

# Agenda



**Metro**

600 NE Grand Ave.  
Portland, OR 97232-2736

Meeting: Southwest Corridor Plan Steering Committee  
Date: Monday, March 12, 2018  
Time: 9 to 11 a.m.  
Place: Tigard Town Hall, 13125 SW Hall Blvd, Tigard  
Purpose: Receive updates on Southwest Corridor Plan schedule, equitable development strategy, public involvement, environmental review and the initial route proposal.

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9 a.m. Welcome, introductions and partner updates Co-Chair Stacey

## **ACTION ITEM**

9:10 a.m. Consideration of the Steering Committee meeting summary Co-Chair Stacey  
From February 12, 2018 **ACTION REQUESTED**

## **DISCUSSION ITEMS**

9:15 a.m. Southwest Corridor upcoming schedule and decision process Chris Ford, Metro  
*Detailed schedule for environmental review and selection of the light rail Preferred Alternative, including meeting dates and decision making processes.*  
***Discussion: Questions on the upcoming schedule?***

9:30 a.m. Southwest Equitable Development Strategy update Malu Wilkinson, Metro  
*Recent events in SWEDS project, overview of timeline.*  
***Discussion: Questions on the SWEDS initiative?***

9:40 a.m. Public involvement updates Eryn Kehe, Metro  
*Overview of recent and upcoming engagement activities. Preview of public involvement components of DEIS comment period.*  
***Discussion: Questions on recent and upcoming public involvement efforts?***

9:50 a.m. Online comment map summary report Samuel Garcia, Metro  
*Presentation on comment map input.*  
***Discussion: Questions on comment map response summary?***

10:00 a.m. Draft Environmental Impact Statement document preview Chris Ford, Metro  
*Briefing on the format and anticipated major findings of the Draft Environmental Impact Statement.*  
***Discussion: Questions on the expected content of the DEIS document?***

10:20 a.m. Initial route proposal Chris Ford, Metro & Dave Unsworth, TriMet  
*Explanation of the draft route identified by project staff to fulfill federal requirements, including reasons for selection and relationship to Preferred Alternative.*  
***Discussion: Questions on the initial route proposal?***

**PUBLIC COMMENT**

10:45 a.m. Public Comment Co-Chair Dirksen  
*Opportunity for citizens to provide short testimony and/or submit written comments to inform future Steering Committee decisions.*

11:00 a.m. Adjourn

**Materials for 3/12/2018 meeting:**

- 02/12/2018 meeting summary
- Public Comment Map Summary Report

Meeting: Southwest Corridor Steering Committee

Date/time: Monday, February 12, 2018

Place: Metro Regional Center – Council Chamber, 600 NE Grand Ave., Portland

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**Committee Members Present**

Bob Stacey, Co-chair	Metro Council
Craig Dirksen, Co-chair	Metro Council
John Cook	City of Tigard
Neil McFarlane	TriMet
Lou Ogden	City of Tualatin
Megan Channell*	ODOT
Denny Doyle	City of Beaverton
Roy Rogers	Washington County
Leah Treat*	City of Portland
Gery Schirado	City of Durham

*\*Serving as alternate*

**Metro Staff Present**

Chris Ford, Matt Bihn, Yuliya Lee, Michaela Skiles, Eryn Kehe, Malu Wilkinson, Brian Harper.

**1.0 Welcome and introductions**

Co-chair Craig Dirksen called the meeting to order at 9:03 a.m. and welcomed the committee members and public to the meeting. The committee members and committee member alternates proceeded to introduce themselves and noted their jurisdictional affiliation.

Co-chair Craig Dirksen gave a brief overview of the today's meeting agenda items and noted that the committee would not be making any decisions today. Co-chair Dirksen announced that this would be the last meeting for the retiring steering committee member, Mr. Neil McFarlane, TriMet, and proceeded to recognize his work in the region and his service as a committee member.

Mayor Denny Doyle, Beaverton, wished Mr. McFarlane a happy retirement and expressed gratitude for all his work, especially on the west side of Portland. Co-chair Bob Stacey thanked Mr. McFarlane for his work and commented on his legacy as TriMet's manager. Mayor Lou Ogden, Tualatin, thanked Mr. McFarlane for his leadership and commented on his credibility and integrity.

Mr. Neil McFarlane thanked everyone for the support and gratitude. He applauded everyone on working together on the Southwest Corridor project and noted that he will continue to follow the project's progress even after his retirement.

**2.0 Consideration of the Steering Committee meeting summary from November 13, 2017.**

Co-chair Craig Dirksen asked the committee for approval of the meeting summary from November 13, 2017. With all in favor, the meeting summary was accepted unanimously.

**3.0 Southwest Corridor schedule update**

Mr. Chris Ford, Metro, started the presentation with an overview of NEPA (National Environmental Policy Act) reminders. He updated the committee on the Draft EIS (Environmental Impact Statement) progress which included:

- Analysis is largely done
- Initial Route Proposal still to be identified

- Multiple rounds of FTA review remain
- Release expected mid May
- Public review then thru June

Mr. Ford briefly reviewed the timeline for the Preferred Alternative. He noted that after the staff and the Community Advisory Committee (CAC) recommendations, the Steering Committee will recommend a Locally Preferred Alternative (LPA) in July 2018. Local jurisdiction endorsement is planned to occur between August – September, 2018. Metro Council will adopt the LPA into the Regional Transportation Plan (RTP) in October 2018.

Mr. Dave Unsworth, TriMet, continued the presentation with an overview of the Southwest Corridor Plan schedule after October 2018. The project's activities included:

- Entry into federal Project Development phase
- TriMet advances designs and explores mitigations
- Public outreach for Section 106
- Decisions around additional elements – Marquam Hill and PCC connections, station access, etc.
- Preparation of Final EIS

Mr. Unsworth concluded the presentation with a brief overview of the project's longer term schedule which included:

- Completion of federal reviews – mid to late 2019
- Proposed regional funding measure – November 2020
- Federal funding agreement – targeting 2022
- Opening year – 2027

#### **4.0 Public involvement updates**

Ms. Eryn Kehe, Metro, updated the committee on public involvement and outreach. The updates included:

- Summarized results of the Public Comment Map tool - Southwest Corridor Public Comment Map Summary Report (included in today's meeting packet)
- Individual meetings with property and business owners
- Preparing materials that will help explain the Draft Environmental Impact Statement (DEIS)

#### **5.0 Sustainable City Year Program examples**

Mr. Jeb Doran, TriMet, started the presentation with an overview of the Sustainable City Year Program (SCYP). He explained that SCYP is typically a partnership between public agencies and the University of Oregon (U of O) to engage students in complex real-world problems and research during their academic year. Mr. Doran noted that TriMet joined that partnership in this 2017-2018 academic year and this year's SCYP-Southwest Corridor Partnership goals included:

- Engage SWC partners and process
- Advance sustainability
- Define project; capture opportunities
- Identify return on investment

Mr. Doran stated that project categories included Urban Mobility, Placemaking and Development, Climate Change and Environment, and Community Development and Outreach. He proceeded to list fall and winter projects which included:

##### **Fall Projects**

- AV budget (Tigard/Portland)

- AV law (Regional)
- Inclusive Development (Tigard)
- Red Rock Creek (Tigard)
- Downtown Placemaking (Tigard)
- Sustainable Transportation (Tualatin)
- New Mobility Ecosystem (Regional)
- MH connections (Portland)
- Bike Ped planning (Tigard, Portland)
- Transit App design (Regional)

#### **Winter Projects**

- AV Parking impacts (Regional)
- MH connections (Portland)
- MH/Historic Lair Hill (Portland)
- Stormwater Capstone (Portland)
- Metered parking policy (Tigard)
- SWC community Profiles (Corridor)

Mr. Jeb Doran concluded with introduction of the four student groups that would present their projects to the committee.

Ms. Flora Chen, Mr. Chad Hawthorne and Mr. Justin Kau, project student group, presented on their Barbur Boulevard: West Portland Town Center project. Ms. Chen gave a brief overview of the studio objectives which included:

- Thorough site analysis
- Redesign section of Barbur Boulevard (incorporate LRT)
- Develop integrated streetscape for Barbur Boulevard
- Year 2050 Urban design proposal
- Sub-area Urban Designs

Design goals and objectives included:

- **Refocus transportation emphasis**
  - Pedestrian and bicycle centric
  - Slow automobile traffic
  - Increase sense of safety
- **Craft Vibrant Towncenter**
  - Diversity of jobs
  - Encourage civic amenities
  - Cohesive “new” vernacular
- **Promote Open Space**
  - Connect green infrastructure
  - Multiple distinct scales
  - Incorporate stormwater management

The presenters group concluded with an overview of the proposed design drawings and maps.

Mr. Steve Rosen and Mr. Mohammad Hotak, student project group, presented on their Baylor/Clinton Station: ped and bike access plan (Tigard). Mr. Rosen gave an overview of the study area and summarized the details of the current Southwest Corridor plans (C4: Clinton to Railroad), Tigard Triangle Boundary and Zoning map, and Transportation Network map. He noted that currently the area of study has a poor existing circulation network and introduced a two phase concept of complete street design.

In conclusion, the student group presented drawings and maps of the proposed designs and showed their decision matrix that explained various considerations in selecting various features of the design elements.

