the environment and community at and surrounding Sylvania. We know little at a detail level of how this option would actually “look” or operate at Sylvania, but we’re eager to learn more.

We hope these comments will be helpful, and we appreciate the opportunity to comment on this transformative project. We also want to recognize Juan Carlos Ocana-Chiu for his efforts to have our thoughts become a part of this complex discussion. Please let me know how PCC can both learn more as the DEIS proceeds, and how we can help you in this work.

Sincerely,



R. J. McEwen
College Vice President

Copy electronically to:
Brian Monberg - METRO
Juan Carlos Ocana-Chiu – METRO

From: lori-howell@comcast.net [mailto:lori-howell@comcast.net]

Sent: Wednesday, May 21, 2014 9:47 PM

To: novick@portlandoregon.gov

Cc: Bob Stacey

Subject: Sidewalks on Capitol Hwy--Please

Dear Steve and Bob,

My comments regarding project 3017B slated to be included partially in the SW Corridor Plan

I have a two kids, ages 6 and 11. Please consider their safety.

According to the most recent plan, the intersection of Capitol Highway and Barbur is an important focus for improvements necessary to create a rapid transit corridor along highway 99. This intersection is recognized to be inadequate for current demand and therefore greatly in need of improvement.

There is currently a one mile stretch of Capitol Hwy between 40th and Taylor's Ferry Rd. that has no protected accessible walkway for pedestrians and no path for bikes. In addition, there is no protected crosswalk for the entire stretch of road between Multnomah and Taylor's Ferry along Capitol Highway. Considering that there are at least 6 bus stops along this route and that the speed posted is 35 MPH, this is an unsafe area for non-motorized vehicles and pedestrians.

Installing either a multi-use path such as the one currently being constructed along the south side of Multnomah Blvd. is the very least that Metro should consider in order to assure better connectivity along a road that is already ighly frequented and will only increase with the introduction of rapid transit, particularly considering its proximity to the transit center.

I would also recommend the installation of a lighted crosswalk at Dolph Ct and Capitol Highway. This intersection is particularly dangerous for both vehicles and pedestrians.

Best regards,

Lori Howell
Multnomah Village resident

-----Follow-up-----

From: lori-howell@comcast.net [mailto:lori-howell@comcast.net]

Sent: Thursday, May 22, 2014 8:05 AM

To: novick@portlandoregon.gov

Cc: Bob Stacey

Subject: Re: Sidewalks on Capitol Hwy--Please correction project 5009

Apologies, I'm referring to project 5009, not 3017B.

Thanks again for your consideration--and your valuable public service!

Lori Howell

phone 503-228-4765

From: BETTELYNN JOHNSON [mailto:blynnj@msn.com]
Sent: Thursday, May 22, 2014 10:46 AM
To: novick@portlandoregon.gov; Bob Stacey
Subject: May 23: Capitol Highway Sidewalks and Bike Lanes

Please add my voice to those who are writing and speaking in favor of long-needed sidewalks and bike lanes along SW Capitol Highway from Garden Home to Brugger Street.

I've lived at my current address at 4407 SW Marigold, two blocks from Capitol Highway, since 1991, and since 1996, the City of Portland has been promising those sidewalks and bike lanes.

This section of the highway is the major connector from Hillsdale and Multnomah Village to PCC Sylvania and is heavily trafficked to include commercial trucks and TriMet buses.

I and other regular pedestrian users of the highway whom I've talked with feel the City of Portland has other priorities than the safety and well-being of pedestrians and bicyclists. I speak for many when I say a city government that claims to value pedestrians and bicyclists is failing to back up this claim.

While it's true that the nearest grocery storey (World Foods) is easily within twenty minutes of many, getting there is an exercise in treacherous walkways and vehicular danger.

A design plan already exists; it was presented to the Multnomah Neighborhood Association two years ago for comments. We attended, commented, and in a bait-and-switch now are faced with the City's attention to the HCT on Barbur, which many don't even want (Tigard, Sherwood and Tualatin citizens come to mind).

