



October 2014 - July 2015 Public Engagement Summary

The purpose of this public engagement summary is to document the activities and outcomes of Southwest Corridor Plan outreach activities from October 2014 through June 2015. This work builds on public engagement activities conducted from the beginning of the Southwest Corridor Plan process.

The Southwest Corridor of the Portland metropolitan region contains diverse cities and neighborhoods, natural areas and landmarks that contribute to its identify and regional significance. Interstate 5, Highway 217 and 99W-Pacific Highway carry cars, buses and trucks in and around the corridor each day. Community leaders are creating walkable and bikeable town centers. People come from throughout the region to enjoy natural areas such as the Fanno Creek Trail and the Tualatin River Greenway Trail. The Southwest Corridor is home to tens of thousands of the region’s residents and provides a quarter of the region’s jobs. These numbers are expected to double by 2035, making safer, more efficient travel in and around the corridor a top priority for the entire region.



Five years ago, regional leaders began envisioning a set of transportation and land use solutions to address key challenges and enhance livability in the Southwest Corridor. The Southwest Corridor Plan is a package of transit, roadway, bicycle and pedestrian solutions that can help reduce congestion, improve circulation and improve quality of life in the corridor. The Southwest Corridor Plan defines transportation investments to help realize the local land use visions adopted by each community in the area. Community members, business leaders, transit providers, the state and local governments are working together now to plan for these transportation and community development improvements in this corridor.

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2015-2016: Creating a Preferred Package

From January 2015 through spring of 2016, the project workplan is to define and select the most promising high capacity transit (HCT) alignment, terminus and mode (light rail or bus rapid transit) options that best meet the project goals and that will be forwarded into the federal environmental review process. This period will also identify a funding strategy and implementation timeline for more than 80 roadway, bicycle and pedestrian projects that will work collectively with a high capacity transit investment to improve mobility, safety and transportation choices in the region.



Importance of Engagement

The success of this plan will rely on a strong foundation of input and energy from diverse stakeholders in the corridor and throughout the region. Some stakeholders have been very engaged in past stages, while others who will be impacted by the implementation of the plan are new to the conversation. We need to hear from everyone.



Connecting input to decision makers

Decision-makers know this is a complex, technical project that will have real impact on people's lives. Feedback from the public highlights the different needs and choices that each community is facing. Each month, project staff and decision-makers receive visual and verbal updates on what we are hearing from the public. At each steering committee meeting, engagement staff highlights key themes that have emerged from our discussions with the public. Based on these updates, decision-makers give feedback to engagement staff on what else we should ask the public and what additional information decision makers want to see as part of their deliberations. Key findings and themes from our online and in-person outreach were integrated into the staff draft recommendations to the steering committee on their July 2015 decisions regarding HCT alignment options.

Public Engagement Objectives

- Provide relevant information to the public about upcoming project deliberations
- Generate public feedback and ideas and ensure that feedback is presented to decision makers
- Communicate with stakeholders in a way that generates understanding and enthusiasm for the project
- Build on existing relationships with engaged members of the public and build new relationships with public whose perspectives have been underrepresented to date
- Demonstrate that decision makers are receiving and considering community input when deliberating decisions

Public Engagement Desired Outcomes

- Input on key issues and trade-offs specific to each key community in the corridor
- Summary of stakeholder perspectives on HCT alignment choices
- Input on desired benefits that Southwest Corridor Plan investments can bring to communities in the region
- Elevated voices of champions for the project
- Public stakeholders feel they have access to project details, technical staff and decision makers
- Decision-makers understand and consider public input in their decision making

What We Heard Overall: Key findings from online and in-person input

- Many survey respondents and meeting participants were supportive of transportation improvements in the Southwest Corridor that will increase choices and create better transit service.
- Most people who responded online and in person felt that directly serving Marquam Hill and PCC Sylvania with high capacity transit was very important.
- Many online respondents felt that transit tunnels offered the most benefit in terms of direct access to key destinations and travel time, while others felt that tunnels were not worth the project cost and impacts to communities.
- Many people online and in person felt that the high cost of tunnels made them a non-viable option. A smaller group felt it was worth it to spend the money to assure that the project delivers top benefit to the region in the long term.
- Walk and bike improvements were very important to many people online and in person. Roadway improvements were less important to online respondents, while maintaining road capacity was occasionally discussed at in-person meetings.
- People who participated in-person at meetings felt more strongly than online respondents that construction impacts should be a major factor for decision-makers to consider.

Key themes from place-based dialogues

South Portland neighborhood groups and institutions:

- Provide benefit to local neighborhoods, don't just pass through on the way to someplace else
- Avoid or mitigate negative impacts to local traffic and business access on Barbur Boulevard and neighborhoods surrounding Marquam Hill
- Investing in safer walk and bike facilities should be part of any HCT project
- High capacity transit should link parts of the community together, not be a wall that divides the community
- Marquam Hill (OHSU, VA Hospital) is an important regional destination that needs improved transit service
- OHSU and National College of Natural Medicine are engaged partners supportive of HCT and transportation investments in the area
- Current transit service to Marquam Hill is inadequate
- Transportation improvements in South Portland should improve access to South Waterfront

Hillsdale neighborhood and business groups:

- Residents and businesses want to maintain the character of Hillsdale town center
- There are concerns about the high number of transit transfers and providing adequate park and ride lots
- Tunnel construction would have negative impacts to businesses, schools and families
- There are viable alternatives for improved transportation in and around Hillsdale through local transit, bike and pedestrian improvements
- Improved sidewalks and bike lanes are important to local livability and safety



Mt. Sylvania neighborhood groups and institutions:

- PCC is an important regional destination that needs improved transit service
- Residents want to maintain the local character of neighborhoods
- Tunnel construction would have significant impacts on local residents
- There are current challenges to walking and biking to campus from Barbur Boulevard
- PCC is an engaged partner supportive of HCT and transportation investment for the campus community

Tigard & Tualatin themes from online comments

- Desire for less congestion on the roads; concern that HCT may take away driving lanes
- Provide fast, reliable transit service with adequate park and rides; improve local bus service
- Strong support for investment in bicycle infrastructure
- Safety concerns for people who take transit, walk and ride bikes
- Mix of support for either light rail or bus rapid transit as preferred mode; small group against any new investment in HCT
- Interest in how transportation investment can serve other communities including Lake Oswego, Kruse Way, Wilsonville, King City

Our Approach

Building on previous outreach, from November 2014 to June 2015 project staff had many opportunities to connect with people interested in the Southwest Corridor. Staff met with hundreds of people in person through local community meetings, small group discussions, individual conversations, a planning forum and open houses. The outreach strategy focused on the key places throughout the corridor to better understand the unique opportunities, challenges and community perspectives that exist. Staff also gathered public input on how the Southwest Corridor Plan can provide benefits to both individual communities and the corridor as a whole.



In-Person Engagement

Tools/Methods	What We Did/Who We Met With
<p>My Place Dialogues</p> <p>Meetings with local civic, business and resident groups to connect with the public in key places in the corridor. These events focus on area-specific issues to elevate the unique local benefits and impacts of the project and also set each community's choices in the context of corridor-wide project performance and decision-making.</p>	<ul style="list-style-type: none"> • National College of Natural Medicine • South Portland Neighborhood Association • Hillsdale Neighborhood Association • Far Southwest Neighborhood Association • Homestead Neighborhood Association • Southwest Neighborhoods, Inc. Transportation Subcommittee • Hillsdale residents • Concerned Citizens for Social Justice • Drinking Liberally in Tigard • Portland Business Alliance • Tigard Downtown Alliance • Tigard Transportation Advisory Committee
<p>Online information and surveys</p> <p>Online surveys to generate specific feedback to staff and decision-makers on project decisions. Up-to-date web site that provides access to project materials, upcoming events and summaries of steering committee decisions. See appendix.</p>	<ul style="list-style-type: none"> • Online survey, May 8-22 • Online survey, June 12-26 • Monthly updates to web site design and content
<p>Corridor-wide planning forums</p> <p>Structured events geared at large numbers of public stakeholders, opportunities to provide in-depth project detail and generate feedback.</p>	<ul style="list-style-type: none"> • Southwest Corridor planning forum, May 12, 2015, Wilson High School
<p>Open houses and tabling events</p> <p>Semi-structured opportunities for interested people to drop by to talk and ask questions of staff and decision makers.</p>	<ul style="list-style-type: none"> • Southwest Corridor Plan Open House, June 17, 2015 • Tabling, National College of Natural Medicine, November 2014 • Tabling, PCC Sylvania Earth Day, April 2015 • Tabling, OHSU Farmers Market, June 2015
<p>Community Conversations</p> <p>Opportunities to talk and build relationships with people whose perspectives are too often left out of the planning process. Our goal is to meet groups and individuals where they are and to hear their ideas about transportation needs and solutions.</p>	<ul style="list-style-type: none"> • Supa Fresh Farm, Youth Source • Oregon Somali Family Education Center • Greenburg Oaks residents, Community Partners for Affordable Housing

In-Person Engagement, Continued

Tools/Methods

ID Southwest

Appointed committee of community leaders who can activate local dialogue that shapes transportation and land use investment in the corridor, and can make the most of public-private partnerships

Individual and small group stakeholder meetings

Additional opportunities to engage one-on-one and in small groups with interested stakeholders.

Focused discussions

Public meetings with a specific focus on technical or special interest topics.

What We Did/Who We Met With

- ID Southwest Meeting, May 2015
- Membership in ID Southwest is representative of communities and expertise throughout the study area.
- Lair Hill residents and business owners
- Southwest Neighborhoods Inc. leadership
- PCC Sylvania leadership
- Upstream Public Health
- 1000 Friends of Oregon
- Coalition for a Livable Future
- Center for Intercultural Organizing
- Technical Workshop: Southwest Neighborhoods Inc.
- Marquam Hill Design Connection: Ahavath Achim synagogue, Friends of Terwilliger, OHSU, Veterans Hospital, Southwest Neighborhoods Inc.