Mr. Alexander Nelson, student, presented on Sustainable Transportation for the City of Tualatin. He introduced the city's goals which included:

- Increase accessibility for employers and employees
- Reduce congestions felt by the entire city and its neighbors
- Design (or re-design) transportation systems that accommodate an aging population and children

He continued by introducing the proposed improvements for various modes of transportation which included:

- **Walking**
  - 72<sup>nd</sup> Avenue crossing
- **Biking: Existing infrastructure improvements**
  - SW Herman Road
  - SW Tualatin Road re-striping
  - Connecting bike paths in intersections (increasing visibility)
  - Amenities (lighting, signage, parking, high-visibility lanes, traffic calmers, bike maintenance)
  - Biketualatin app
- **Transit**
  - MAX terminus parking lot re-design
  - BRT: initial route and possible expansion

Mr. Nelson provided drawing, designs and maps of the proposed transportation improvements.

Ms. Kerry Edinger, student, presented on the Transportation Revenue and Autonomous Vehicles (AV) regional project. She summarized the SCYP project goals which included:

- Cities are researching policy options to accommodate new transportation technologies
- Two research questions:
  - How will AV's impact transportation revenues in Tigard, Tualatin, and Portland?
  - What could replace lost revenue caused by AVs?

Ms. Edinger listed project assumptions that included:

- 50% of cars will be connected AVs
- 100% of AVs will be electric vehicles
- 85% of AVs will be shared; 15% privately owned

She continued her presentation by comparing the potential benefits and challenges of the AVs which included:

#### **Benefits**

- Improving safety
- Increasing mobility
- Increasing road capacity
- Lowering emissions

#### **Challenges**

- Street design
- Parking planning
- Operating transit
- Land zoning
- Declining revenue

Ms. Edinger stated that projected decline in transportation revenues due to AVs would be around 15%-50% and summarized the expected fiscal impacts of AVs such as gasoline taxes, vehicle registration, traffic and parking citations, vehicle impound fees, and parking revenue.

In conclusion, Ms. Edinger presented the summary of AV Revenue Policy options which included:

- Vehicles miles traveled (VMT) fees
- Cordon (congestion) pricing
- On/off ramp fees
- Pick up and drop off zones – Assessed annual fees or geofencing
- Empty seat tax
- Fleet parking fees
- Use of curb access
- GPS and data fees
- Mobile business tax
- Electricity fees
- Charging stations
- Advertisement tax

The committee members deliberated and asked questions about student project presentations.

Ms. Leah Treat, City of Portland, inquired about GPS and data fees revenue and if there was an example of it anywhere in the United States. Ms. Kerry Edinger responded that the idea is to find a way to charge companies for citizen data and that currently there are no examples of it in US.

Commissioner Roy Rogers, Washington County, asked if cost was a consideration in any of the program's projects. Mr. Jeb Doran, TriMet, responded that very few had cost and implementation considerations for their projects. He added that budget was not a focus in their projects in order to encourage new and innovative ideas.

Mayor Denny Doyle, City of Beaverton, applauded the ideas for parking space usage and green space design. Co-chair Bob Stacey thanked SCYP presenters for their ideas and work in the program.

## **6.0 Community Advisory Committee update**

Mr. Jim Gardner, Southwest Corridor Community Advisory Committee (CAC) liaison, updated the steering committee members on the January 2018 and February 2018 Southwest Corridor CAC meetings. The meeting updates included:

### **January**

- The CAC learned about the purpose of a DEIS, disciplines studied, and how topics were studied
- The CAC inquired about the initial route proposal and its relationship to the final LPA
- Additional information was requested regarding compensation and benefits for property owners and business or residential tenants directly impacted by the project
- The CAC heard results from the online comment map tool

### **February**

- Rachel Duke, Community Partners for Housing, provided an update to the CAC about her work on the Equitable Housing project with the cities of Portland and Tigard

- Community Alliance of Tenants (CAT) representative shared information on public outreach with Portland and Tigard residents
- TriMet presented on next steps after an LPA is recommended, including how the public is involved in decisions about project design and how TriMet works with property and business owners
- DEIS expert provided a preview of several DEIS chapters
- The CAC inquired the rights of business and property owners and benefits they are provided

There were no group decisions or recommendations at neither of the meetings.

Co-chair Bob Stacey noted that he was very impressed with the committee's knowledge and work on this project.

### **7.0 Property purchase and business relocation process**

Mr. Dave Unsworth, TriMet, started the presentation with a brief overview of the timeline for property purchases, relocations and property disposal. Mr. Unsworth reminded the committee that all acquisitions and relocations will comply with the Uniform Relocation Assistance and Real Property Acquisition Act of 1970. He indicated there are different ways a property can be acquired which include:

- Full acquisition – entire parcel
- Partial acquisition – portion of parcel
- Temporary construction easement – temporary use of parcel

Mr. Unsworth informed the committee that in the case of property acquisition, compensation will be calculated based on the value of the property needed for project, will include land and improvements, and in the case of a partial acquisition also consider any damages to the remainder parcel. He noted that TriMet may offer to purchase the entire parcel if the remainder has little economic value.

Mr. Unsworth continued with an overview of steps in the acquisitions process which included:

1. Official notice
2. Appraisal; review appraisal
3. Federal Transit Administration approval (HQ and Region offices)
4. Offer; benefit eligibility letter
5. Accept or negotiate to agreement
6. Closing

He gave a brief overview of the steps taken during the process of relocation which included:

- Official notice
- Relocation agent: personal representative helps plan, identify needs, potential sites
- Moving costs: commercial move or reimbursement for self-move
- Other benefits: resident or business

Mr. Unsworth summarized relocation benefits for residents and businesses which included:

#### **Residents**

- Relocation agent helps identify replacement housing that meets “decent, safe and sanitary” standard
- If cost of replacement housing exceeds current cost, residents may be eligible for:
  - Rent supplement (up to 42 months); potential down payment
  - Closing costs associated with home sale and purchase



**Businesses**

- Relocation agent helps identify replacement sites
- Professional services (architecture, etc.)
- Reimbursement for site search costs (up to \$2,500)
- Replacement personal property (e.g. unmovable or obsolete equipment)
- Reestablishment expenses (up to \$25,000) or Lump sum in lieu of relocation benefits (based on past two years' earnings, up to \$40,000)

Mr. Unsworth referred to the recent MAX Orange Line project as an example of successful property acquisitions and relocations.

Mr. Unsworth gave a brief overview of the property disposal process. He explained to the committee that property disposal will take place after property is no longer needed for the project or operations purposes. He also noted that Circular 5010 and other rules control property disposition, and that FTA requires fair market value to be returned to the federal government.

He concluded his presentation with a summary of past examples of property disposal which included:

- Patton Park – Interstate Max/Killingsworth
- N Argyle – Interstate Max
- 122<sup>nd</sup> Avenue site
- Green line Fuller Road park and ride

The committee members inquired about experiences when property owners choose not to relocate and if there were instances relocating businesses that depended on their location. Mr. Unsworth responded that every case is individual and TriMet works very closely with property owners to provide assistance with search and relocation efforts. Mr. Unsworth also noted that it is a complex issue, there are many questions unanswered still, and that there would be no purchases before the federal Record of Decision that concludes environmental review.

**8.0 Public Comment**

Mr. R. A. Fontes, Lake Oswego resident, expressed opposition to light rail and voiced his support for Bus Rapid Transit (BRT) and autonomous vehicles. Document was provided and included as part of the meeting record.

Mayor Lou Ogden voiced his concern on some of the points in the provided document. Co-chair Bob Stacey suggested to the project staff to prepare a response to Mr. Fontes comments.

Mr. Bob Davidson, Beveland Street business owner, stated that he is here to find an alternate to a proposed route in order to avoid negative impact to the Beveland Street businesses. He expressed concern and feelings of uncertainty about the project shifting to TriMet and noted the challenges he is facing when making decisions on property maintenance, renting it out to others or selling.

Mr. David Atiyeh, Atiyeh Bros. Inc., inquired why there was no presentation on the Southwest Corridor Public Comment Map Summary Report in today's meeting. He noted the importance of sharing information from the document with the steering committee and the public.

Mr. Chris Ford, Metro, responded that a presentation on the Southwest Corridor Public Comment Map Summary Report will occur in the next steering committee meeting.

**9.0 Adjourn**

There being no further business, Co-chair Craig Dirksen adjourned the meeting at 11:03 a.m.

## Attachments to the Record:

Item	Type	Document Date	Description	Document Number
1	Agenda	02/12/18	Meeting agenda	021218SWCSC-01
2	Summary	11/13/17	11/13/17 meeting summary	021218SWCSC-02
3	Document	January 2018	Southwest Corridor Public Comment Map Summary Report	021218SWCSC-03
4	Flyer	02/12/18	The Light Rail Option – Three Problems	021218SWCSC-04

## The Light Rail Option—Three Problems:

R A Fontes [rfontes@a.com](mailto:rfontes@a.com)

### Faulty mode comparison analysis

Many official mode comparison claims are dubious, misleading, or false. Examples:

#### Dubious claims:

A SWC light rail line would provide around 40,000 or more rides daily.