Please make sure the City of Portland makes good on its promises to pedestrians and bicyclists.

Thank you.

Respectfully,
BetteLynn Johnson
4407 SW Marigold St
Portland 97219

From: Jeremy Myrland [mailto:jeremymyrland@gmail.com]

Sent: Thursday, May 22, 2014 12:04 PM

To: Bob Stacey

Subject: No Capitol HWY in SW Corridor plan???

I don't understand how the Capitol Hwy section between Multnomah and Barbur is out of consideration for the SW Corridor Plan. This is completely unacceptable. Anyone who has had to walk or bike that area (or drive when there are walkers/bikers) knows how scary this area is. The only option is to walk along a small shoulder. I do not support the exclusion of this area and cannot support project at all without it.

-Jeremy Myrland
Multnomah Village

From: Katy Brumbelow [mailto:katy.here@gmail.com]

Sent: Wednesday, May 21, 2014 4:32 PM

To: Bob Stacey

Subject: SW Corridor Improvements - Project 3017B Capitol Highway Pedestrian Access

I recommend that Metro strongly consider installation of a multi-use path along the east side of Capitol Highway between Taylor's Ferry Rd and 40th Ave. as part of the necessary precursors to the Southwest Corridor Plan. There is currently one mile of road with 8 bus stops and no bike lane or protected area for pedestrians. This seems inadequate for the current standards and therefore inexcusable to overlook in preparation for making Barbur into a rapid transit corridor. The 7 foot multiuse path being installed between 35th and 28th along Multnomah Blvd would be a good model to look at to improve safety.

Katy Brumbelow

From: M TL [<mailto:h97219@gmail.com>]

Sent: Thursday, May 22, 2014 9:30 PM

To: Camille Tisler

Subject: SW Corridor pls put me on mailing list

I didn't get the last minute info about SW Capitol Hwy improvements being dropped, so PLEASE put me on your mailing list.

I am FOR the improvements. It's a small but dangerous part of road. I've been sideswiped by a mini van as I was crossing at SW 40th towards Dolph. I was more than half way across when the van came around the blind corner (north bound) She yelled at me for not using a marked cross walk (which there isn't one) And cars are supposed to yield to pedestrians. She might have seen me sooner if she had been driving at a 'speed to the conditions': broad day light, at a bus stop corner, school children about, on a curve.

Capitol Hwy is scary & dangerous. No sidewalks. Many obscured corners. Too fast. Electric wheel chairs on the road. People with strollers and children. No shoulders.

Finish Capitol Hwy. There is MY livability issue Metro. Finish Capitol Hwy NOW!

Thank you

Murphy Terrell

From: Randy M. Bonella [mailto:rmbonella@gmail.com]
Sent: Wednesday, May 21, 2014 9:58 AM
To: Bob Stacey
Subject: SW Corridor HCT Plan Feedback

Dear Councilor Stacey,

Please find attached a letter with feedback in regard to the SW Corridor High Capacity Transit Plan that reflects the input from the Multnomah Village Business Association, Multnomah Village Bloc's Initiative and myself as a small business owner and resident.

I strongly urge you to very seriously reconsider the plan to drop project 5009 Captiol Hwy improvements. This makes absolutely no sense.

Best regards,
Randy Bonella

~~~~~  
Randy M. Bonella | [rmbonella@comcast.net](mailto:rmbonella@comcast.net)  
4122 SW Garden Home Road, Portland, Oregon 97219  
503.803.5963 (cell) | 503.293.9460 (office/fax) | rmbonella (skype)  
~~~~~

Southwest Corridor Draft Recommendations of HCT Design Options

Randy M. Bonella
4122 SW Garden Home Road
Portland, Oregon 97219
503.293.9460(h), 503.803.5963(c)
rmbonella@comcast.net

City of Portland
Commissioner Steve Novick
Councilor Bob Stacy

Re: Southwest Corridor Draft Recommendations of HCT Design Options

Dear Commissioner Novick & Councilor Stacy,

I'll get right to the point, I am writing to you today on behalf of the Multnomah Village Business Association, Multnomah Village Bloc's Initiative and myself as a resident and strong supporter of Rail and multimodal transportation.