Online Engagement

Tools/Methods	What We Did
<p>Storytelling and project newsfeeds</p> <p>Stories and newsfeeds are an important way to learn about the people and places that make up the Southwest Corridor.</p>	<p>Based on local stakeholder interviews and historical research, project staff writers developed five place-based stories and several project newsfeeds. Metro stories that are shared on Facebook have reached about 800-900 viewers and receive an average of 50-70 views, and 10-15 likes, comments and shares. See Appendix.</p>
<p>Social media</p> <p>We maintain an active presence on Twitter and Facebook to share up-to-date project activities and provide quick opportunities for interaction with interested followers.</p>	<p>Active tweets and Facebook posts are ongoing. Currently our Twitter account has 561 followers, we are following 757 people, and we have tweeted 782 times. On average, there has been one tweet or retweet per day. In the last three months, Metro's Facebook site has included three posts related to the Southwest Corridor Plan to promote newsfeed articles, online mapping tool and online comment periods. The Southwest Corridor Plan blog became inactive in June 2015 due to lack of site traffic and technical difficulties.</p>
<p>Interactive online map tool</p> <p>The plan's interactive map tool provides hands-on interaction with the project study area. Users can click on different points along the map to learn about road and tunnel transit alignment options; current and future road, bike, pedestrian and transit improvements; and potential redevelopment opportunities in the corridor. Periodically, survey questions on key project decisions are embedded in the map tool to get stakeholder feedback.</p>	<p>Beginning in May, the map highlighted key locations in the project area including South Portland, Hillsdale and Portland Community College, Sylvania Campus that are directly related to the July 2015 steering committee decision. During an 18-day comment period in May 2015, 3,710 visitors viewed the map, and 297 of those visitors left 827 comments using the map tool survey function. Discover the interactive map at www.swcorridorplan.org.</p>
<p>Email and phone dialogue</p>	<p>A monthly email update sent to nearly 700 people; staff routinely engage via email and phone with interested stakeholders</p>
<p>Earned media</p> <p>The Southwest Corridor Plan works with local news media and community newsletters to raise awareness and maintain dialogue about the plan and regional efforts to improve transportation choices in the region.</p>	<p>Media outlets cover Southwest Corridor Plan events and project updates regularly. See appendix.</p>
<p>Paid advertising</p>	<p>Project staff purchased 16 days of Facebook advertising in May 2015 to promote the online comment period and online map tool. The ad resulted in 6,479 views and 249 web clicks.</p>

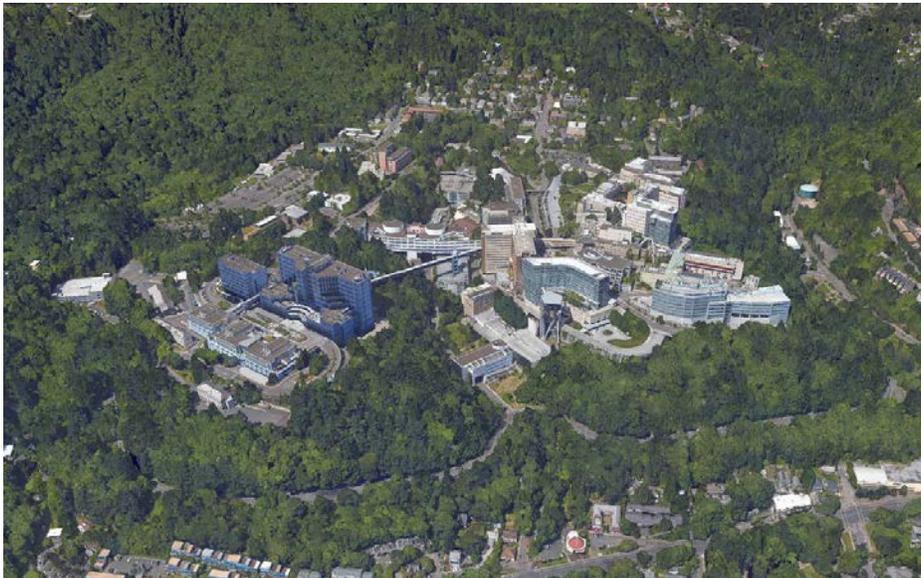
Appendix A: Southwest Corridor stories and newsfeeds

Southwest Corridor staff recommend dropping Marquam Hill/Hillsdale transit tunnels, delaying Sylvania tunnel decision

By Craig Beebe Jun 12, 2015

Bylined writers are Metro staff. Stories with a byline do not necessarily represent the opinions of Metro or the Metro Council. [Metro News](#) is committed to transparency, fairness and accuracy.

(<http://www.oregonmetro.gov/news/southwest-corridor-staff-recommend-dropping-marquam-hillhillsdale-transit-tunnels-delaying>)



An aerial view of the tight complex of medical facilities atop Marquam Hill. Planners are concerned that constructing a tunnel beneath the hill would have serious impacts on the hill and nearby neighborhoods.

Staff working on the [Southwest Corridor Plan](#) recommend removing from further consideration transit tunnels beneath Marquam Hill and Hillsdale in efforts to improve transportation in the southwest part of the Portland metropolitan region.

In a draft report released today, planners from the project partners also recommend delaying a decision on whether to keep studying a tunnel to provide direct light rail service to Portland Community College's Sylvania campus, saying they need to do more technical work and community outreach before deciding whether that option is viable.

The recommendations will be considered by the [Southwest Corridor Plan Steering Committee](#) at its July 13 meeting. Southwest Corridor Plan staff are also seeking comments from the public [via an online survey](#) through June 26 and at [an open house Wednesday, June 17](#) at Metro Regional Center.

Planners and the steering committee – made up of elected leaders from cities and counties in the Southwest Corridor, and representatives from Metro, TriMet and the Oregon Department of Transportation – are trying to refine options under consideration for connecting light rail or bus rapid transit from downtown Portland to Tigard and Tualatin.

Impacts, cost diminish Marquam Hill and Hillsdale tunnels



Planners say the impacts and costs of a deep-bored tunnel beneath Marquam Hill and Hillsdale (long dashed line) and a shorter loop to serve just Hillsdale via Capitol/Bertha are too great. They propose focusing on Barbur or Naito surface routes instead.

In short, planners say, the ends don't justify the means – or the money – for either a deep-bored light rail tunnel to serve Marquam Hill and Hillsdale, or a shallower tunnel that would just serve Hillsdale town center.

Substantial construction impacts on nearby neighborhoods and sensitive medical facilities at Oregon Health & Science University drove the recommendation to remove a Marquam Hill light rail tunnel from further consideration, Southwest Corridor Plan manager Chris Ford said.

"The vibration impacts to OHSU facilities, the physical damage to Duniway Park for the north portal construction site and the constant truck traffic over multiple years in Lair Hill and Hillsdale are major community costs," Ford said, "with only moderate gains in riders."

Ford said the large price tag of a Marquam Hill light rail tunnel – as much as \$900 million in latest estimates – was also a concern. It could cost 35 to 46 percent more than a surface route with only an eight percent bump in total transit ridership, according to the report.

In their recommendation, planners acknowledge that they heard a lot of public support for directly serving Marquam Hill with light rail. But they maintain that light rail or bus rapid transit on SW Barbur Blvd. or Naito Parkway, with elevators or escalators connecting to OHSU, would provide improved service to Marquam Hill with fewer neighborhood impacts and at a lower cost.

A surface route, Ford said, would also improve transportation safety in South Portland and along Barbur, including adding new bike and pedestrian infrastructure at two notorious bridges along a wooded stretch of the road. Such a route would be within walking distance of high-density South Waterfront, where OHSU is building new facilities.

OHSU officials have said they don't want to be bypassed by high capacity transit, but have declined to say whether they'd insist on a tunnel. "As we grow, it's essential that we continue to have excellent [transit] service," [OHSU associate vice president Brian Newman said in](#)

April. "That doesn't necessarily mean a tunnel, but it does mean that the project needs to serve Marquam Hill and South Waterfront."

A tunnel to serve Hillsdale alone would be shorter and shallower, and could work with either light rail or bus rapid transit.

But that tunnel option would actually result in fewer new transit riders and a longer trip from Portland to Tualatin, according to planners' analysis, at a significantly higher price. Additionally, its prospect had raised significant community concerns about multiyear construction impacts in the Hillsdale business district, which would have to be torn up temporarily for the tunnel to be built.

Planners also note that Hillsdale is already well-served by frequent local buses, and TriMet is planning improvements as part of its Southwest Service Enhancement Plan.

All that means a direct transit tunnel might not be worth the added cost of \$230 million for light rail or \$140 million for bus rapid transit. Planners suggest exploring whether local buses might be able to use any dedicated transitway that's built on Barbur or Naito from Hillsdale to downtown Portland.

More time sought to study PCC tunnel option



Three options remain for serving PCC Sylvania with light rail or bus rapid transit. The direct-to-PCC light rail tunnel (shown as a dashed line) is the most costly, but planners want more time to study it.

The costs and benefits of this tunnel are less straightforward, planners say. On the one hand, projections show it could substantially increase ridership by directly serving Portland Community College's largest campus, with over 32,000 students. The PCC Sylvania tunnel option would dig up SW 53rd Avenue, a partially unimproved residential street, to connect light rail from Barbur direct to campus, at an estimated cost of \$244 million.

But local residents have been vocal in their concerns about the impacts of tunnel construction, which would potentially require relocation of several dozen residents in the Far Southwest neighborhood for at least a year.

Neighborhood chair Marcia Leslie said residents would present a petition to the steering committee calling for the option's immediate removal. She said the petition has "at least 60" signatures as of Friday. "I adore my neighborhood," said Kelly Knapp, a 10-year resident on 53rd Avenue, at a forum in Hillsdale last month. "I don't want to go anywhere."

But planners want more time to talk with local residents and to explore whether a light rail or bus rapid transit stop on Barbur could provide a viable alternative for serving PCC, particularly if shuttle buses or even a mechanized "people mover" could feasibly help bridge the half-mile distance to campus.

Planners also want to know more about how a light rail station might affect PCC's future development plans. College officials have been clear that they want to be served by the line, but the current campus master plan does not make clear what PCC would do in response to a light rail or bus rapid transit station on or near campus, Ford said.

"The college has been increasingly engaged in the project, and connecting to PCC is an important goal," Ford said. "But there are notable concerns about the impacts of a tunnel. Several more months would allow us more time to talk to the community and PCC and work to see if there are ways to reduce the impacts of tunnel construction."

Planners also recommend that a bus rapid transit option that would travel Southwest Capitol Highway and 49th Avenue directly to campus remain on the table for now as well.

October, December meetings to further refine options

If the steering committee approves rescheduling a decision on the PCC Sylvania tunnel, it would take the issue up again in October.