Staff grossly overestimated ridership on project after project. SWC LRT projections are close to current ridership on the 18 mile long, 20 station westside Blue Line. The population of Hillsboro and Beaverton is almost twice that of Tigard, Tualatin, Sherwood, King City and Durham combined. Between 1990 and 2015, SWC traffic volumes (99W +I-5) grew only about 25% while SWC suburb populations doubled.

LRT operating costs would only amount to around \$1.50 per ride.

In FY 2017, MAX incurred \$2.61 in operating costs per ride. Why would this line be so much cheaper?

Federal funding is more certain for LRT than BRT.

This 'certainty' can change dramatically with political shifts on the Potomac. The Trump administration's budget calls for no spending on New Starts beyond those which already have signed FFGA's in place.

#### Misleading:

LRT peak travel time would be much less than BRT.

It's all a matter of design. If BRT were to get as much exclusive right-of-way and grade separation as LRT along with skip-stop or express operations, many rides would be faster than would be possible on LRT.

LRT is generally more reliable than BRT.

Staff published this as MAX was completing an exceptionally unreliable year, worse than regular buses. As MAX ages and becomes more complex, it requires ever more attention to ensure reliability. In fiscal 2017, buses were on time about 80.9% of the time, LRT 85.2%. With 100% exclusive right-of-way and as much grade separation as MAX, BRT should be much more reliable than regular buses and could easily best LRT.

SWC LRT would interline with other MAX lines but BRT would have no interlining options.

SWC train interlining would be limited by Green Line schedules. Steel Bridge limits could come into play with increasing demand from other lines. Meanwhile, the Division Project would significantly improve bus service through enhancement rather than with full BRT features. Planners are now considering enhancing other bus lines, including Line 12 Sandy Blvd, which would be a natural extension of a SWC BRT.

#### False:

LRT has more capacity for ridership growth because the vehicles are larger.

LRT's larger car size is more than offset by the need for greater separation between trains than between buses because of rail's longer stopping distances. The Transit Capacity and Quality of Service Manual shows that two-car LRT maxes out at about 30 trains or roughly 11,000 riders per hour. ODOT recommends that large vehicles keep following distances of one second for every 10 feet of length, plus one second for speeds above 40 mph. So 60' buses potentially could carry 40,000 riders or more per hour.

A two-car LRT train has a capacity of 266 riders.

TriMet public information shows two-car MAX train capacity at 332 to 372, depending on configuration. A lot of people in the SWC process know that this one claim in favor of BRT is false yet it remains.

BRT's minimum headway would be three minutes because of its transit mall capacity.

Buses don't need to travel down the mall. Many riders use the mall just to transfer to other lines. Some BRT runs could offer direct service to high-demand destinations and avoid the mall entirely.

BRT's transit mall capacity would be less than LRT's.

LRT must travel the mall, stop at all stations, and share tracks with the Orange Line. Its capacity maxes out at under 6000 rides per hour. Buses have several ways to increase capacity including enhanced skip-stop (express) operations, staying off the mall except to serve specific stops, and using cross streets. TriMet uses this last option now with several lines including Tualatin to Portland bus routes 38 and 96.

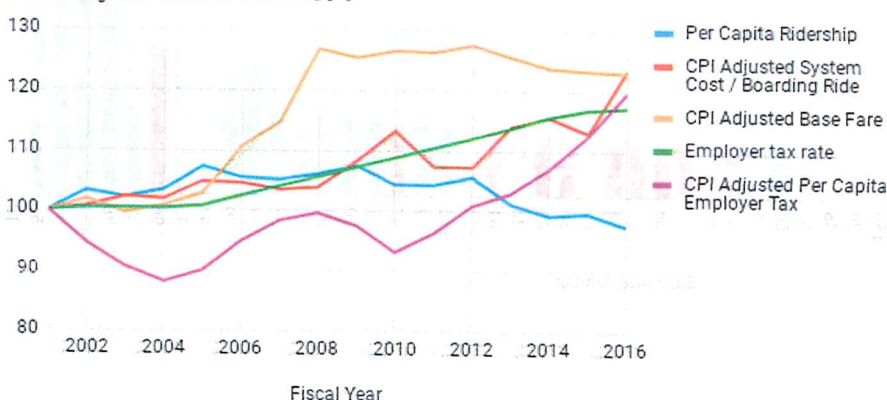
#### Overview:

There are things that buses can do that LRT can't at any price. These include carrying more riders, more frequent service, and the ability to go off alignment for emergencies or to serve local neighborhoods and other destinations. There are others, like express services, which buses can do at much lower cost than light rail.

### Ongoing failure to meet ridership requirements

#### 21st Century TriMet Costs vs. Ridership from FY 2018 Budget

Percentage Scale with 2001 = 100%



So far this century, TriMet added four light rail lines, hybrid rail (WES), and began collaborating with the city of Portland to super-subsidize streetcar. Costs are way up while per capita ridership has been flat to declining as shown in the chart. Unlike hybrid rail and streetcar, LRT could be cost effective, but ridership is too low; demand just isn't there. TriMet data suggests that we lose roughly \$40 million annually on MAX operating costs alone compared with BRT built to the same standards.



The fraternal twin elephants in the room: ridership and operating costs after vehicle automation

Ford announced a year and a half ago that it would mass produce self-driving cars for fleet operators for on-demand consumer use by 2021. GM plans mass testing of AVs without manual controls on public roads next year. Without human drivers, on-demand AVs should be far more competitive with transit than current services, especially on trips which are relatively short, taken off-peak, involve multiple riders, or require transfers—i.e. most transit trips.

We can expect AV fleet operators to promote carpooling, especially during peak periods. It would reduce capital costs and allow higher vehicle pricing while offering low rider costs. Since fleet computers would have every customers requested trip information, carpooling would be a natural fit. The data below from the Census Bureau's American Community Survey 2011-2015 5-year estimate shows more people carpooling than using transit in the tri-county area despite the billions poured into transit. Please note that if just 6% of those who drive alone were to join three-person carpools with current transit riders, they could completely replace transit while actually reducing the total number of vehicles on the road. That's doable.

	Drove Alone	Carpooled	Rode Transit
Clackamas County	140,506	16,605	5,235
Multnomah County	232,710	37,253	43,272
Washington County	199,224	28,241	16,978
Totals	572,440	82,099	65,485

AVs will change TriMet's cost structure, making buses cheaper per ride than LRT because driver expenses are about 3/5ths of bus operating costs but only about 1/5th of LRT's. **MAX, with its two-car limit, will no longer offer the possibility of cost-effectiveness once federal and state compliant self-driving buses become available.**



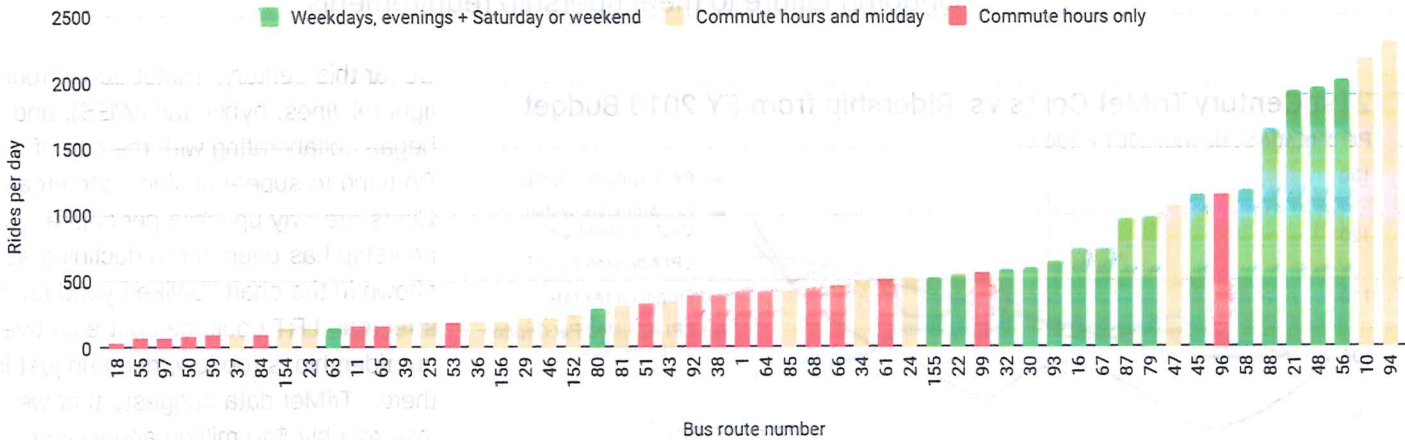
Many countries have AV projects. Federal legislation regarding AVs has already passed the House and is currently on the Senate floor. Low-speed shuttle bus AVs are being installed east of Oakland. The Zhuzhou, China self-driving electric BRT pictured is expected to go into full service within a few months. Google offshoot Waymo has been operating minivan AVs on Chandler, AZ public streets without backup drivers since October. These things are coming and will revolutionize transportation.

Thanks to TriMet

for proposing a line 96 Tualatin to Portland express span increase offering Monday through Friday midday service. Tualatin and Durham riders can expect to save up to 25 minutes each way compared with the proposed LRT extension. As shown in the bar graph below, the 96 has far more riders than any other commute-hours-only bus, and more riders than 28 other lines which have more service. Similarly, the 94 Sherwood to Portland express and the 10 Harold each have over twice as many riders as any other line without evening or weekend service. Extending the 94's span should save Sherwood, King City, and western Tigard riders up to 10 minutes each way compared with LRT, mainly by not forcing a transfer in Tigard.