Any choice on HCT MUST INCLUDE improvements to the segment of Capitol Highway between Multnomah Village and Taylors Ferry Road(Project 5009). Without this segment support for HCT will diminish dramatically from Multnomah Village Businesses and neighbors.

I am **ASTONISHED** to see the recommendation to drop this segment of Capitol Highway considering the importance placed on it by the community and all the money and work that has gone into it to date. It is a key transit corridor for commuters from various parts of Portland and West Portland to PCC Sylvania and is in dire need of safety, accessibility and storm-water runoff management improvements regardless of HCT installation. Yes, it is expensive, but everything is expensive in SW Portland but it is no excuse to ignore the critical nature of this required improvement.

I have attended a number of Southwest Corridor meetings, participated in community feedback to the steering committee and filled out the survey. In each case, Capitol Highway between Multnomah Village and Taylors Ferry Road has been a top priority for improvement as noted by the community. It was #1 on the City of Portland's funding request to the federal government 2 years ago and has been worked on by the community for more than 20 years. I would guess that somewhere between \$500,000 and \$1,000,000 has already been spent on design, analysis and engineering to date with nothing to show for the expense and the effort including inclusion on a key development plan.

Pictures can say more than words so attached below are key bullets and pictures depicting limited examples of the issues along this segment of road.

Capitol Highway Pedestrian Bicycle Safety

- No Sidewalks: New homes built(>\$600K each) but not required to put sidewalks in.
- No Crosswalks: not a single cross walk between SW 36th Ave and SW Taylors Ferry Road.
- No Bicycle Climbing lane: on southbound lane.
- High traffic speed, including Tri-met buses well in excess of the posted 35 mph.
- Only ADA access is the street itself: strollers and wheel chairs must ride on the road. Sometimes strollers can go on the trail on the Northbound side of Capitol Hwy but only when dry. When wet this segment is extremely hazardous.



If you are not in a car you are not safe



Where do strollers & Wheel chairs go



Bind curve, no where for bicycles or peds on North side off road only on southside

Capitol Highway Transit Accessibility

- No Sidewalks: Nothing leading to any of the key bus stops along this road segment.
- No Crosswalks at or near key bus stops
- Very limited standing areas at bus stops



Best bus stop on this section



No where to stand, right on road



Better than most, it is off the road



Right on road, no place to stand

Southwest Corridor Draft Recommendations of HCT Design Options

Capitol Highway storm-water runoff management

- Nowhere for the water to go, degrading Capitol Highway and making pedestrian access near impossible.
- SW 41st Ave taking Capitol Hwy runoff, Severely degrading an unmaintained city street costing neighbors money.
- SW Garden Home Road water pooling from runoff, degrading a city managed street and causing traffic hazard and degradation of roadway.