In December, the committee is expected to choose between light rail or bus rapid transit for the whole line between Portland and Tualatin, and consider which route options to keep studying in Tigard, Tualatin and Portland's Capitol Hill and Burlingame neighborhoods.

Planners hope to identify a Preferred Package with a short list of high capacity transit route options, along with supportive roadway, local bus, bike and walking improvements, by spring 2016. The project would then enter a much more detailed, federally-mandated impact study before choosing a final route in 2018.



Today, Southwest 53rd Avenue is a quiet, partially unpaved connection between Barbur Boulevard and the PCC-Sylvania campus. One of the options under consideration would lay a light rail tunnel beneath the street.

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Serving Sylvania: more tough choices for Southwest Corridor Plan

By Craig Beebe

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<http://www.oregonmetro.gov/news/serving-sylvania-more-tough-choices-southwest-corridor-plan>

May 13, 2015



For some, Mount Sylvania is a place of opportunity. For others, it's a quiet, woodsy home. How the Southwest Corridor Plan can serve and respect both meanings is a challenge for transit planners.

The slopes of Mount Sylvania – an extinct volcano in parts of Southwest Portland and Lake Oswego – mean different things to different people.

For many residents, Mount Sylvania is a place of quiet living amid the shade of towering Douglas firs.

For leaders at [Portland Community College](#) – whose Sylvania campus covers 120 acres on the hill's western slopes – Mount Sylvania is a place of opportunity, serving the largest student body in the largest community college district in Oregon.

But for planners working on the Southwest Corridor Plan, Mount Sylvania represents another difficult decision about how to bring faster transit to an area with a lot of potential but a lot of constraints.

Come July, the [Southwest Corridor Plan Steering Committee](#) – elected and executive leaders from each of the plan's participating communities and agencies – must decide which options for serving Mount Sylvania seem more promising for further study: largely bypassing it with light rail or bus rapid transit on Barbur Boulevard, digging a light rail tunnel under a residential street or weaving bus rapid transit up Capitol Highway to the PCC campus.



Beneath the distinctive spire of a performing arts center, 31,000 students take classes at PCC Sylvania annually. Yet just steps from this activity, neighbors enjoy a quiet wooded neighborhood.

Quiet neighborhood, busy campus

[Far Southwest Neighborhood Association](#) chair Marcia Leslie has lived on Mount Sylvania for 38 years, watching it transform from a woodsy, unincorporated area with plenty of dirt roads, to a woodsy neighborhood inside Portland city limits, still with plenty of dirt roads but quite a few more houses.

Leslie laments some of the development that has happened, but to her and many of her neighbors, Far Southwest is still as quiet as they would like it -- even with those dirt streets. "We would like some measure of improved safety, but by and large [residents] like it the way it is," she said.

"It's almost really rural without being rural," Leslie said. "We're so close to so many amenities and yet it's quiet."

But, she said, it's also attracting a lot of new people -- bringing welcome diversity but also concerns about lot-splitting, demolition and disruptive infill in some parts of the neighborhood.

And just beyond the edge of those quiet woods, a busy campus hums.

Thousands of students and staff come up the hill every weekday, filling most of the 2,400 parking spots that surround the campus academic core, which has almost a million square feet of buildings. Among the programs: engineering, nursing, auto repair instruction, English language instruction, and other classroom spaces.

More than 31,000 students take classes here, including many that aren't available at PCC's three other primary campuses. Many are first-generation college students, and the campus also has a strong international program.

"PCC is where the rubber meets the road, where you can really address issues of income mobility and social disparity. This is the game changer," said PCC Board Member Denise Frisbee on a recent tour of the campus.

Frisbee points to the campus as a hotbed of innovation and sustainability in PCC's system. She especially loves to show off the [MakerSpace](#), where students use 3D printers and other gadgets to create interesting and useful products, like an artificial hand that captured the attention of local press last year.

The lab was created from extra space by faculty on a "shoestring budget," said MakerSpace coordinator and engineering instructor Gregg Meyer.

But it's proven enormously popular.

"Students have that mindset of 'I can do anything,'" Meyer said. "Afternoon, the energy is just crazy."

There's a strong sense of opportunity in the air. But just what role the campus will play in the future of PCC is "evolving," said PCC bond program manager Linda Degman. A new district strategic plan, adopted last fall, seeks to build academic success in part by giving each campus more of a distinct identity, though that identity hasn't yet been determined.

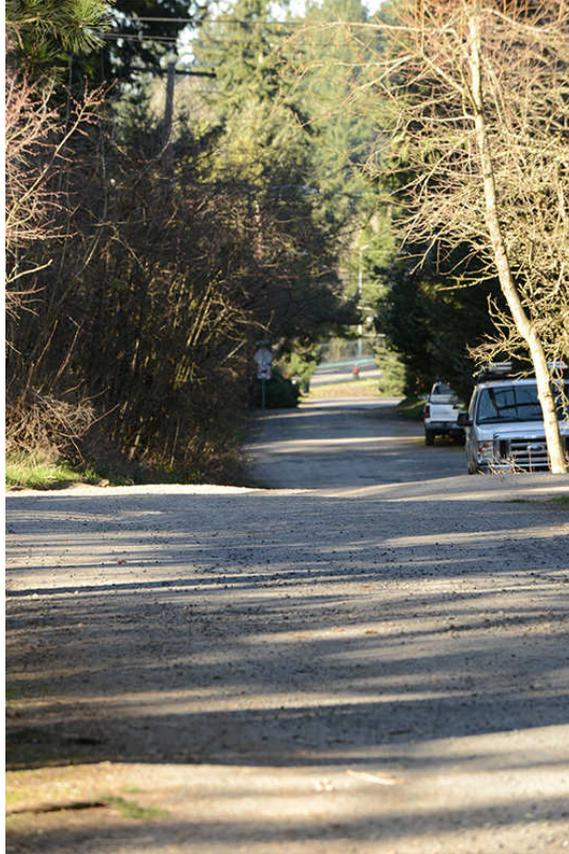
"The campus has a lot of potential," Degman said.

So, the question for the Southwest Corridor is this: how can a new light rail or bus rapid transit line feed into this energy and build on potential without exposing unacceptable risks of cost, geology and neighborhood impacts?

Three options are on the table to try to achieve that balance.



Engineering instructor Gregg Meyer shows off a slide ruler created by students in the MakerSpace laboratory -- one example of PCC innovation that leaders like to highlight



Today, Southwest 53rd Avenue is a quiet, partially unpaved connection between Barbur Boulevard and the PCC-Sylvania campus. One of the options under consideration would lay a light rail tunnel beneath the street.

53rd Avenue tunnel: More riders but more risks

Perhaps the most controversial option on the table would excavate Southwest 53rd Avenue, lay down light rail tracks and cover them over with a new street. The tunnel would provide direct service to PCC Sylvania before continuing down the hill to Tigard.

Current projections suggest this option will substantially increase transit ridership to the college and on the line overall. But it also would cost \$244 million more than light rail on Barbur alone and carries with it considerable geological risks, such as an exceptionally high water table in the area.

Perhaps most concerning to many: the tunnel would require relocating residents from several dozen homes during at least two years of construction.

At a forum Tuesday night in nearby Hillsdale, several residents of 53rd Avenue and nearby streets voiced their disapproval of the tunnel concept.

TriMet capital projects manager Dave Unsworth assured forum attendees that the agency is experienced and fair in compensating property owners, businesses and residents who must be relocated – even temporarily – because of a transit project.

But Kelly Knapp – a 10-year resident on 53rd Avenue – remained bluntly opposed to a tunnel. "I adore my neighborhood," he said. "I love it. I don't want to go anywhere."

"It's alarming," said Ankesh Khadakia, who lives on a dead-end street off 53rd Avenue. Even with a house not right on the potential tunnel route, Khadakia said he is concerned about his foundation and access to his home, which would likely be impossible during construction. "I really don't want to move," he said. But Khadakia added that he would like to see some improvements for people walking and biking on 53rd, including better lighting.

George Vranas and Peter Johnson, who have lived nearby for five years and **successfully pushed to have a Haines Street route removed from the table last year**, said by phone that they understand why PCC wants direct service – but said the tunnel raised a lot of red flags for them, too.

"I think they (PCC) see this as part of their duty to serve the community. It's a growing community," Vranas said. "Ideally I would love to see light rail at PCC, but personally I cannot see part of our neighborhood and the people living in it destroyed because of a tunnel."

Johnson suggested Metro, TriMet and other partners engage in a "full diplomatic effort" to communicate with residents along 53rd if indeed the PCC tunnel is pursued any further.

"That means more than just saying, 'We'll buy you out,'" Vranas added.

Neighborhood chair Leslie said many in the neighborhood are signing a petition to ask the Southwest Corridor steering committee to remove it from further study in July. "It's a hot-button issue," she said.



Under a different option, light rail or bus rapid transit could stick to Barbur Blvd., serving the PCC area from a station here, at SW 53rd Avenue. Some neighbors like the idea, but it's a third of a mile from campus -- which could be too far for many.

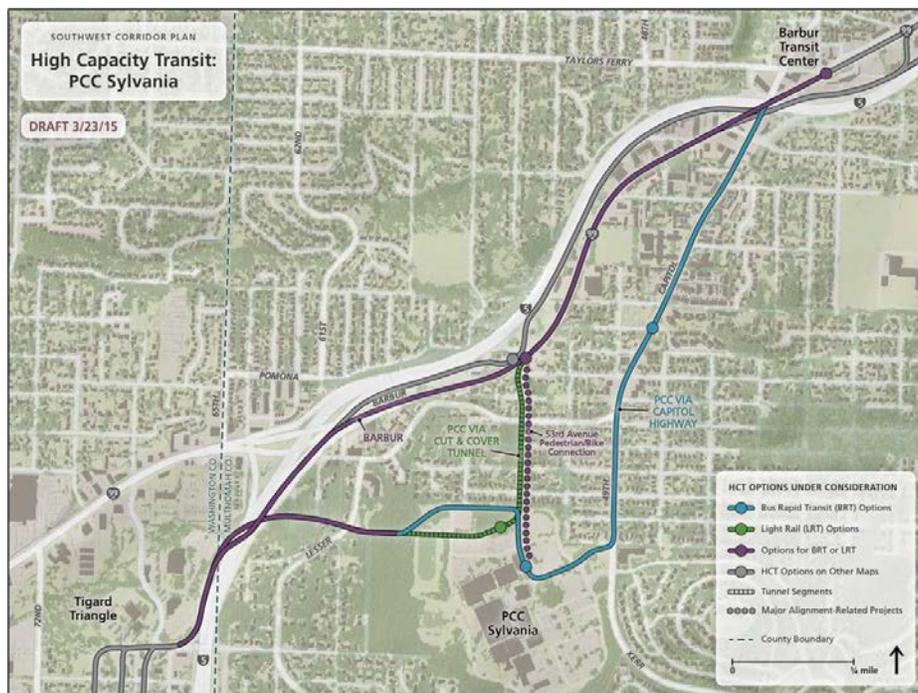
Barbur option: an uphill climb

A second option would simply route bus rapid transit or light rail along Barbur Boulevard, low on the western flank of Mount Sylvania. This option would include a station at Barbur's intersection with 53rd Ave., a mostly desolate crossing anchored by a pair of strip clubs, a medical marijuana dispensary and several small office buildings. It's cheaper and slightly faster than other options and technically much simpler. It could also foster some welcome redevelopment of a blighted area, Leslie said.