TriMet Bus Service and Ridership Levels

Data from fall 2016 Weekday Route Ridership Report - lines with over 2310 rides per day are all full-service and not shown



# Southwest Corridor Public Comment Map Summary Report

This report has been prepared in support of the Southwest Corridor Light Rail project Draft Environmental Impact Statement and Initial Route Proposal

January 2018

Prepared by: Metro

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

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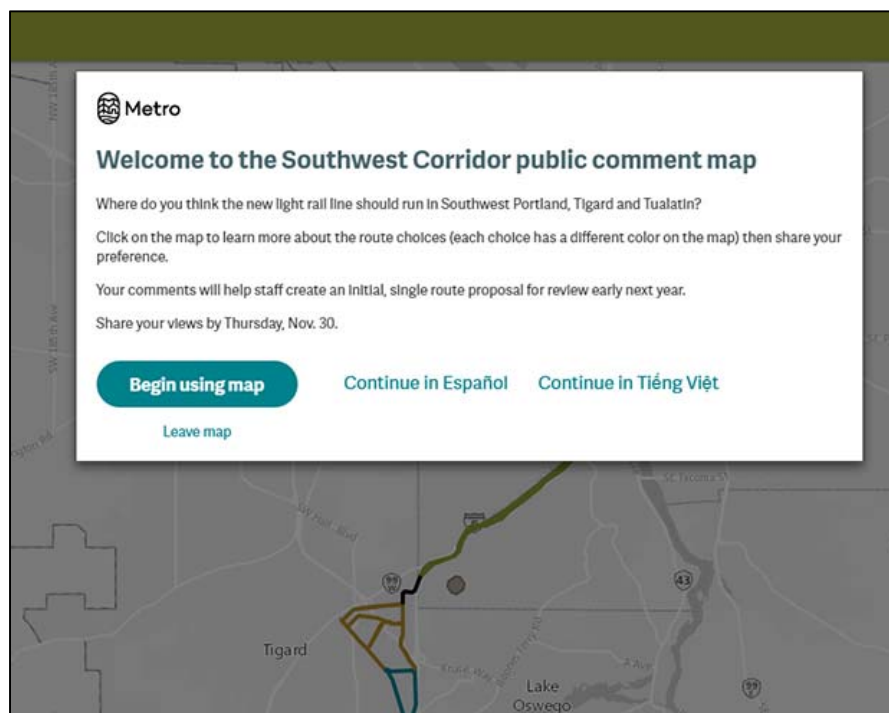


## INTRODUCTION

The Southwest Corridor Plan seeks to create a 12-mile light rail line connecting Southwest Portland, Tigard, and Tualatin. In addition to bringing new opportunities for travel throughout the region, the project is also working to invest in street infrastructure (sidewalks and bike lanes), affordable housing and access to jobs throughout the region.

To help inform the initial light rail route proposal required in the federal Draft Environmental Impact Statement, scheduled for release in early 2018, the Southwest Corridor team and its partners introduced a public comment period during the month of November 2017, to ask community members where the light rail should go. This input was gathered using an interactive online map, accessible on desktop and mobile devices that briefed users on route options. The tool allowed users to vote on their preferred alignment and leave an optional comment. The map was available for commenting from November 1 through 30. Users could choose to view the map and provide comment in English, Spanish or Vietnamese. After 30 days, 2,820 responses were recorded from 1,375 unique visitors. Two responses were received from the Spanish language version and another two from the Vietnamese language version, all others were received from the English version.

The Southwest Corridor team includes staff and elected officials from the following: Metro, TriMet, Oregon Department of Transportation, Washington County, and the cities of Beaverton, Durham, King City, Portland, Tigard, Tualatin and Sherwood.



*Comment map welcome message*

## COMMENT TOOL OUTREACH

During November 2017, Metro and its regional partners used a variety of tools to direct people to the comment map and invite comments:

- Staff sent an email to members of the project email list (about 2000 individuals).
- The comment period was highlighted with new images and links on the project website.
- Staff produced business cards with a link to the comment map and distributed them to partner organizations and to members of the Southwest Corridor Light Rail Community Advisory Committee.

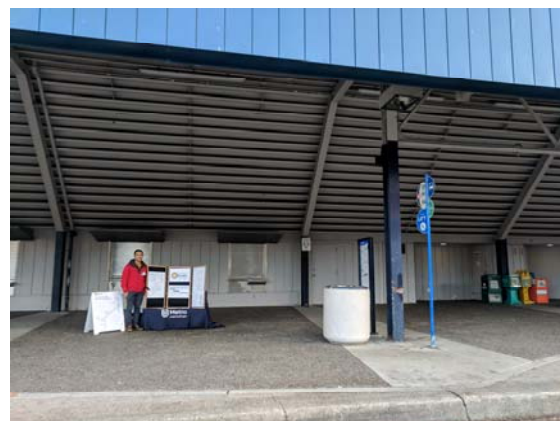


*Cards distributed at transit centers*

- Staff visited busy transit centers in Portland, Tigard and Tualatin during the morning and afternoon rush to distribute business cards and invite participation. Outreach occurred six separate days, each outreach effort lasted about three hours.
- Staff advertised the comment map on social media including Facebook and Twitter (see details below). Southwest Corridor partners were provided messaging for their own outreach and encouraged to use their social media channels to spread the word.
- The City of Tigard shared links to the tool through NextDoor.com and sent an email to 175 subscribers.
- A color advertisement ran in the Vietnamese language newspaper VietNNN the week of November 17, 2017.

Information was provided to leaders at St. Anthony Catholic parish to share with members. This invitation to participate in the comment map was provided in both Spanish and Vietnamese languages. Staff asked for the material to be published in the weekly, Spanish and Vietnamese church bulletins during the comment period.

Ten tweets were published from @SWCorridor during November to drive the public to the online mapping tool. According to Twitter analytics the @SWCorridor twitter page received over 400 visits, 100+ mentions, and 6400 impressions throughout the month as a result of these efforts, suggesting a significant level of interest in the



*Outreach at Barbur Transit Center*

information shared through tweets. Three paid Facebook campaigns for the online comment tool were promoted during the course of the month, reaching over 3750 people for the first promotion, 1750 people for the second promotion, and 880 people for the third promotion. Five additional posts during the month led to a total of 6,870 people reached using Facebook during the month. These posts generated 360 link clicks, 35 page likes, and nearly 30 comments on the SWCorridor Facebook page. Additional Facebook advertisements in Spanish and Vietnamese also resulted in engagement. The advertisement inviting participation in Spanish reached 1,248 Facebook users, received three likes, generated one share and lead to 23 link clicks. The advertisement in Vietnamese reached 444 Facebook users and resulted in six link clicks.

## DEMOGRAPHICS OF PARTICIPANTS

The online comment tool included an optional exit survey but only 106 of the 1,375 unique visitors completed the demographic survey. A single participant participated in the exit survey in Spanish. The other 105 responses were received through the English version of the survey. The results, based on information available, indicate that survey participants were largely between the ages of 18 and 74 and fairly evenly split amongst age groups in this range. Participants primarily reported annual incomes over \$40,000 but below \$149,000. More men than women participated in the survey, and a strong majority of participants identify as White. Other race/ethnicities ranged from 1 to 4% including Pacific Islander; Hispanic, Latino or Spanish origin; Black or African American; Asian or Asian American; and American Indian/Native American or Alaska Native. See the tables below for further details.

Race/Ethnicity	% Total
American Indian/Native American or Alaska Native	2%
Asian or Asian American	4%
Black or African American	2%
Hispanic, Latino or Spanish origin	3%
Pacific Islander	1%
White	88%

Income	% Total
less than \$10k	0%
\$10k-19,999k	2%
\$20k-29,999k	6%
\$30k-39,999k	5%
\$40k-49,999k	21%
\$50k-74,999k	21%
\$75k-99,999k	19%
\$100k-149,999k	26%
\$150k+	0%