SW Capitol Hwy above
SW Carson



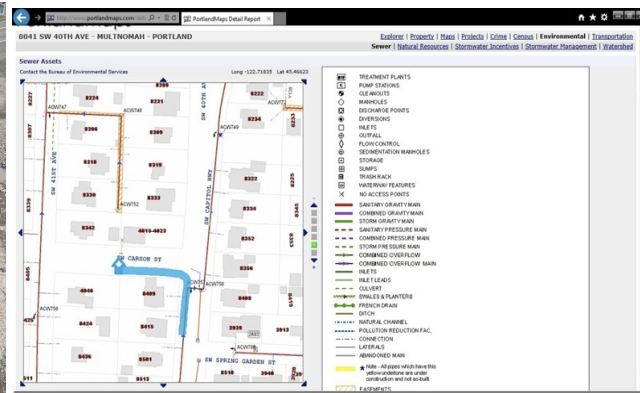
SW 41st Ave Below
SW Carson Rd



SW Garden Home Rd @
SW 41st Ave



SW Garden Home Rd
@ SW 41st Ave



Path of water: Portland Maps

Terwilliger Curves

Alignment of the HCT plan as it traverses Terwilliger Curves must bypass this segment of Barbur Blvd. either by way of tunnel and or by transiting through Hillsdale. Any change or restriction to traffic in this section will do nothing to improve overall transit capacity. Running dedicated BRT or LRT will take away from auto traffic and or will require additional significant reductions to auto traffic support in order to make dramatic improvements in bicycle and pedestrian safety.

General Comments

It is about time that serious consideration for mass transit in SW Portland. While all other areas in Portland receive significant upgrades in transit SW Portland has been suffering cuts to already thin coverage.

The decision of the alignment chosen is more in line with community access to transit than a high capacity commuter line. Much like downtown Portland there are significantly to many stops to make this route interesting to commuters outside of the City of Portland boundary. Residents of Tigard, Tualatin and Sherwood will find it difficult to accept the transit times with the number of planned stops. This needs serious consideration if the goal is to reduce auto traffic. I've always been of the opinion that HCT should be adding capacity to the system and not degrading it. To this end I think that the Terwilliger Curve Alignment needs serious consideration to avoid restrictions on auto traffic.

Finally all transit projects be it for High Capacity Transit, Automobile, Bicycle or by Foot require full consideration of multi directional commutes. By Dropping the Capitol Hwy (Project 5009) segment from the SW Corridor Plan you virtually eliminate southbound access to the final HCT plan. Without improvements to this segment access from Multnomah Village and surrounding area will be significantly impacted and the whole HCT plan will have little benefit for our community. We will remain in a transit void.

Thank you for your time and please feel free to contact me if you have any questions in regards to this paper.

Best regards,



Randy M. Bonella

Executive Director – Multnomah Village Bloc's Initiative
Venture Portland Board Member – Multnomah Village Business Association
Small business owner

From: Lee Shaver [mailto:jayhawk@easystreet.net]

Sent: Wednesday, May 21, 2014 10:37 PM

To: novick@portlandoregon.gov; Bob Stacey

Subject: SW Corridor Plan

Commissioner Novick and Councilor Stacey - I wanted to share my appreciation for the work being done in regards to the SW Corridor plan. I like the direction it is going, and I'm hopeful for its future. However, I have reviewed the plan, and I am utterly dumbfounded at some of the multi modal projects in section 2 - South Portland to Barbur Transit Center.

I am a multi-modal person (biker, walker and driver) who has lived on Capitol Highway and now lives on Dolph Ct. The prioritization of sidewalks on Dolph (3069B) relative to Capitol Highway improvements (5009) is quite a head scratcher. Capitol Highway has been a hazard to pedestrians and drivers for many years with limited sight lines, lack of sidewalks and fast moving traffic. I'm even leery of turning onto Capitol from Dolph Ct in my car, not to mention my bicycle.

Although 5009 is more expensive than 3069B, doing the entire Capitol Highway project (or at least installing sidewalks on Capitol) is far more critical for the neighborhood than sidewalks on Dolph. Please consider supporting at least some Capitol Highway improvements as a part of the SW Corridor Plan.

Thank you.

Lee Shaver

3550 SW Dolph Ct

Portland, OR 97219

jayhawk@easystreet.net

From: Karen McKibbin [mailto:karen.j.mckibbin@gmail.com]
Sent: Wednesday, May 21, 2014 11:06 PM
To: Bob Stacey
Subject: Objections to Project 5009

In regards to the draft recommendation that proposes removing Capitol Hwy Improvements (Project 5009) from being included in the DEIS, I am extremely disappointed that this doesn't include the inclusion of sidewalks for the community between Multnomah Village to Walgreens. As a resident of this area with a young family, it is extremely difficult, not to mention unsafe, for me to walk either down to the village or up to walgreens/World Foods area with my child in a stroller. Cars move up and down Capitol Hwy so fast and often don't look for pedestrians. If you walk along this area with a stroller or a bike, there are areas where you have to walk on the road because there is no way to maneuver these things along the small pathway. This issue will only worsen with increased traffic once the project is complete and a serious accident resulting in injury or worse seems inevitable. Putting in sidewalks and bike lanes along this route should be an essential part of the program so that it can be safe for everyone to use in the future.