But it's also a third of a mile from PCC's campus – an uphill walk without sidewalks on a street that is partially gravel. So this option would require redoing SW 53rd Avenue, adding sidewalks and bike facilities and possibly even stairs or ramps for some steep sections. Even with those improvements, whether many people would be willing to cover that distance is a concern.

"Ideally, we would have direct service to PCC," said Associated Students of PCC executive director David Betts, who thinks a stop at 53rd and Barbur is probably too far away to ask most students to walk. Analysis shows that few riders use the existing [12-Barbur](#) stops at 53rd Avenue, compared to those who ride directly to campus on the [44-Capitol Highway](#), [78-Beaverton/Lake Oswego](#) or one of [PCC's intercampus shuttles](#).

Betts thought a Barbur alignment could work with a PCC shuttle connection from the Barbur Transit Center or 53rd Avenue. Although shuttles between the four PCC campuses are a big part of PCC Sylvania's transportation portfolio, with tens of thousands of rides annually, the college has not studied a shuttle option that would connect to a nearby transit station, Degman said.



A third option to serve PCC Sylvania directly, marked blue on this map, would run bus rapid transit up Capitol Highway. It would provide direct service, but couldn't accommodate light rail -- which has implications for the whole Southwest Corridor.

Capitol Hwy. bus rapid transit: middle option, maybe

A third option, for bus rapid transit only, could split the difference – but with its own tradeoffs. This route would run up four-lane SW Capitol Highway and 49th Avenue from Barbur, providing front-door service to PCC. This route costs about the same as bus rapid transit on Barbur alone, and direct-to-PCC service could be a big attraction, adding a couple thousand daily riders on the line over bus rapid transit on Barbur, according to current projections.

But this option adds 90 seconds each way to an overall bus rapid transit alignment from Portland to Tualatin. And it would require the plan's steering committee choosing bus rapid transit instead of light rail for the whole Southwest Corridor – because light rail couldn't take the steep grades to get up to PCC via this route.

That could have even bigger implications for ridership, potentially causing ridership on the whole transit line to drop by thousands. The steering committee won't make a final decision between bus rapid transit and light rail until December.

Leslie said she thought the Capitol Highway option was worth a close look – particularly if it could provide direct service to PCC Sylvania at a lower cost and with lower impacts than a light rail tunnel.

Yet Vranas and Johnson said they thought light rail was still the better choice – even if it bypassed PCC by using Barbur – because it's faster and enticing for more potential riders. "I think a train bespeaks a modern, forward-looking system," Johnson said.

PCC plans undefined

Southwest Corridor planners might have an easier time justifying the costs of providing direct service to campus because of the potential for redevelopment on the acres of parking lots there. But PCC Sylvania is nearing the end of implementing its current master plan, as it wraps up a flurry of [renovations funded by a bond voters passed in 2008](#).

Without a clear plan for future growth, PCC Sylvania and the Southwest Corridor find themselves in a classic chicken-and-egg situation, board member Frisbee said. "We can either say, 'Here are our plans and you build around those,' or 'Tell us what you can do and we can build around that,'" she said last week.

Either way, the master plan would need a major update, which could take a year or more. The issue is on the PCC board's agenda for its May 21 meeting.

Vranas and Johnson said they would support new academic buildings or athletic facilities on campus, but would likely draw the line at on-campus student housing. "They're generally good neighbors," Vranas said of PCC. "It's just that they are big and they will grow bigger."

"You have a way here"

Frisbee and other PCC officials clearly don't want to miss the train – or rapid bus – when it comes to this part of Southwest Corridor. Frisbee pointed to recent analyses that showed PCC

needs to greatly reduce the number of car trips to its campuses in order to meet its sustainability goals.

"Accessibility is key to what we want to do [at PCC] – improving sustainability and reaching out to people to say, 'you have a way here,'" Betts said.

Roughly 60 percent of students drive to the Sylvania campus, where they pay \$50 per term for a parking permit. One third take TriMet or one of the college's shuttles, though PCC students recently doubled their own transportation fees to be able to make more subsidized TriMet bus passes available.

If new high capacity transit doesn't directly serve PCC-Sylvania, a [draft service enhancement plan from TriMet](#) could also help. The draft plan, to be finalized this spring, would increase frequency on line 44-Capitol Highway, which serves PCC from downtown Portland via Hillsdale. The proposal would also extend the line's route south, providing new service Lake Grove and Bridgeport Village on every other trip.

Better transit could help connect the college's campuses and students with the opportunities of a broader region, Frisbee said. "As much as [the Southwest Corridor project] can do, we'd have more and more students here," she said.

"The role the community college plays in the regional economy is critical," Frisbee added. "So you come back to that question: How do we get students here, and how do we get them here in a way that can fit into their lives?"

When it meets in July, the steering committee must balance that question with neighbors' concerns and the needs of travelers across a wide spectrum and long corridor.

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\$1 billion, and 11 more numbers that define Marquam Hill's transportation challenge

By Craig Beebe

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<http://www.oregonmetro.gov/news/1-billion-and-11-more-numbers-define-marquam-hills-transportation-challenge>

Apr 02, 2015



Photo courtesy NCNM.

Hospitals and clinics perch atop Marquam Hill above South Portland. Providing better transit access for the 20,000 people who climb the hill each day is a key goal of the Southwest Corridor project -- but how to do it?

One of Portland's most prominent landmarks, Marquam Hill also presents one of its most stubborn transportation challenges. Buses, ambulances and thousands of cars crawl up it on narrow roads each day to reach the state's most significant concentration of clinics, hospitals and medical research facilities.

Transit access is critical to future of working, living, learning and accessing medical care on Marquam Hill. But as the [Southwest Corridor Plan steering committee](#) debates a future high capacity transit line to connect Portland and Tualatin, how to serve Marquam Hill is one of the stickiest questions they must confront.

A light rail tunnel beneath the hill would provide the most direct access to the hill's clinics, hospitals and homes. But is it worth the extra cost over light rail or bus rapid transit on SW Barbur Boulevard or Naito Parkway, if those options could use elevators or escalators to connect riders to the top of the hill?

It's a billion-dollar question. There's no easy answer.

Here are 12 numbers that define what's at stake for Marquam Hill, and how we got here.

1919

This is when it all began. In 1919, the University of Oregon Medical School – now [Oregon Health and Science University](#) – relocated from downtown Portland to the top of Marquam Hill. The original 20 acres were donated by the Oregon Willamette Railway and Navigation Company, which had somewhat improbably planned to build a railyard and depot atop the hill – legend has it that some distant rail executive bought the rights without ever seeing the land.

The land clearly wasn't good for a railyard, but many doubted it would work as a hospital/medical school, either. The gift was derided as "[Mackenzie's Folly](#)," referring to the then-dean of the school. Many Portlanders decried the campus as too far from downtown and too difficult to reach via winding, steep roads. But the school hung on, and five years later, another 88 acres were donated by the [Sam Jackson family](#), publishers of the Oregon Journal newspaper.

The location isn't so far from downtown anymore. But those same, 2-lane winding roads are the primary way most people access the hill today. And there are a lot more people using them than there were nearly a century ago. "The roads weren't built for anything like this traffic," said John Landolf, OHSU transportation options coordinator. "That's why we got this land to begin with."



Another view of the hospitals and clinics packed tight atop Marquam Hill.

20,000

The approximate number of people who travel up Marquam Hill each weekday, according to OHSU staff. This includes employees, students, patients and visitors at OHSU, the [Veterans Affairs](#) and [Shriners hospitals](#) and other clinics. "People often refer to Marquam Hill as just OHSU, but there are three large organizations here," said Brian Newman, a former Metro councilor and now the university's associate vice president of campus planning, development and real estate.

60

The approximate percentage of OHSU employees that arrive by means other than driving alone – including transit, carpooling, bicycling and walking. This rate – much higher than most of the city's employers – is driven in part by a severe shortage of employee parking spots on the hill. Some of OHSU's eight parking garages and seven lots on the hill have as much as an 8-year waiting list, and the average monthly single-driver parking fee is \$128. Most patients and their visitors, however, arrive by car; parking for them is free.

8

The only TriMet bus line that provides all-day service to Marquam Hill. The [8-Jackson Park/NE 15th](#) starts in Northeast Portland's Woodlawn neighborhood and ends at OHSU, and runs from 5 a.m. to midnight. Five other lines provide rush-hour connections to Beaverton, Tigard and Burlingame, Goose Hollow and Southeast/Northeast Portland. Combined, these buses serve approximately 4,500 riders a day, most of them on the 8.

All of the buses face the same problems: getting stuck in the exact same traffic that often snarls the hill's primary road accesses: Terwilliger Drive, Sam Jackson Park Road and Campus Drive. Even worse: an occasional storm that can block traffic altogether because of falling trees or slick ice.

On a recent sunny Thursday afternoon, the 8 bus began to fill quickly once it reached the VA Hospital, reaching near capacity by the time it rounded the OHSU hospitals and clinics.

As traffic on Terwilliger slowed to a crawl into downtown, so did the bus. But rider Amy Werner, an OHSU librarian, said she'd seen much worse. Werner commutes from Vancouver; she drives each day to Delta Park and takes transit from there. "If it's like this at the top of the hill, I get off and walk," Werner said. "If I walk fast enough, I can make it to the MAX."