Age	% Total
18 to 24	4%
25-34	22%
35-44	22%
45-54	17%
55-64	16%
65-74	17%
75+	2%

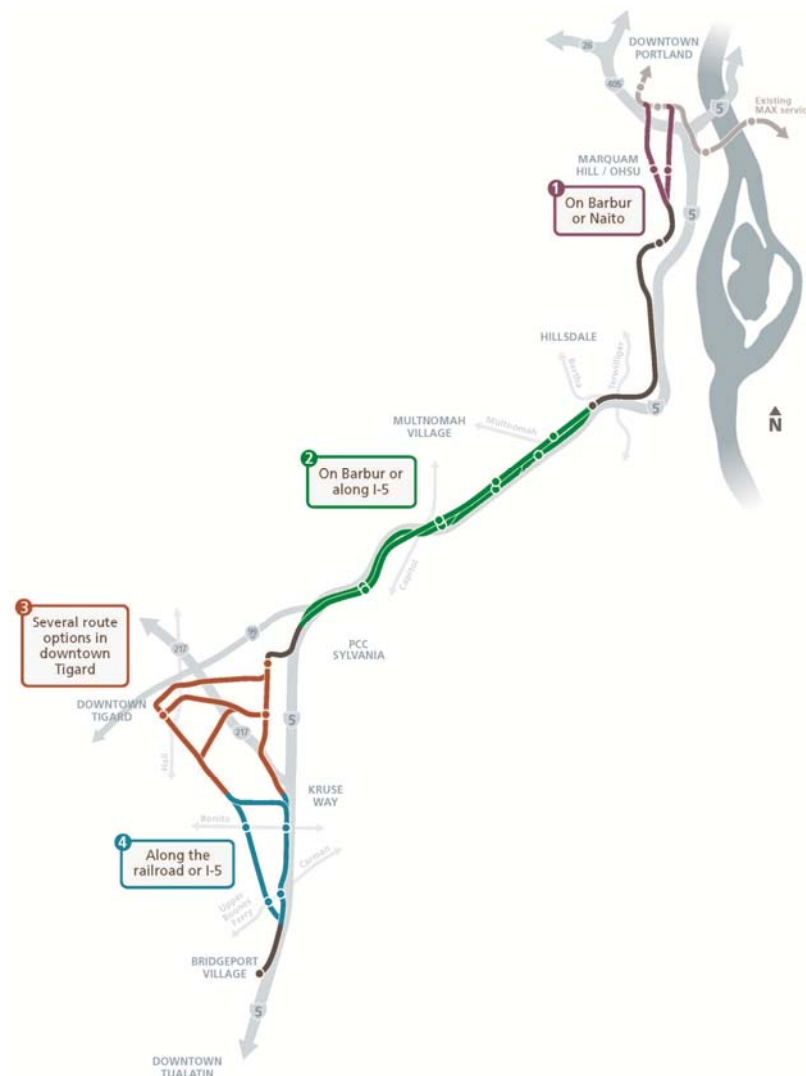
Gender	% Total
Male	58%
Female	42%

Table 1: Demographic information from some participants

## RESULTS AND COMMENTS

The comment map provided information about light rail alignment choices and asked participants to choose their preferred alignment in each section. The tool asked participants to choose amongst a list of 13 factors what influenced their choice. The form also provided a space for the participant to write additional comments. For the purpose of analysis, the results presented here include responses from the English, Spanish and Vietnamese questions combined. Appendix A provides a complete list of the questions and factors for each alignment section translated into English.

Google Analytics provides information about how people used the comment map. That data found that the site had 7,668 unique views during the month. Only one in five individuals who visited the online mapping tool left a comment, but those who did left 2 to 3 comments. The average time spent on the comment map page was about four and a half minutes for desktop users and three and a half minutes for people using a mobile device.



*Route Choice Map*

## Naito v. Barbur

A total of 785 responses were received on the SW Naito Parkway or SW Barbur Boulevard route choice; all were in English except one in Spanish.

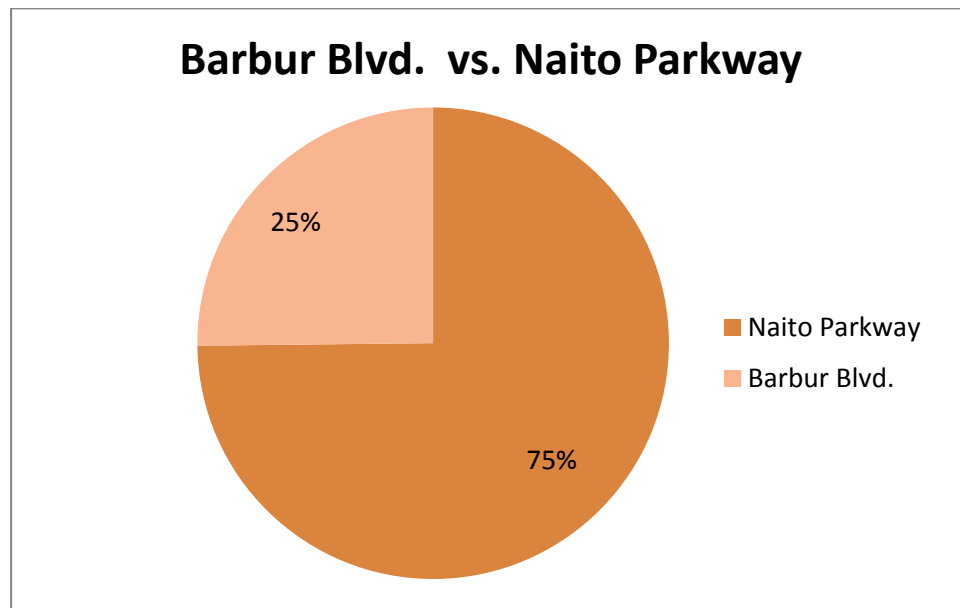


Figure 1: Which option do you prefer, Naito or Barbur?

## Naito

When asked which option they prefer, 75% of respondents chose Naito. Neighborhood benefits and traffic concerns made up 33% of the reasons cited for choosing Naito, with many comments indicating a desire to “disentangle the Lair Hill neighborhood” from Interstate 5, Highway 99 and Highway 26. In addition, safer crossings were suggested for those commuting to the National University of Natural Medicine (NUNM) on Naito for school, work and in-patient services. Respondents who choose Naito Parkway listed neighborhood benefits and traffic concerns as the top reason for this choice.

The comments indicate strong support for the Ross Island Bridgehead Project, especially the opportunity to improve traffic along Barbur, SW Sheridan St., SW Caruthers St. and SW Broadway, which are known for long backups during rush hour. Others discussed the importance of connecting with NUNM and providing options for their students, faculty, staff and patients.

Examples of comments received include the following:

- Naito Parkway splits the community, it’s impossible or unsafe to cross in many places, and is a noise and chemical contributor to pollution in the neighborhood.

- Naito Parkway has become a dangerous super highway that cuts through a thriving neighborhood and university campus. The area of the alignment for Naito Parkway attracts several thousands of visitors annually.
- Light rail along Naito is the best alignment option because of its potential for accompanying road realignment which will calm and reduce traffic along Naito and safely reconnect what was once one of Portland's best neighborhoods.
- Only the Naito option addresses both transportation and livability.

In addition, some comments pointed out opportunities with the Ross Island Bridgehead effort to free up land to build new affordable housing and create safer bike infrastructure. There were some concerns mentioned about building along Barbur because of steep slopes, in comparison to Naito's flat landscape.

### **Barbur**

The other 25% of respondents preferred the Barbur option. The top three considerations identified were: cost to build, travel time, and riders (serving the needs of the most people). In the comment section, many participants mentioned the opportunity to better serve the Oregon Health & Science University (OHSU), the Veterans Affairs Medical Center (VA) and other facilities on Marquam Hill. Other considerations included a faster travel speed, and Barbur's connections to downtown and the transit mall which make travel more convenient, especially for those attending Portland State University (PSU). Some said that Ross Island Bridgehead improvements would be too expensive, although many agreed that traffic flow improvements were necessary.

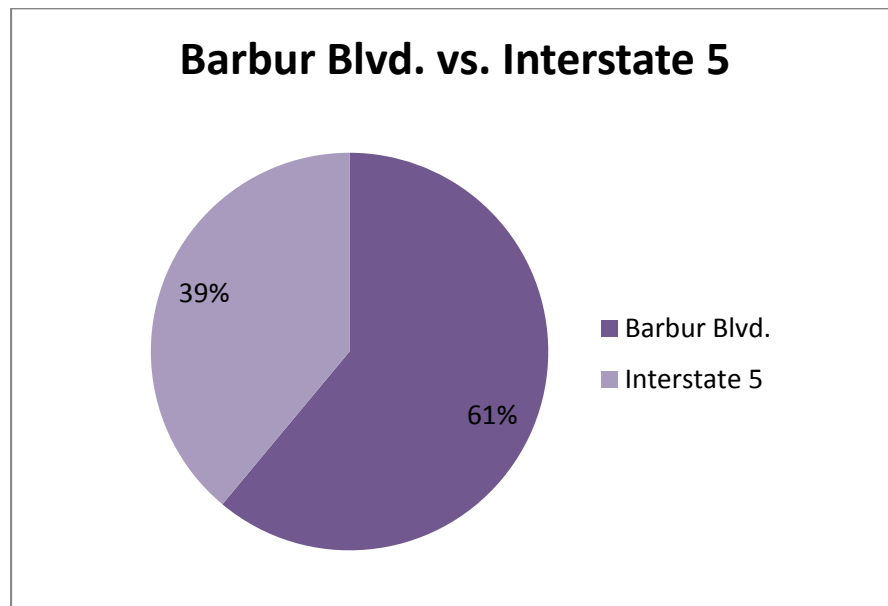
Examples of comments received include the following:

- OHSU and the VA will be the primary beneficiaries of this alignment and Barbur serves them, their patients and workers best. Especially given that we vetoed a direct tunnel to the Hill, we should at least place a station as close as possible to serve the thousands who work there and use its services. Barbur is also a faster alignment and will cost less to implement.
- The Barbur option gets people closest to the busiest parts of Central City. I live in SW Portland and rarely travel to South Waterfront but I do head to PSU and further into Portland often.