Sincerely,
The Dow Family

Sent from my iPhone

Susan Evans
Mark Bitterlich
8135 SW 41st Avenue
Portland, OR 97219

May 20, 2014

City of Portland
Commissioner Steve Novick
Councilor Bob Stacy

Re: Capitol Highway Project

Dear Commissioner Novick and Councilor Stacy:

We respectfully request HCT inclusion in the 5009 project Capitol Highway.

Sincerely,



Susan Evans & Mark Bitterlich

From: Laura Wheatman Hill [mailto:lwheatma@gmail.com]

Sent: Monday, May 19, 2014 9:35 AM

To: novick@portlandoregon.gov; Bob Stacey

Subject: Capitol Hwy

Good morning!

My name is Laura Hill and I moved to SW Capitol Hwy last summer. While we LOVE the SW and our new home, my family and I are concerned about the change to the plan which originally included sidewalks on Capitol Highway. Capitol Hwy MUST have sidewalks. The revision to the plan in which Dolph would now get sidewalks instead is a serious waste of funds. Dolph is a quiet, lightly traveled street by car, bike, or pedestrian and Capitol is decidedly more busy.

I recently had a baby and have a fairly heavy duty stroller which is advertised as able to handle pretty rough terrain. Capitol challenges this assertion, and often I find myself having to lift the stroller over uneven ground to keep it from tipping. I have taken to walking alternate routes into the village which is ridiculous because I should be able to walk down my own street to get to a location also on Capitol.

Furthermore, the lack of sidewalks makes it so I occasionally have to walk in the street to avoid cars or unusable paths. This is dangerous and scary. If I'm already walking in the street, it means bicyclists are in the regular lane. Another danger I have experienced is that, because there are no sidewalks, cars don't register that people are standing on corners hoping to cross. The other day, I stood in the rain for several minutes waiting for someone to stop so I could cross with my baby. Many school buses pick up on Capitol and I often see young children waiting with parents on this busy street. Make it safer by putting in sidewalks.

While I understand that funds are limited and budgeting is complicated, the Dolph sidewalks would be pointless. Capitol, on the other hand, will benefit greatly from the investment--the businesses in Multnomah Village and Hillsdale would benefit from easier access and the residents would feel significantly safer and more comfortable in their own neighborhood.

Thank you for your time and please push to make SW Capitol Hwy safer!

Laura Hill

lwheatma@gmail.com

From: Chris Lyons [mailto:chrislyons7@yahoo.com]
Sent: Saturday, May 17, 2014 10:53 AM
To: Bob Stacey
Subject: Multimodal Improvements to SW Capitol Hwy

Councilor Stacey,

I hope all is well. I'd like to provide you with my comments regarding the current staff draft of the SW Corridor Plan. I find it completely unacceptable that the draft SW Corridor recommendation proposes removing Capitol Hwy Improvements (Project 5009) from being included in the DEIS. As a resident of Multnomah neighborhood, I can attest to the fact that this stretch of highway - between Taylors Ferry Road & Multnomah Blvd - is woefully inadequate and very dangerous for current bicyclists & pedestrians. By adding HCT along Barbur Blvd, multimodal connections from the Village will be absolutely essential. No stretches of roadway are more important than Capitol Highway, which will be used like never before to connect between Multnomah Village and points south (PCC, Tigard, Tualatin, etc.). While improvements are currently being made along Multnomah Blvd, these would not be used by south-bound travelers. In addition, the Capitol Highway Plan has been on paper for two decades and was identified last month as THE top priority project for SWNI and its neighborhood associations/business associations. All of these groups and residents of SW Portland recognize the importance of Capitol Highway, both today and in the future. It absolutely must be upgraded with sidewalks & bike lanes on both sides of the street between Taylors Ferry Road and Multnomah Blvd as part of the SW Corridor Plan.