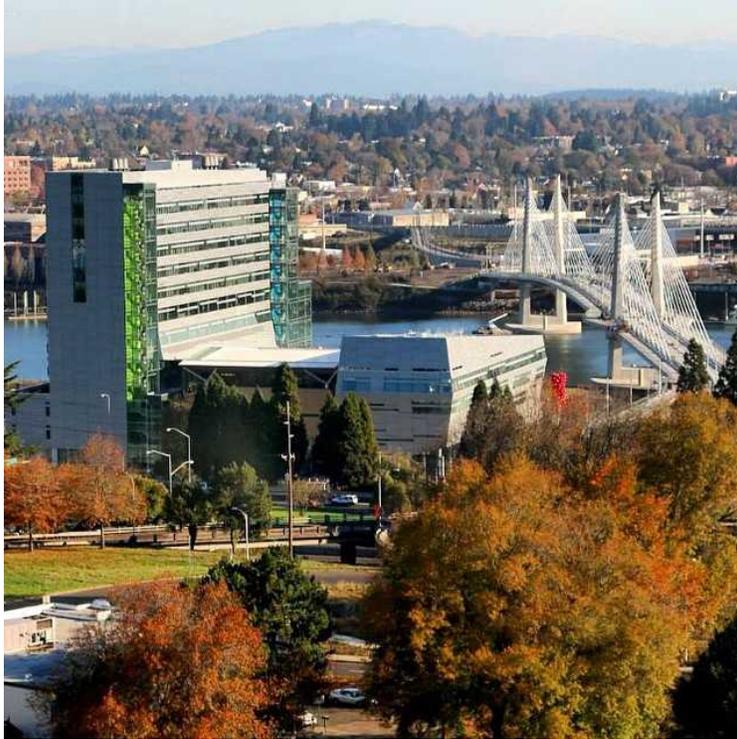
OHSU provides steep discounts to employees for TriMet and C-Tran passes, and provides a park and ride facility at the foot of the hill. "For us transit is absolutely essential," Newman said. "We have to have it or we couldn't operate."

79

The number of people who can fit onto each of the [Portland Aerial Tram's](#) two cabins as they rise silently and quickly from the South Waterfront district to Marquam Hill. During rush hour, the tram often runs at capacity, heightening the need to find other ways to access the hill via transit. OHSU employees can ride the tram for free; about 7,000 people use it to reach the hill every day.

40

The percentage of OHSU's 116-acre Marquam Hill campus that is unbuildable due to slopes or environmental considerations. Most of the buildable land is now filled-in. The university's long-range plan envisions needing to relocate much of its academic and research work to other campuses to free up new space to expand hospitals and clinics on the hill.



OHSU's 18-acre Schnitzer Campus -- seen here in an Instagram shot from the university -- occupies a scenic Willamette River spot beside the Tilikum Crossing. Just two buildings have been built so far -- but OHSU plans several more in coming decades.

18

The number of acres of OHSU's growing [Schnitzer Campus](#), on the Willamette waterfront between [Tilikum Crossing](#) and downtown Portland. Unlike the campus on the hill, these acres are flat and already have great transit and bicycle access, with more coming once the Orange Line MAX opens in September.

Though only two buildings have opened so far on the Schnitzer Campus – the gleaming [Collaborative Life Sciences Building](#) and the Skourtes Tower, home to [OHSU's School of Dentistry](#) – the university envisions moving much of its research and academic functions to this campus. A [20-year facilities plan adopted in 2010](#) sets a target of building one new building every five years on the campus, with buildout expected to be complete in 20 to 30 years. Another 7-acre campus a quarter-mile south in the South Waterfront district is expected to host two additional buildings over that timeframe: a new central administration tower and possibly a new long-term care facility.

OHSU officials caution against thinking they're leaving the hill, though; as noted above, they're still planning big expansions of medical services on the hill, as is the VA. But with more functions moving off the hill – many of them the kind that generate the most frequent and regular trips – the question of balancing transit service between several campuses adds another dimension to the question of where to route a potential light rail or bus rapid transit line in the Southwest Corridor.

2,000

The approximate number of residents in the [Homestead neighborhood](#), which includes all of Marquam Hill. About two-thirds of the residents are renters – many students at OHSU, said neighborhood association president Ed Fischer. The neighborhood's top transportation concerns, Fischer says: heavy auto traffic on narrow streets, and insufficient sidewalks. These concerns were among the top issues highlighted in the city of Portland's 2003 [Marquam Hill Plan](#), which includes numerous recommendations to reduce traffic and other impacts on the neighborhood from OHSU and other institutions on the hill. The neighborhood is watching the Southwest Corridor Plan somewhat warily, concerned that even a tunnel with direct transit service will do little to reduce auto traffic on the hill.

1,200

Any new high capacity transit in the Southwest Corridor is expected to result in a lot of new transit trips – somewhere in the vicinity of 17,000 daily riders, according to the most recent transportation models. But how many additional new riders would be attracted specifically by a light rail tunnel instead of a light rail route on Naito or Barbur? That's what this number represents. Call it the "tunnel bump": 1,200 additional people going to work, school or appointments by transit – all around the region.

Altogether, a light rail tunnel is expected to increase transit ridership to Marquam Hill by 12 percent over a light rail line that would use Naito Parkway in South Portland. Planners are currently developing revised estimates for a Barbur Boulevard light rail line.

2.1

The approximate number of minutes a Marquam Hill tunnel would shave from the total transit travel time between downtown Portland and downtown Tualatin, compared to a Naito light rail alignment. For a Barbur light rail alignment, the savings are smaller – only about 1.3 minutes each way. The savings largely come from a shorter route through the tunnel and the ability to travel faster. It's a small difference each day, but over a week of daily commuting, that could save transit riders a total of 21 minutes, or around 18 hours a year.

\$1 billion

This is the rough projection for what a 2.4-mile light rail tunnel below Marquam Hill and Hillsdale would add to the total cost of the Southwest Corridor Plan's high capacity transit line. Without the tunnel, current estimates for a light rail alignment from Portland to Tualatin are between \$1.9 billion and \$2.4 billion. (A bus rapid transit line, which wouldn't use a tunnel, is estimated to cost between \$750 million and \$1.2 billion.) Those estimates include costs such as rebuilding aging bridges on Barbur and improving walking and bicycling facilities along any potential route.

Planners note, however, that a potential tunnel's cost could actually rise sharply; tunnel projects of similar scale have often gone as much as 80 percent over budget. And detailed feasibility studies – including geological and seismic assessments – haven't yet been undertaken.

The billion-dollar question

It's clear serving OHSU is a must for a future light rail or bus rapid transit line on Southwest Corridor's high capacity transit line.

"As we grow, it's essential that we continue to have excellent [transit] service," Newman said. "That doesn't necessarily mean a tunnel, but it does mean that the project needs to serve Marquam Hill and South Waterfront."

But is it worth around \$1 billion – and possibly more – to provide more direct access to one of the region's major employment and medical destinations, or would access via elevators or escalators to Marquam Hill from a surface station on Barbur or Naito be good enough?

That's the billion-dollar question. In July, the Southwest Corridor steering committee will decide whether to keep exploring it through a detailed, expensive federal environmental review.

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Island no more? NCNM seeks to reconnect with South Portland neighborhood

By Craig Beebe

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NCNM's only pedestrian connection to the South Portland neighborhood is via this old pedestrian bridge above Naito Parkway. Ringed with barbed wire, the bridge is accessed via steep, outdated ramps. Campus leaders hope to replace the bridge one day with at-grade connections across a remade Naito Parkway, possibly including a new high capacity transit line from the Southwest Corridor Plan.

Ask nearly anyone at Southwest Portland's [National College of Natural Medicine](#) about their campus, and it won't be long before you hear the word "island."

And if the campus is an island, its sea is pavement: the fast lanes of Naito Parkway, the tangle of ramps at the end of the Ross Island Bridge, busy Kelly Street funneling tens of thousands cars from the Ross Island Bridge to downtown and Interstate 405 every day.

"Everyone says, 'I can see it but I don't know to get there,'" said Laurie McGrath, who has worked at the college for nearly three decades.

As NCNM plans for new growth, it wants to be a place that's easier and safer to access. But it also wants to remain in its South Portland home.

For all these reasons and more, the college's leadership is paying close attention to the [Southwest Corridor Plan](#) – which could bring NCNM's "island" back to the mainland.

A place to grow

Founded in 1956, NCNM has grown into the nation's most prominent college for naturopathic medicine and research, with more than 600 students and 250 staff and faculty on a roughly five-acre campus.

It might seem unlikely for a college devoted to natural healing to be in such a constrained urban location surrounded by so many lanes of busy traffic. But the college's president, David Schleich, sees it differently.

Even Schleich got lost trying to get to his first day at work in 2007. But he quickly recognized the opportunity inherent in a location just south of downtown Portland, close to OHSU and Portland State University.

"What an amazing place to grow!" he exclaimed in a recent interview in the college's administration building.

The view from the building is a chronicle of the college's growth. It looks out over several buildings and properties NCNM has added since moving here in 1996, including a historic elementary school, several academic and administrative buildings and a clinic that sees 20,000 patients annually.

Schleich looks at the campus and envisions yet more change. In particular, he envisions more greenspaces, perhaps created through vacating dead-end streets and burying parking lots. He sees the potential for a residence hall, more classroom buildings and a market that could serve the community with natural foods.

But he also recognizes the need to pair these on-campus changes with improvements that make it safer and easier to get to campus, including by means other than driving.

"With some changes, you could really change the future in this corner of Portland for the better," Schleich said.

High on the college's agenda: Naito Parkway, which pens the campus in on its west. Nearly 10,000 cars stream by daily. An old pedestrian bridge, ringed with barbed wire and accessed via steep ramps, provides the only safe link to the Lair Hill neighborhood and to a bus stop serving several bus lines.

In its [20-year master plan](#), adopted in 2012, NCNM envisions a remade Naito, with fewer auto lanes, new crosswalks and stoplights that allow for easier traffic flow and enable people to cross safely to the neighborhood beyond.

Students and staff like the idea. "If we had a light somewhere instead of going up and over that bridge we'd have better access to Lair Hill," McGrath said. The idea also has support among neighbors.

The college has another vision, too: high capacity transit on Naito, which could directly support its visions of better connections to the neighborhood as well as the broader region.