In addition, some also discussed that public transit service is already provided on Naito so there is no need to replicate it with light rail.

## Barbur v. I-5

A total of 775 responses were received on the Barbur or I-5 route choice; one was received in Spanish, the rest were in English.



*Figure 2: Which option do you prefer, Barbur Blvd. or I-5?*

### Barbur

When asked which option they prefer, 61% of respondents chose the Barbur option. The reasons most often identified were convenient stations, neighborhood benefits and riders (serving the needs of the most people). In their comments, many participants expressed an interest in the redevelopment of Barbur Boulevard that could occur as part of the project and the benefits of economic development throughout the corridor. Others mentioned support for new sidewalk and bike infrastructure and safer pedestrian crossings that might result from this choice. Many stated concerns that stations built near I-5 would be less accessible than stations on Barbur, noting the better proximity of Barbur stations to neighborhoods, businesses and services. Another reason cited by respondents was the long-term public health benefits for riders to not be exposed to highway noise and exhaust. Despite their support, several participants mentioned concern about noise and traffic impacts on Barbur Blvd. during construction.

Examples of comments received include the following:

- Barbur Blvd is in serious need of redevelopment/ redesign, especially for pedestrian and bicycle traffic. Light Rail through this corridor, while more expensive, would maximize the benefit to the surrounding community through greater connectivity and access. It will also take a road designed for 1950s car-centric development and turn it into a model corridor for multi-modal forms of transportation with connection to



Multnomah Village, Hillsdale, S. Burlingame, Markham, and West Portland Park, and Crestwood neighborhoods. There is a lot of haphazardly built properties along Barbur that could be rebuilt to maximize community re-development of this oft-neglected segment of the city and bring more services to this area. This would also provide leverage for improving the crumbling bridge infrastructure along Barbur.

- Barbur could be an amazing street, but it's struggling right now. This line would infuse the area with energy and revitalize struggling businesses, making resources easier for local residents to access. I want SOUTHWEST to be easy to walk!
- I live right off of Barbur and it needs a lot of help in terms of pedestrian access. There are several places without sidewalks and cars go much faster than the speed limit making it very dangerous. If the light rail goes along Barbur, serious improvements will be necessary to make it accessible for pedestrians: sidewalks, mid-block crossings, traffic calming, etc. which is why I support this option.

## **Interstate 5**

The other 39% of participants chose the adjacent to I-5 option. The top three reasons identified for this choice were traffic concerns, travel time (faster ride) and neighborhood impacts. Supporters of the I-5 option were interested in direct and efficient travel. Many noted concern that building in Barbur Boulevard would slow auto traffic and make business access more difficult (by limiting left turns). A common concern expressed in the comments was that a light rail line in Barbur Boulevard would remove traffic lanes. (This is a misconception. In current designs, two through travel lanes would be maintained in each direction on Barbur from Naito to the Tigard city limits, plus left turn pockets at most traffic signals.)

Other concerns mentioned in the comments were property impacts, especially for small business owners and residential properties along Barbur Blvd. Participants expressed concern about the high cost of rebuilding Barbur, as well as major traffic and noise disruptions during construction. People mentioned that Barbur is already being used as an alternative to the heavy traffic experienced on I-5 and that building the light rail on Barbur could increase traffic congestion. Others expressed the need to keep Barbur open as an emergency route in the event of future I-5 closures.

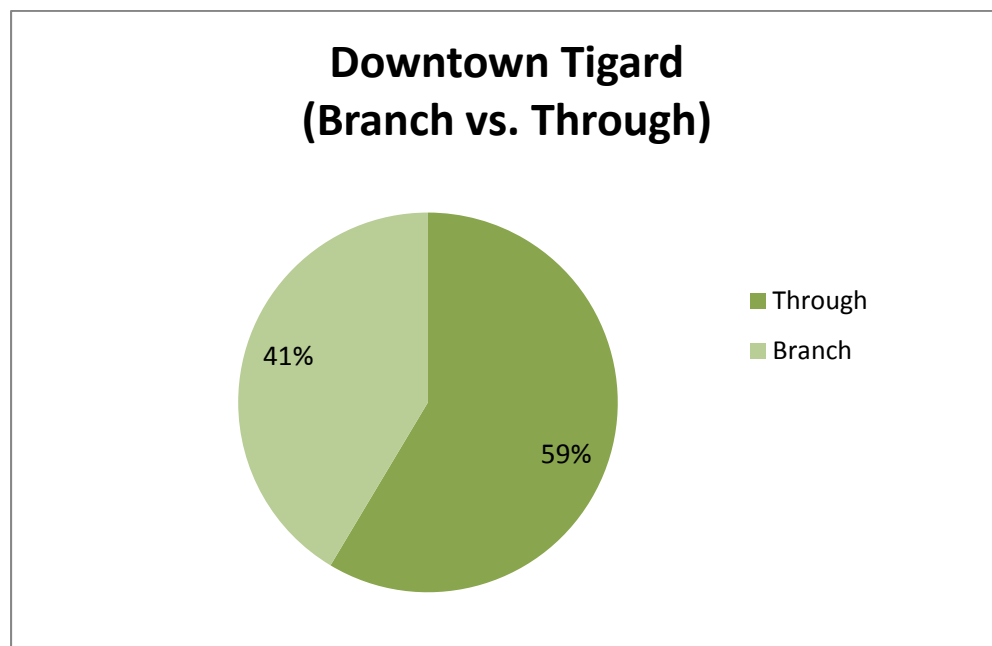
Examples of comments received include the following:

- Very excited for any option to ease traffic and increase ability to easily get downtown.
- Reliable flexible service is one of the only ways to get people out of cars and onto MAX. Given the potential for traffic and weather to have a greater impact on the Barbur alignment, the I5 alignment makes more sense.
- Barbur Blvd is the only non-residential alternative when there is major congestion on I-5. The daily traffic interruption of MAX on Barbur would make me choose to drive through neighborhoods instead and influence my choice to shop at small businesses

along the route to and from work. I drive/bus along Barbur every day and would likely switch to MAX if it shortened the trip by running along I-5.

### Downtown Tigard

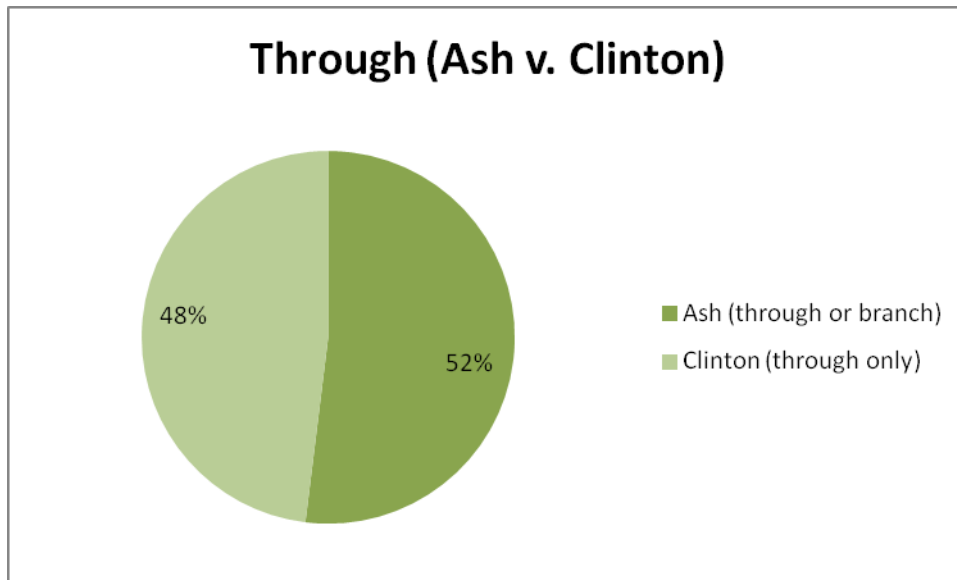
A total of 542 responses were received to the questions about Downtown Tigard route options; one was received in Vietnamese the rest were in English. Participants were asked first if they prefer a Branch or a Through system, then were invited to choose a route (Ash or Wall for Branch, Clinton or Ash for Through) to match their choice.



*Figure 3: Which option do you prefer, Branch or Through?*

### Through system

When asked which system they prefer, 59% of respondents chose the Through option over the Branch. The top three considerations identified for these choices were: riders (serving the needs of the most people), travel time (faster time) and convenient stations. Comments from Through supporters suggested it would have better train frequency and be less confusing than the Branch option, and would provide a more reliable connection local bus networks. Through supporters also liked its direct service between Downtown Tigard and Bridgeport Village and expressed concern that the Branch system would result in more residential property displacements.



*Figure 4: Based on your answer above, which route to do you prefer? (Ash or Clinton)*

Of those who supported the Through system, 52% preferred the Ash alignment and 48% preferred Clinton. A few of the reasons mentioned in comments include interest in centrally-located stations in downtown Tigard and the opportunity to bring more activity to Main Street that supports downtown economic development. Through supporters who preferred the Ash route cited faster travel time, lower costs and the value of two stations in the Tigard Triangle, compared to just one with the Clinton route. Some who made this choice expressed concern about Clinton's potential negative traffic impacts on Highway 99.

A few respondents stated concerns about business property impacts on Beveland Street (Ash alignment), as well as the Tigard Ballroom Dance Company (Clinton alignment).