Moreover, the current recommendation includes Project 3069 B - sidewalks along Dolph - which I believe would be a waste of funds. This stretch of roadway is not heavily used by bikes/pedestrians as a means to get to a destination, nor would this change significantly under the SW Corridor Plan. Plus, Dolph parallels Multnomah Blvd, where sidewalks already will exist. Instead, these monies would be better spent upgrading Capitol Highway with sidewalks & bike lanes.

Thank you for your consideration of this project in the overall SW Corridor Plan.

Sincerely,
Chris Lyons
4153 SW Lobelia St.

From: Kappler, Richard [<mailto:RichardKappler@corban.edu>]

Sent: Friday, May 16, 2014 5:21 PM

To: Camille Tisler

Subject: RE: REMINDER: ID Southwest meeting and Portland-Milwaukie light rail project tour next Tuesday, May 20, 2014

Does Metro plan to shove light rail in the sw corridor? Before they possible do that, will someone add sidewalks to the missing links of SW Capitol Highway and SW Shattuck Road?

-----Response-----

From: Juan Carlos Ocana-Chiu

Sent: Monday, May 19, 2014 1:56 PM

To: 'RichardKappler@corban.edu'

Cc: Camille Tisler; Laura Dawson-Bodner

Subject: Your questions about the Southwest Corridor Plan

Mr. Kappler,

Thank you for your questions. At present, the Southwest Corridor Plan has released a draft recommendation of potential elements of a transit project to carry into a draft environmental impact statement (DEIS) phase for more detailed study. The recommended elements include: potential bus rapid transit and light rail routes from downtown Portland to Tualatin, via Tigard; potential station locations along those routes; and walking, biking and roadway improvement projects (also known as multimodal projects) that make it easier for people to get to the transit route. The Steering Committee is expected to decide on the recommendation at its June 9, 2014 meeting, at the Metro Council Chamber, 600 NE Grand Ave., Portland, OR 97232, from 9:00 to 11:00 a.m. This is a public meeting, and the public is welcome to attend.

The anticipated recommendation does not include a decision on whether the transit investment should be bus rapid transit or light rail. If the recommendation is to advance to the DEIS, staff will continue to study both modes during that phase. At the end of that phase, the Southwest Corridor Plan partners will decide on a locally preferred alternative, which will choose one mode and one alignment from among the options studied. The locally preferred alternative would be selected in the spring or summer of 2016.

One of the multimodal projects partially recommended for further study in a DEIS phase is project # 5009 (SW Capitol Hwy. improvements – replace roadway, add sidewalks and bike lanes, and green stormwater features). The part recommended for further study is the segment closest to Barbur Blvd., between Taylors Ferry Rd. and Alice St. There are no multimodal projects on SW Shattuck Rd. that are associated with the Southwest Corridor Plan.

I invite you to review the draft recommendation on what to study in a DEIS, and then take the questionnaire to provide your feedback on the recommendation. The draft recommendation has maps that show the transit design options, potential station locations, and multimodal projects recommended for further study. Project # 5009 on SW Capitol Hwy. can be found on Section 2, pages 8-9 in the maps document (pages 14-15 of the entire .pdf packet). You can find the draft recommendation .pdf document and the questionnaire at www.swcorridorplan.org.

Thank you for your interest, and feel free to contact me if you have additional questions.