Three high capacity transit alignment options are currently under consideration for the area. A Naito alignment would likely bring about the impetus and funding to fully remake the busy street. A Barbur alignment might provide some access and safety improvements on Naito, but likely not to the same degree. And a tunnel under Marquam Hill would not contribute directly to improvements on Naito, so changing the road would depend on other funding sources and timelines.

Transit service changing

Transit is important to many NCNM students and staff. Most commute from Northeast and Southeast Portland, many on three lines that cross the Ross Island Bridge from Southeast Portland. The opening of the Tilikum Crossing in September will reroute two of these lines, the [9-Powell](#) and [17-Holgate](#), further away from campus – a sore point with many students and employees. However, the college successfully worked with TriMet to improve service on the [19-Woodstock](#).

The college will also still be directly served by several buses on Naito and nearby SW First Avenue, just over the pedestrian bridge. One of the buses that stops there is the southbound [12-Barbur](#), providing a link to Southwest Portland and downtown Tigard.

But some students and employees find the current service provided by the 12 hard to fit with their commutes and personal lives.

Spring Kennedy, a student in her fourth year at NCNM, commutes from Tigard. After trying the bus for her first couple of years, she said, she found the schedule too hard to align with her classes and family schedule. "I couldn't just go," she said. "It depended on when the bus was here, and I'd have to walk to the stop. That timing was difficult to count on."

Kennedy drives today, but timing is still unreliable: because of bad traffic, she regularly adds 15 minutes to a drive that can take as little as 20 on a good day. A direct high capacity transit line would be "an excellent option" for her, she said. "It'd be a lot more straightforward. It'd take you straight to school or close to school."

Bob Jackson, who works in NCNM's accounts payable department and commutes from Tigard's Progress Ridge neighborhood, agreed with Kennedy's assessment. He drives when he can get in early to avoid rush-hour traffic. Otherwise, he prefers the bus, which is at least as slow but less stressful, he said.

A direct high capacity transit line would change his thinking about his commute. "I would highly consider using that, if there's a direct line to right where I work," he said.

Part of the mission

Getting students, employees and patients to campus without needing to drive is crucial to the college's growth plans, Schleich said. But it's also a reflection of the principles that guide its approach to medicine.

Naturopathic medicine incorporates disease prevention as a core part of its approach to health, Schleich said, counting off the many chronic health problems Americans face that are influenced by environment, such as diabetes, obesity and chronic stress.

Participating in creating a healthier place is part of how the college is "living our values so graduates can be better prepared" to help tackle these problems in the communities where they work, Schleich said. "We're modeling in Portland ways of establishing communities that are duplicable elsewhere."

It's also part of a spirit of being a good neighbor. The college doesn't want to be a source of hundreds of new cars in the area. While its master plan does include several new underground parking structures, NCNM gives every student and employee TriMet passes, and will continue to work for better ways of walking and biking to campus, said Schleich, who is a bus commuter himself.

"We want to do the city proud with what we're up to," he said.

A final decision on where to align high capacity transit in South Portland is likely at least a couple years off. But as the Southwest Corridor Plan steering committee weighs options for the future of transit, roadways and active transportation, NCNM will watch closely, hoping for choices that open up possibilities for its future.

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A dim tunnel in South Portland: symbol of the past, with an uncertain future

By Craig Beebe

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<http://www.oregonmetro.gov/news/dim-tunnel-south-portland-symbol-past-uncertain-future>

Jan 28, 2015



Beneath the busy lanes of Southwest Naito Parkway, a dim pedestrian tunnel provides an indispensable neighborhood link and a symbol of decades of transportation projects dividing the neighborhood.

The dimly lit portal curves slightly, obscuring the light at the far end. Inside, a cycling display of graffiti resists repeated efforts to keep its walls clean and clear.

To its neighborhood, though, this tight tunnel is an indispensable link. Beneath five busy lanes on Southwest Naito Parkway and beside the swirling maze of ramps at the west end of the Ross Island Bridge, it provides the only safe place to cross Naito for hundreds of yards in either direction.

It's also a symbol of the transportation challenges facing residents of the Lair Hill section of [South Portland](#), a creation of decades of successive transportation projects meant to move people quickly through on their way to someplace else.

And its future may depend on choices made about yet another big transportation plan the region is considering: [the Southwest Corridor Plan](#).

A history of division

First came the streetcars in the 19th century, connecting what was then an overwhelmingly Italian and Jewish neighborhood with a growing downtown to its north. In the 20th century, roadway project after roadway project pushed through Lair Hill: the Ross Island Bridge in 1926, Oregon Highway 99W (of which Naito Parkway is a remnant), Barbur Boulevard in the 1930s, and interstates 5 and 405 in the 1960s.

Each roadway project, along with a massive urban renewal project in the 1960s, further carved up the neighborhood and destroyed blocks of homes and businesses. Little thought was given to the needs of the residents who stayed: how they'd get to former neighbors' houses, or to a favorite corner grocery.

The pedestrian tunnel under Naito was one consolation.

But today, many pedestrians – particularly at night – avoid its darkness in favor of a quick, dangerous dash across those busy lanes of Naito traffic.

"I don't do tunnels," said Richard Varner, co-owner of the nearby [Lair Hill Bistro](#), citing the tunnel's darkness and frequent transient population.

His wife and co-owner, Cheryl Riegler, said she appreciates the tunnel, "when it's kept up."

"But when it's not, it's just sketchy," she said, adding that their daughter wouldn't use it when she was growing up.

Riegler and Varner are ready to see the tunnel be replaced by safer ways to cross Naito. So, they say, are many people in the neighborhood.



Alternatives for crossing Naito in this area are sparse: either an old pedestrian bridge near the National College of Natural Medicine campus, or a dangerous dash across the busy lanes of Naito. Many choose the latter.

Choices and impacts

The Southwest Corridor Plan could be a vehicle for some of the change the neighborhood wants.

Although the plan is about much more than high capacity transit, its **steering committee** must make some key choices about where light rail or bus rapid transit could go through South Portland. Should it go along Naito or Barbur? Or should it use a tunnel beneath Marquam Hill? In addition to implications for the high capacity transit, each choice will directly affect development and getting around on a more localized scale in Lair Hill.

A Naito alignment through Lair Hill could provide the impetus to resize the old highway and reconnect long-interrupted neighborhood streets and sidewalks, as has been envisioned in several local plans over the decades. It might also allow for changes at the confusing Ross Island bridgehead, potentially opening up new land for development there while making the area less confusing for people driving, walking and bicycling.

A Barbur alignment through Lair Hill might be cheaper and more direct from downtown Portland. On the other hand, it might not directly support a transformation on Naito, and some worry it would cause greater disruption to neighborhood character.

A transit tunnel, meanwhile, might lead to less permanent change in Lair Hill, and would provide direct high capacity transit access to employees on Marquam Hill. But it probably wouldn't bring any changes Lair Hill residents want, either.

Varner and Riegler, who moved to the neighborhood in 1990 and opened Lair Hill Bistro in 1997, enjoy the neighborhood's quiet feel but also hope high capacity transit could help more people realize there is actually a neighborhood there.

"What our neighborhood is trying to say is that we've been bypassed forever," Reigler said.

She and Varner prefer a Naito alignment so that it can also support redevelopment of some vacant or underutilized lands along its route, and attract new services like a grocery store – something the neighborhood currently lacks.

Walls' dual functions

Over the years, roadways and freeways created walls separating Lair Hill from the river and from downtown.

But as longtime resident Jim Gardner notes, walls have dual effects: they hold you in, but they also hold other things out. The neighborhood embodies a paradox, Gardner said, with an air of quiet "backwater" that belies its proximity to the region's urban core.

Redevelopment and dense infill hasn't penetrated here as deeply as in other parts of Portland. The streets are still lined with small 19th-century cottages and



Longtime neighborhood resident Jim Gardner appreciates Lair Hill's quiet feel today, a paradox given its proximity to downtown Portland. Like others, he hopes that any future change can fit in with the neighborhood while resolving long-term challenges.

bungalows, many of them carefully restored. Lair Hill is a National Historic District, meaning new development must fit strict guidelines. Because of those guidelines, most newer development in the neighborhood, including the brick offices of Walsh Construction just down the street from Lair Hill Bistro, is harder to spot.

Many in the neighborhood strongly feel that any new development must not disrupt the qualities that make South Portland so distinctive. "If it can maintain the integrity of the neighborhood, that's important to us," Reigler said.

A greater balance

Of course, the Southwest Corridor steering committee must ultimately balance neighborhood interests with what makes the most sense for transit in terms of cost, feasibility and ridership projections across a lengthy and complex corridor stretching from Portland to Tualatin.

It's something Gardner – a former Metro councilor himself – keenly understands. Some feel that South Portland is a necessary if reluctant pass-through for high capacity transit intended to serve commuters from other areas of the region, he said.

"The transit aspect of the project doesn't do South Portland much good," he said, noting that the area is already well served by bus lines.

But Gardner, like Varner, Reigler and others, hopes that the Southwest Corridor could help fulfill other neighborhood desires – like making it safer to walk and bicycle, reconnecting streets and supporting development that fits with the neighborhood.

The Southwest Corridor steering committee could narrow high capacity transit alignment options in South Portland as soon as July.

For now, that tight tunnel beneath Naito continues to perform its duty for those who know it's there, walking briskly around the curve to get back to daylight.



Inside the tunnel, dim overhead lights guide pedestrians around the curve to daylight.

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Decades after a difficult move, distinctive Barbur Blvd. synagogue considers future

By Craig Beebe

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<http://www.oregonmetro.gov/news/decades-after-difficult-move-distinctive-barbur-blvd-synagogue-considers-future>

Jan 08, 2015



The Portland Aerial Tram glides quietly past Ahavath Achim's distinctive "beehive" on Barbur Boulevard. The tram connects Marquam Hill to the South Waterfront above the South Portland neighborhood.

More than fifty years after a major urban renewal project led to the destruction of its first synagogue, members of the historic [Ahavath Achim congregation](#) are contemplating another move.

But this time the circumstances are very different, as the community looks at changes among its membership and anticipates impacts from potential new transit past its distinctive beehive synagogue.

For one thing, a new location could reconnect members instead of being part of dispersing them.

And for another, they probably wouldn't put their building on rollers this time. Even if they do, they likely won't face as heartbreaking a surprise as they did last time they moved.

A hot, heartbreaking summer in 1962

It was a hard day in June 1962 when they found the crack in the old synagogue.