Examples of comments received include the following:

- The Ash Through route seems more logical. It costs a little less and because it connects a revitalizing downtown Tigard with Tualatin, it will bring more people and business into an emergent area. It will also be more convenient for travelers from Sherwood/King City because all trains will go through Downtown Tigard for more frequent service, rather than splitting service between Tigard and Tualatin. Two stops in the Tigard Triangle is much better than just one.
- I don't know the area very well, but branching just seems to be a poor choice because it permanently cuts the frequency in half on each branch. If the areas ever develop more and demand goes up, we will regret artificially limiting frequency in this way.
- A branch line would likely create delays or large gaps between trains for people who want to travel the full distance.

## Branch system

The other 41% of respondents preferred the Branch option. The top two considerations that informed their decisions were: riders (serving the needs of the most people) and travel time (faster ride). These same two factors were identified by many people who chose the Through system which means that participants had similar motivations but thought a different route would better achieve those results. Serving the needs of the most riders was a clear priority for participants. Some thought Through would do that better, others thought the Branch would do that better. Other factors were mentioned by at least 10% of respondents who chose Branch: convenient stations, cost to build, and traffic concerns.

Comments from Branch supporters suggested an interest in serving the most people in Tigard and areas west of Tigard, and pointed to opportunities for future extensions beyond downtown. Branch supporters cited a quicker trip between Tualatin and Portland without traveling via Downtown Tigard. Despite their support, several participants mentioned concern about property impacts along this alignment and negative impacts to downtown Tigard. Others commented that Tigard would need more park and ride spaces for riders from neighborhoods outside of downtown.

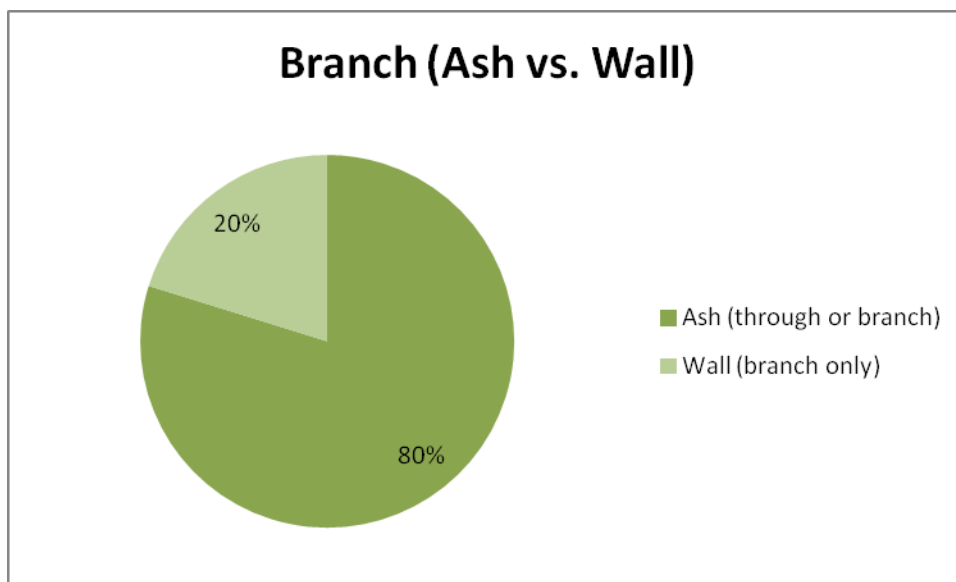


Figure 5: Based on your answer above, which route to do you prefer? (Ash or Wall)

Of those who supported the Branch system, 80% preferred the Ash alignment and 20% preferred Wall. Several comments supported Ash's direct route, proximity to businesses in downtown Tigard and its ability to conveniently connect with bus and WES service.

The following are examples of the comments provided:

- Prefer the branch option for faster travel between downtown and Tualatin. I live in Tualatin and am a bike commuter. I would use this line.

- Strongly prefer the branch option, serving Tigard on one spur and Tualatin on the other. Travel times to downtown from the end of the lines would be faster and the increased frequency on the Barbur portion would incentivize more ridership.
- I think that having these routes branch will account for neighborhood growth. With the cost of housing so high in Portland, I assume the surrounding neighborhoods will grow rapidly due to cheaper housing. It would be nice to have individual access to these cities through individual routes.

### Railroad v. I-5

A total of 595 responses were received on the route choice between Downtown Tigard and Tualatin; all were in English except one in Vietnamese.

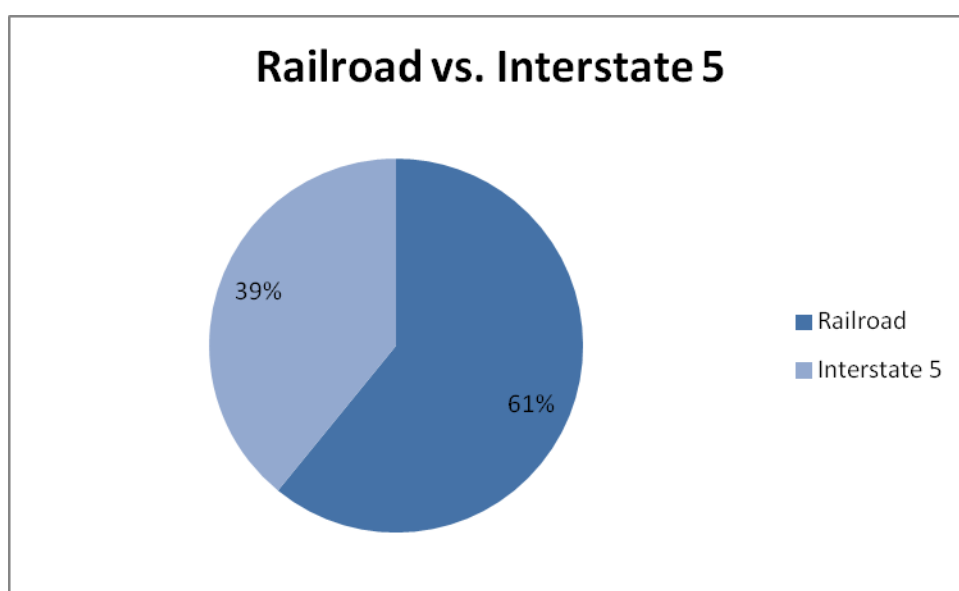


Figure 6: Which option do you prefer, Railroad or I-5?

### Adjacent to the Railroad

When asked which option they prefer, 61% of respondents chose the adjacent to the freight railroad ("Railroad") route. The two primary considerations cited were the lower cost to build and fewer private property impacts. Other considerations included serving the people who need it most and faster travel time. In their comments, the majority of Railroad supporters noted its fewer business relocations. Others noted the efficiency of using an existing right of way (owned by the railroad), and the un-friendly walking environment around a freeway. Some felt the Railroad route would better serve businesses and low-income residents in Tigard. Others pointed to future opportunity for business and residential growth in this area.

The following are examples of the comments provided:

- It would be the least disruptive to businesses in that area.

- Utilizing an existing, underutilized resource, i.e. rail line.
- There is just so little developable (much less walkable, appealing) land when you are adjacent to a freeway. Freeways support transit-hostile development.
- Makes common sense to follow along the existing railroad to minimize disruption to property owners and closure of needed businesses we use in the area. A Railroad alignment is more convenient to Tigard apartments and residential area.
- In the future, this neighborhood may redevelop, and having a convenient train station in the middle of it would be a great place to start.
- It seems like there may be more potential for future development along the railroad and it may better serve lower income populations.

### **Adjacent to I-5**

The other 39% of respondents preferred the adjacent to I-5 option. The top three considerations identified were: traffic concerns, riders (serving the needs of the most people), and convenient stations. The majority of comments discussed the I-5 option's additional park and ride spots and better access to businesses as a reason for their support. Many respondents said the larger park and ride at the Bonita Station would give people better access to businesses and destinations in the Kruse Way area and residents from Lake Oswego. In addition, respondents thought that the I-5 route would provide faster, more efficient service with less disruption to auto traffic businesses operations. Some commented that the ease of access from the freeway into a park-and-ride would encourage commuters to use the new light rail line.

The following are examples of the comments provided:

- There are more businesses and destinations close to I-5 than the railroad.
- Better service for commuters who live south of the Tualatin River.
- I like the fact that by staying close to I-5 you are able to provide more parking for utilizing the light rail. I also like that you're causing less traffic tie ups per the descriptions by going with the I-5 route.
- More people will ride if it is easily accessible from the highway and has more park and ride options.
- 72nd has bad traffic and the existing trains cause many headaches already. We should not make them worse.
- It appears to me that there is a better opportunity to serve residential east of I-5 along Bonita or at pedestrian crossings across I-5.

### **Comments received on Facebook**

In addition to comments submitted through the online comment map, comments were also generated through social media posts, especially through the Southwest Corridor Facebook

page. The 30 comments received were a mix of support and concern about the project. Some people used social media to share the route they selected in the comment map. Supporters were enthusiastic to have the new rail line or mentioned optimism about its ability to reduce automobile use. Other people said they didn't support this new project and pointed to concerns about cost, impacts to existing bus service or concerns about crime.