Juan Carlos

Juan Carlos Ocaña-Chíu
Senior Public Affairs Specialist
Communications
Metro
600 NE Grand Avenue
Portland, OR 97232-2736
503-797-1921 Tel.
503-797-1799 Fax
www.oregonmetro.gov

Metro | Making a great place

Stay in touch with news, stories and things to do.
www.oregonmetro.gov/connect

From: Susan F [mailto:susanf@hevanet.com]
Sent: Tuesday, May 13, 2014 11:12 AM
To: Juan Carlos Ocana-Chiu
Subject: SW Corridor refinement recommendation survey - PDF of plan not available

Hi Juan Carlos,

I tried to take the survey today and when I got to the PDF download, it never happened. It looks like the download website is unavailable.

I thought you might know who to contact to restart it.

The survey starts here
<http://www.surveymonkey.com/s/Refinement-Rec-May2014>
and the PDF link is on page 3 or so.

The server that is timing out is rim.metro-region.org

Unfortunately when that happens, the person taking the survey probably has to dump cookies in order to try again later, because the PDF download page disappears after the timeout. I think that will impact the ability of the survey to collect any data, let alone informed views.

Thanks,

Susan

-----Response-----

From: Juan Carlos Ocana-Chiu
Sent: Tuesday, May 13, 2014 11:55 AM
To: 'Susan F'
Subject: RE: SW Corridor refinement recommendation survey - PDF of plan not available

Hi Susan,

Thank you for alerting me to this problem. I checked with our IT staff and they confirmed that the server that houses the materials is unexpectedly down. I apologize for this problem. IT staff is working to fix this issue. I will let you know as soon as it is back up again, so you can take the survey.

I also apologize for the inconvenience of having to dump cookies. The link to the downloadable materials from inside the survey should still be clickable when the server is back up.

Thank you again for letting me know, and please contact me if you experience further problems.

Juan Carlos

Juan Carlos Ocaña-Chíu
Senior Public Affairs Specialist

Communications
Metro
600 NE Grand Avenue
Portland, OR 97232-2736
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-----Response-----

From: Juan Carlos Ocana-Chiu
Sent: Tuesday, May 13, 2014 12:43 PM
To: 'Susan'
Subject: RE: SW Corridor refinement recommendation survey - PDF of plan not available

Thanks for your email, Susan. The materials should be downloadable again. Let me know if you encounter other problems.

Thanks again,

Juan Carlos

Juan Carlos Ocaña-Chíu
Senior Public Affairs Specialist
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-----Response-----

From: Susan [mailto:susanf@hevanet.com]
Sent: Tuesday, May 13, 2014 12:25 PM

To: Juan Carlos Ocana-Chiu

Subject: Re: SW Corridor refinement recommendation survey - PDF of plan not available

Thank you for your timely response. I look forward to participating later. No need to apologize to me. I'm sure the inconvenience is primarily yours.

Best wishes,

Susan

-----Response-----

From: Juan Carlos Ocana-Chiu

Sent: Tuesday, May 13, 2014 1:24 PM

To: 'Susan F'

Subject: RE: SW Corridor refinement recommendation survey - PDF of plan not available

You're welcome!

JCO

Juan Carlos Ocaña-Chíu

Senior Public Affairs Specialist

Communications

Metro

600 NE Grand Avenue

Portland, OR 97232-2736

503-797-1921 Tel.

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How are the residents of
impacted neighborhoods
effectively notified for
max, min awareness & public involvement

(Mark Meehan)
Resident & Sr. Citizen

From: Juan Carlos Ocana-Chiu

Sent: Monday, June 02, 2014 9:38 AM

To: 'Jon Mark Morgan'

Subject: Response to the question you submitted at the Southwest Corridor Plan Steering Committee meeting on May 12

Hello, Mr. Morgan,

You attended the Southwest Corridor Plan Steering Committee meeting on May 12, 2014, and you submitted a question in writing (attached):

“How are the residents of impacted neighborhoods effectively notified for maximum awareness and public involvement?”