Movers had lifted the then 30-year-old Ahavath Achim synagogue onto wheels for a challenging move out of the way of a sweeping downtown urban renewal project that razed much of a dense Jewish and Italian district known as South Portland.

Members of Ahavath Achim – a small Sephardic congregation founded by Turkish and Greek immigrants in 1913 – had raised enough money to move their striking Moorish-inspired synagogue at SW Third Avenue and Sherman Street to a new site up the hill on Barbur Boulevard, out of the way of the coming [South Auditorium urban renewal project](#).

A city commissioner had helped make the new site possible. The experienced movers were confident the move could be done, assuring the congregation they could simply pick up the building – with everything inside – and drop it on a new foundation at the new site, with hardly a scratch.

It was not to be. The synagogue's move had barely begun before workers found the crack in one of the building's fundamental support columns.

The move stopped immediately as debate began about whether the building could be saved. Meanwhile, temperatures climbed into the 90s, and the wheels of the moving platform sank into the asphalt, exacerbating the situation and further damaging the building.

Ahavath Achim board member Richard Matza was born in 1947 and raised in South Portland. Walking around an area now dominated by high-rise apartment and office buildings and Portland State University, he can still remember the exact locations of friends' homes, kosher delis and groceries and synagogues, including the old Ahavath Achim. (His family's home, on SW Fifth Avenue at Jackson Street, survived the renewal area, though it was later acquired and razed for a MAX turnaround.)

That old neighborhood is just a memory now, and so is the original Ahavath Achim. After weeks of debate, city inspectors determined the immobilized synagogue would have to be destroyed. By August 23, wreckers had replaced movers, and the synagogue was razed on the spot. "Synagogue crumbles as renewal fatality," a headline in *The Oregonian* mourned.



A series of photos in *The Oregonian* captured the synagogue's destruction in August 1962.

Creating a landmark

Within the span of a few weeks, the congregation had to begin considering a fully new home instead of anticipating just a new location.

The building they ultimately constructed – following a successful court battle to recoup their insurance claim – became one of the most distinctive structures on Barbur Boulevard: a bleach-white and red-tile roofed beehive pressed against the woods of Marquam Hill. Opened in 1966, the building was designed by renowned Portland architect John Storrs, whose other designs include the Oregon College of Art and Craft and Salishan Lodge in Gleneden Beach.

In addition to its beauty, Storrs created a building respectful of tradition and practical in upkeep, inspired by a synagogue he had seen in Israel.

That distinctive beehive dome? It allows for services to be conducted without amplifying speakers' voices, in keeping with Orthodox rules. The sanctuary arrangement allows men, women and children to sit separately during worship, while a fully kosher kitchen and social hall provide for community-building. An all-concrete structure and tile roof with a high, stained-glass skylight support elegant beauty and easy maintenance.

Change begets change

Nearly fifty years since its completion, worshippers are still proud of their synagogue, Matza said.

But many other things have changed. Though the congregation's size has remained stable at roughly 85 families, its members no longer live in the same neighborhood. Hardly anyone walks to services anymore, because hardly anyone lives close enough. Following the urban renewal projects and later construction of freeways that destroyed even more of the neighborhood, most dispersed – largely into the Portland's West Hills. "Urban renewal did quite a number on the neighborhood," Matza said.

And the synagogue's current neighborhood is changing, too. Some new development has come to Barbur, but the big changes have been up on Marquam Hill, where medical buildings tower over the Ahavath Achim. OHSU and VA Hospital commuters often park around the synagogue on Barbur and climb an informal trail behind the synagogue to Terwilliger Boulevard Matza



Inside Ahavath Achim's sanctuary, a colorful stained-glass skylight complements a room whose acoustics allow for services to be performed without amplification -- keeping with tradition.

said, taking up limited spaces on local streets. (The synagogue also makes a little income renting a few of its parking spots out.)

Even the [Portland Aerial Tram](#), which glides quietly and seemingly unobtrusively overhead, has impacted the synagogue. For several months every year, the sun's angle means the tram's shadow passes directly over the synagogue's distinctive skylight, briefly darkening the sanctuary every few minutes, even during services.

"That's in the fall during our high holiday season," Matza said.

And as the [Southwest Corridor Plan](#) contemplates high capacity transit down Barbur or nearby Naito Parkway, synagogue members expect further change on the horizon.

If the transit project – whether light rail or bus rapid transit – runs along Barbur or Naito, people will have to get from its surface-level station up the steep slopes of Marquam Hill. But making that happen is a key design challenge. Possibilities on the table include some sort of elevator or escalator system that would directly pass the synagogue, causing major impacts to its property – though likely not to the building itself.

Still, the congregation is watching closely to see what those impacts would be. "All the feasible options seem to go right through where we are," Matza said. (A tunnel option, also on the table, would likely not significantly impact the synagogue property, though it would be much more costly.)

But it's not the first time in recent history the synagogue has been ready to move. When concepts for the aerial tram were being developed, the synagogue was already preparing itself to move. Some tram concepts included an accompanying gondola from Barbur to Marquam Hill and possibly a parking garage, and synagogue members were ready to sell their property to rebuild elsewhere before those options were left on the drawing board.

Now they are discussing a move again.

This time a move is easier to contemplate than 50 years ago, though, because it won't be accompanied by the dispersal of a whole Jewish community. Indeed, it may actually serve them better, Matza said – particularly if space could be located in Hillsdale, where a new concentration of Jewish residents, businesses and synagogues is growing.

If relocation happens again, the synagogue won't try to move the building again. "John Storrs built it in a way that's permanent," Matza said. The congregation would need to be reimbursed sufficiently to rebuild someplace else, he said.

But if a move comes, Ahavath Achim may well build a replica of that beehive building – though built from heartbreak, it has come to feel like home.

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Appendix B: Southwest Corridor Earned Media Coverage

Publication	Date	Headline	Author
Metro News	1/8/15 <i>Reprinted in SW Community Connection, Feb. 2015</i>	<u>Decades after a difficult move, distinctive Barbur Blvd. synagogue considers future</u>	Craig Beebe
Metro News	1/16/15	<u>New Tigard sidewalks and the Tualatin River Greenway: Shared Investment Strategy in action</u>	Craig Beebe
GoLocalPDX	1/20/2015	<u>Portland 13th in nation for transit use (mentions SWCP)</u>	GoLocalPDX news team
DJC Oregon	1/26/2015	<u>Planning for Southwest Corridor upgrades</u>	Shelby King
Metro News	1/28/15	<u>A dim tunnel in South Portland: symbol of the past, with an uncertain future</u>	Craig Beebe
Portland Tribune	2/3/2015	<u>Southwest transit plans delayed in name of public involvement</u>	Jim Redden
Portland Tribune	2/10/2015	Metro includes neighborhood notification in Southwest transit plan	Jim Redden
Portland Tribune	2/10/2015	<u>Route proposal would allow better access to NCNM campus</u>	Kelsey O'Halloran
Portland Tribune	2/11/2015	<u>Southwest Corridor planners push back federal study</u>	Geoff Pursinger
Willamette Week	2/12/2015	<u>Tunnel Vision</u>	Aaron Mesh
Bike Portland	2/13/15	<u>Taming outer Barbur:</u>	Michael Andersen

		<u>MAX or BRT could bring raised bike lanes through Southwest</u>	
Metro Newsfeed	2/13/15	<u>Island no more? NCNM seeks to reconnect with South Portland neighborhood</u>	Craig Beebe
Oregon Live	2/16/2015	<u>Washington County payment for light-rail planning draws ire of Tigard petitioner</u>	Dana Tims
Tigard Times	3/26/2015	<u>Differing opinions about Southwest Corridor planning erupt at Tualatin City Council meeting</u>	Caitlin Feldman
Metro Newsfeed	4/2/2015	<u>\$1 billion, and 11 more numbers that define Marquam Hill's transportation challenge</u>	Craig Beebe
Oregon Live	4/6/2015	<u>Residents discuss marijuana regulations, Southwest Corridor route at Tigard mayor's fireside chat</u>	Nuran Alteir
Oregon Live	4/20/15	<u>Washington County anti-rail initiative gets derailed</u>	Dana Tims
Hillsboro Tribune & Tigard Times	4/24/15	<u>Washington County light rail petition in limbo</u>	Geoff Pursinger

Portland Tribune	5/1/2015	<u>SW Corridor Project team seeks community input</u>	Kelsey O'Halloran
Portland Tribune	5/7/15	<u>Transportation needs grow, but no cash available</u>	Jim Redden
Metro Newsfeed	5/8/15	<u>Southwest Corridor Plan launches online map, plans Tuesday forum</u>	Craig Beebe
KOIN6	5/11/15	<u>Tunnels an option in Southwest Corridor plan</u>	Lisa Balick and KOIN6 Staff
Portland Transport	5/11/15	<u>Metro Releases SW Corridor Map Tool, Forum at Wilson High</u>	Chris Smith
Metro Newsfeed	5/13/15	<u>Serving Sylvania: more tough choices for Southwest Corridor Plan</u>	Craig Beebe
Tigard Times	5/14/15	<u>Planners debate about a MAX tunnel underneath PCC campus</u>	Geoff Pursinger
Southwest Community Connection	6/1/15	<u>Community eyes SW Corridor tunnel options</u>	Kelsey O'Halloran
Metro Newsfeed	6/12/15	<u>Southwest Corridor staff recommend dropping Marquam Hill/Hillsdale transit tunnels, delaying Sylvania tunnel decision</u>	Craig Beebe