## CONCLUSIONS

The comment map provided a mechanism for hundreds of people to share their opinions about the light rail route in the Southwest Corridor. Overall, an alignment on Naito Parkway in South Portland, on Barbur Boulevard in SW Portland, a Through system to Downtown Tigard on an Ash alignment and reaching Bridgeport Village along the Railroad option was the preferred alignment. The reasons and comments shared by participants will help project staff, the Community Advisory Committee (CAC) and the Southwest Corridor Steering Committee better understand the public's concerns and interests for this project.

There were lessons learned that can help make future comment periods even more successful. For instance, the mapping software used to create the interactive map suffered some connectivity errors. Difficulty using the tool on mobile devices was reported to staff during the comment period. Other users had problems submitting their comments on a desktop. It is possible that the lower number of comments compared to site visitors was a result of technical difficulty providing comment. The exit survey was not user friendly and, as a result, participation was very low. For these reasons, the tool should be evaluated before it is used again to minimize these challenges.

In addition, having more geographic data from users would help staff understand who was using the mapping tool. Knowing where responders were from would provide more insight into the answers received and help evaluate outreach efforts. Finally, it was challenging to solicit participation from Spanish-speaking and Vietnamese-speaking communities. Of all the comments generated, only two responded via the Spanish forms and two responded using the Vietnamese forms. Paid focus groups, community meetings at local establishments and more leveraging of community-based partnerships may be needed to incentivize non-English readers/writers to weigh in during future Southwest Corridor comment periods.

### Next steps

In early 2018, a Draft Environmental Impact Statement (DEIS) will be released. The DEIS will disclose potential negative effects of the routes under consideration and suggest ways to avoid, reduce or compensate for those impacts. As required by the federal government, the DEIS will also identify an Initial Route Proposal (IRP) in order to give the public an opportunity to comment on a possible full alignment during the 45 day public review period. The choices and comments provided through the comment map will help project partner staff identify the IRP.

The Southwest Corridor Steering Committee will use public comment on the DEIS and IRP, along with technical information from the DEIS and recommendations from project staff and the Community Advisory Committee (CAC), to select a final "preferred alternative" for the light rail route in summer 2018. Affected local jurisdictions (Oregon Department of Transportation, Washington County, TriMet and the cities of Portland, Tigard and Tualatin) will then decide whether to endorse the preferred alternative. Metro Council is expected to adopt the preferred alternative into the Regional Transportation Plan in October 2018.



## Appendix A: Comment map questions for each segment

<p><b>WHICH DO YOU CHOOSE?</b></p> <p>Which option do you prefer?</p> <ol style="list-style-type: none"><li>1. Naito</li><li>2. Barbur</li></ol>
<p>What were the top 3 factors that influenced your choice?</p> <ol style="list-style-type: none"><li>1. Travel time (faster ride)</li><li>2. Riders (serving the needs of the most people)</li><li>3. Cost to build</li><li>4. Private property impacts</li><li>5. Convenient stations</li><li>6. Traffic concerns</li><li>7. Neighborhood benefits</li><li>8. Neighborhood impacts</li><li>9. New business or housing development</li><li>10. Visual impacts</li><li>11. Improvement to the local economy</li><li>12. Serves the people who need it the most</li><li>13. Other _____</li></ol> <p>Send your questions to: <a href="mailto:swcorridorplan@oregonmetro.gov">swcorridorplan@oregonmetro.gov</a></p>
<p><b>COMMENTS:</b></p> <p>Share your thoughts with other users (limit 100 words).</p> <p>_____</p>

**WHICH DO YOU CHOOSE?**

Which option do you prefer?

1. On Barbur Blvd.
2. Along I-5

What most influenced your choice? Mark all that apply or enter your own.

1. Travel time (faster ride)
2. Riders (serving the needs of the most people)
3. Cost to build
4. Private property impacts
5. Convenient stations
6. Traffic concerns
7. Neighborhood benefits
8. Neighborhood impacts
9. New business or housing development
10. Visual impacts
11. Improvement to the local economy
12. Serves the people who need it the most
13. Other \_\_\_\_\_

Send your questions to: [swcorridorplan@oregonmetro.gov](mailto:swcorridorplan@oregonmetro.gov)

**COMMENTS:**

Share your thoughts with other users (limit 100 words).

\_\_\_\_\_

**WHICH DO YOU CHOOSE?**

Which option do you prefer?

1. Branch
2. Through

Based on your answer above, which route to do you prefer?

1. Clinton (through only)
2. Ash (through or branch)
3. Wall (branch only)

<p>What were the top 3 factors that influenced your choice?</p> <ol style="list-style-type: none"> <li>1. Travel time (faster ride)</li> <li>2. Riders (serving the needs of the most people)</li> <li>3. Cost to build</li> <li>4. Private property impacts</li> <li>5. Convenient stations</li> <li>6. Traffic concerns</li> <li>7. Neighborhood benefits</li> <li>8. Neighborhood impacts</li> <li>9. New business or housing development</li> <li>10. Visual impacts</li> <li>11. Improvement to the local economy</li> <li>12. Serves the people who need it the most</li> <li>13. Other _____</li> </ol>
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<p><b>COMMENTS:</b></p> <p>Share your thoughts with other users (limit 100 words).</p> <p>_____</p>

<p><b>WHICH DO YOU CHOOSE?</b></p> <p>Which option do you prefer?</p>
<ol style="list-style-type: none"> <li>1. Railroad</li> <li>2. I-5</li> </ol>
<p>What were the top 3 factors that influenced your choice?</p> <ol style="list-style-type: none"> <li>1. Travel time (faster ride)</li> <li>2. Riders (serving the needs of the most people)</li> <li>3. Cost to build</li> <li>4. Private property impacts</li> <li>5. Convenient stations</li> </ol>

6. Traffic concerns
7. Neighborhood benefits
8. Neighborhood impacts
9. New business or housing development
10. Visual impacts
11. Improvement to the local economy
12. Serves the people who need it the most
13. Other \_\_\_\_\_

Send your questions to: [swcorridorplan@oregonmetro.gov](mailto:swcorridorplan@oregonmetro.gov)

**COMMENTS:**

Share your thoughts with other users (limit 100 words).

\_\_\_\_\_

## Appendix A: Map tool questions for each segment

<b>WHICH DO YOU CHOOSE?</b> Which option do you prefer? 1. Naito 2. Barbur
What were the top 3 factors that influenced your choice? 1. Travel time (faster ride) 2. Riders (serving the needs of the most people) 3. Cost to build 4. Private property impacts 5. Convenient stations 6. Traffic concerns 7. Neighborhood benefits 8. Neighborhood impacts 9. New business or housing development 10. Visual impacts 11. Improvement to the local economy 12. Serves the people who need it the most 13. Other _____  Send your questions to: <a href="mailto:swcorridorplan@oregonmetro.gov">swcorridorplan@oregonmetro.gov</a>
<b>COMMENTS:</b> Share your thoughts with other users (limit 100 words). _____

<b>WHICH DO YOU CHOOSE?</b> Which option do you prefer? 1. On Barbur Blvd. 2. Along I-5
What most influenced your choice? Mark all that apply or enter your own.  1. Travel time (faster ride) 2. Riders (serving the needs of the most people) 3. Cost to build 4. Private property impacts 5. Convenient stations 6. Traffic concerns 7. Neighborhood benefits 8. Neighborhood impacts 9. New business or housing development 10. Visual impacts 11. Improvement to the local economy

12. Serves the people who need it the most 13. Other _____
Send your questions to: <a href="mailto:swcorridorplan@oregonmetro.gov">swcorridorplan@oregonmetro.gov</a> <b>COMMENTS:</b>  Share your thoughts with other users (limit 100 words). _____

<b>WHICH DO YOU CHOOSE?</b> Which option do you prefer?
1. Branch 2. Through Based on your answer above, which route to do you prefer?  1. Clinton (through only) 2. Ash (through or branch) 3. Wall (branch only)
What were the top 3 factors that influenced your choice?  1. Travel time (faster ride) 2. Riders (serving the needs of the most people) 3. Cost to build 4. Private property impacts 5. Convenient stations 6. Traffic concerns 7. Neighborhood benefits 8. Neighborhood impacts 9. New business or housing development 10. Visual impacts 11. Improvement to the local economy 12. Serves the people who need it the most 13. Other _____
Send your questions to: <a href="mailto:swcorridorplan@oregonmetro.gov">swcorridorplan@oregonmetro.gov</a> <b>COMMENTS:</b> Share your thoughts with other users (limit 100 words). _____

<b>WHICH DO YOU CHOOSE?</b> Which option do you prefer?
1. Railroad 2. I-5
What were the top 3 factors that influenced your choice?  1. Travel time (faster ride) 2. Riders (serving the needs of the most people) 3. Cost to build 4. Private property impacts 5. Convenient stations 6. Traffic concerns 7. Neighborhood benefits 8. Neighborhood impacts 9. New business or housing development 10. Visual impacts 11. Improvement to the local economy 12. Serves the people who need it the most 13. Other _____
Send your questions to: <a href="mailto:swcorridorplan@oregonmetro.gov">swcorridorplan@oregonmetro.gov</a>
<b>COMMENTS:</b> Share your thoughts with other users (limit 100 words). _____