The Southwest Corridor Plan has a number of ways of notifying the public, especially the residents of neighborhoods in the Southwest corridor, about Plan activities and opportunities for public involvement. Metro staff have compiled an email list of all the people who have indicated interest in following the Plan activities (in which you are included), and we send all information related to public meetings, activities, events and project updates to the people on that list. In addition to that Metro list, we ask our jurisdictional partners throughout the corridor (especially the cities of Portland, Tigard, Tualatin, Sherwood, Washington County, ODOT and TriMet) to help us publicize and announce public involvement activities and other important Plan information. The Southwest Corridor Plan also receives a significant amount of media coverage, and Metro staff is always available to answer questions from the media and provide them with information to help publicize activities and events.

Thank you for your interest, and let me know if you have additional questions.

Juan Carlos

Juan Carlos Ocaña-Chíu
Senior Public Affairs Specialist
Communications
Metro
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From: Ken Paulsen [mailto:kparchitect@comcast.net]
Sent: Thursday, May 08, 2014 11:11 PM
To: Juan Carlos Ocana-Chiu
Subject: Re: Maps you requested

Hi Juan Carlos,

By chance are the updated plans available for public review? I would like to see the plans that will be discussed at next Monday's meeting if that is possible. Perhaps they're posted on the website? If not, are you permitted to email them to me?

Thanks,

Ken Paulsen

503-245-6540

-----Response-----

From: Juan Carlos Ocana-Chiu
Sent: Friday, May 09, 2014 9:12 AM
To: 'Ken Paulsen'
Subject: RE: Maps you requested

Hello, Mr. Paulsen,

Yes, the draft recommendation on what transit design options, potential station locations and multimodal projects to take into a draft environmental impact statement was released on Tuesday, May 6 and immediately posted on the Plan website. We announced the release and are also requesting that the public take an online questionnaire to provide input on the draft recommendation. I hope you received that announcement, since your address is in the interested parties email distribution list.

You can find the draft recommendation materials and the link to the questionnaire at www.swcorridorplan.org. We are collecting input until May 23.

Thank you for your interest, and let me know if you have any questions.

Juan Carlos

Juan Carlos Ocaña-Chíu
Senior Public Affairs Specialist
Communications
Metro
600 NE Grand Avenue
Portland, OR 97232-2736
503-797-1921 Tel.
503-797-1799 Fax

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-----Response-----

From: Ken Paulsen [mailto:kparchitect@comcast.net]

Sent: Friday, May 09, 2014 12:45 PM

To: Juan Carlos Ocana-Chiu

Subject: Re: Maps you requested

Thanks Juan Carlos!

Ken

-----Response-----

From: Juan Carlos Ocana-Chiu

Sent: Friday, May 09, 2014 12:46 PM

To: 'Ken Paulsen'

Subject: RE: Maps you requested

You're welcome.

Juan Carlos

Juan Carlos Ocaña-Chíu

Senior Public Affairs Specialist

Communications

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From: David Johnson [<mailto:david4466@gmail.com>]

Sent: Wednesday, May 07, 2014 3:02 PM

To: Trans System Accounts; TriMet Customer Service

Subject: Southwest Corridor

I live on zip code 97205, write in favor of MAX goes running on existed SW Lincoln Street like Portland-Milwaukie Route tracks then divide tracks to Natio to I-5 south used right lane that Station at SW Gibbs and I-5 connects with OSHU Tram, SW Hamilton Street & SW Kelly Avenue Station = have 7 business buildings with employment access and one church, and Corbett Station - option could be MAX uses on I-5 Transitway like I-84 southbound to PCC Sylvania, Tigard, what people need MAX. I want you send me vision map and presentation file with proposal stations via e-mail, please. Thanks. .

Secondly, I endorsed for BRT on Barbur BLVD.

Thirdly, I endorsed OHSU for Tunnel to Downtown Portland Subway in the future. Tell TRIMET I endorsed TRIMET Portland Downtown Subway in the future, so tell TRIMET contacts me via E-Mail included future light rail or BRT, map and Subway Underground Proposal.

--

Mr. David Johnson :)