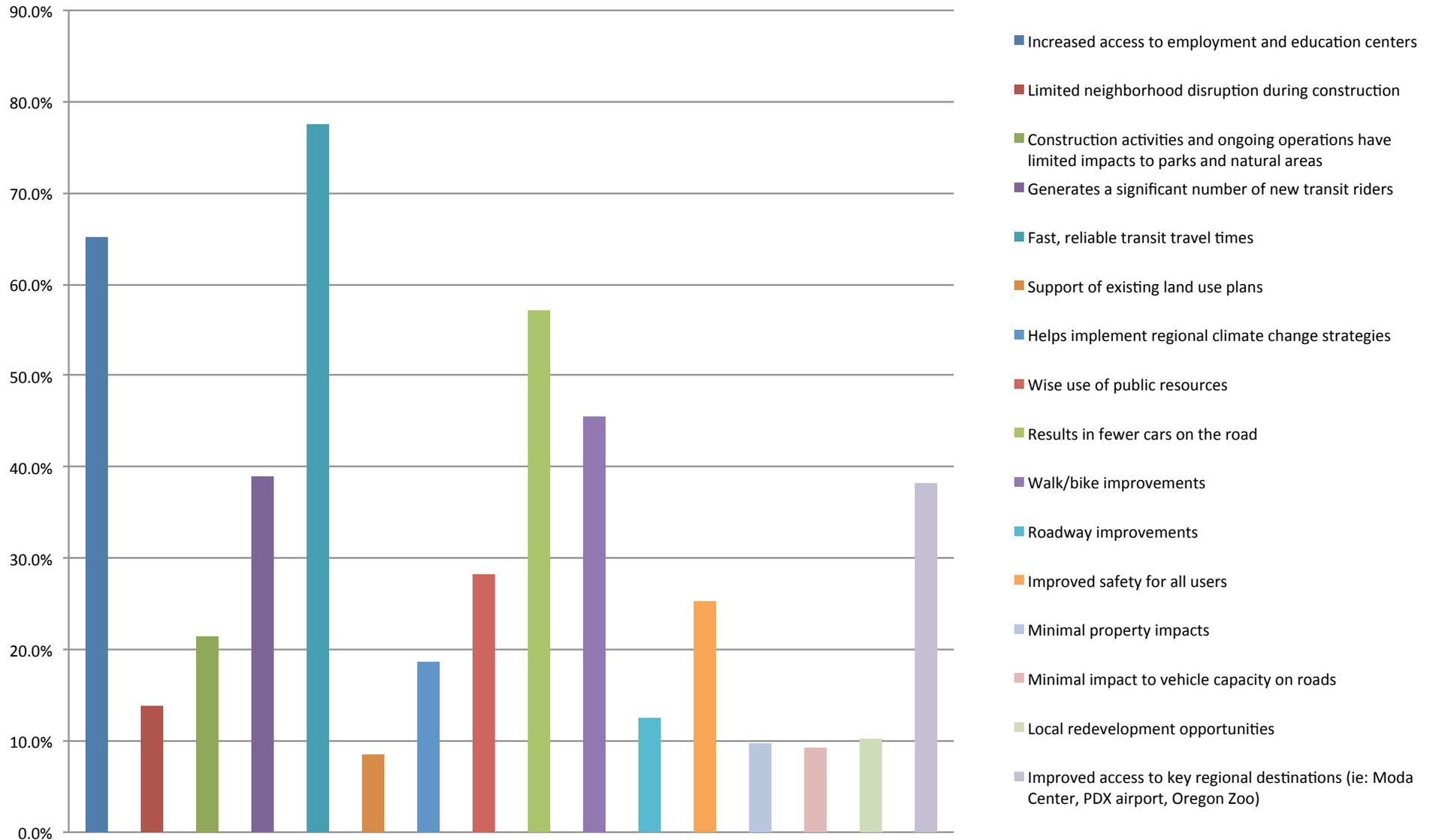
KOIN6	6/12/15	<u>Tunnels dropped from Southwest Corridor Plan</u>	KOIN6 staff
Willamette Week	6/12/15	Regional officials backing away from \$900 million MAX tunnel under OHSU	Aaron Mesh
Portland Tribune	6/15/15	<u>Report: OHSU, Hillsdale tunnel projects rejected</u>	Jim Redden
Bike Portland	6/16/15	<u>Big upgrade to commercial stretch of Barbur looks likelier as Metro rejects OHSU tunnel</u>	Michael Andersen
Portland Tribune	6/24/15	<u>TriMet moves to raise payroll tax to expand regional service</u>	Jim Redden

Appendix C: Survey results

May 8-22 Comment Period

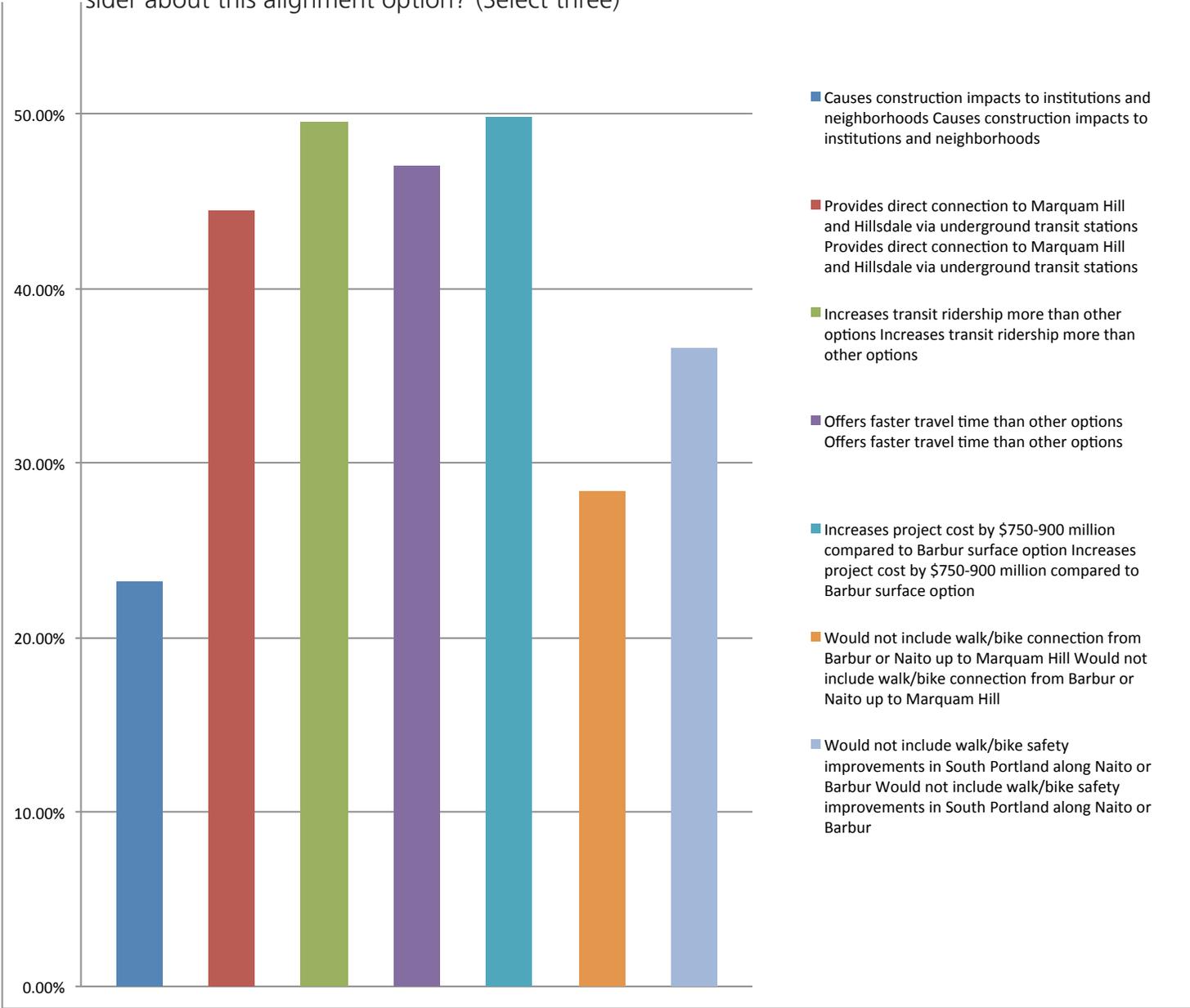
1. What do you feel are the five most important outcomes of a project to build light rail or bus rapid transit in the Southwest Corridor? (Select all that apply)

Response count 1092



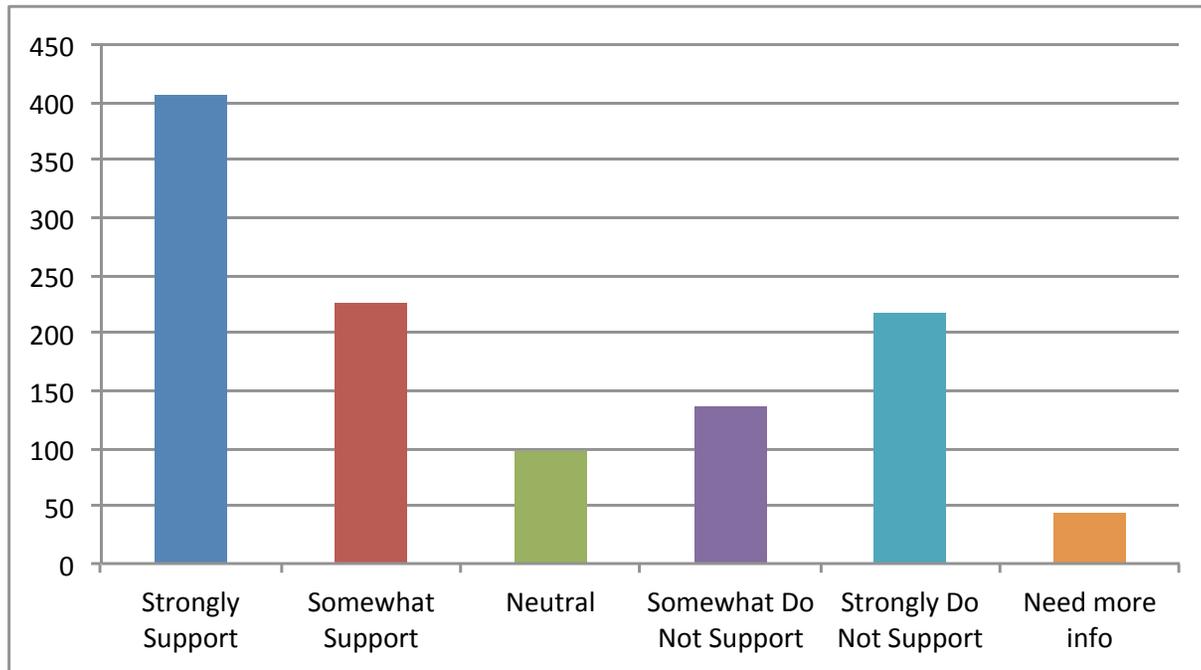
2. In July, the Steering Committee will decide if the light rail Marquam Hill-Hillsdale deep-bored tunnel will continue as part of the project. Which three factors are most important for decision makers to consider about this alignment option? (Select three)

Response count: 1229



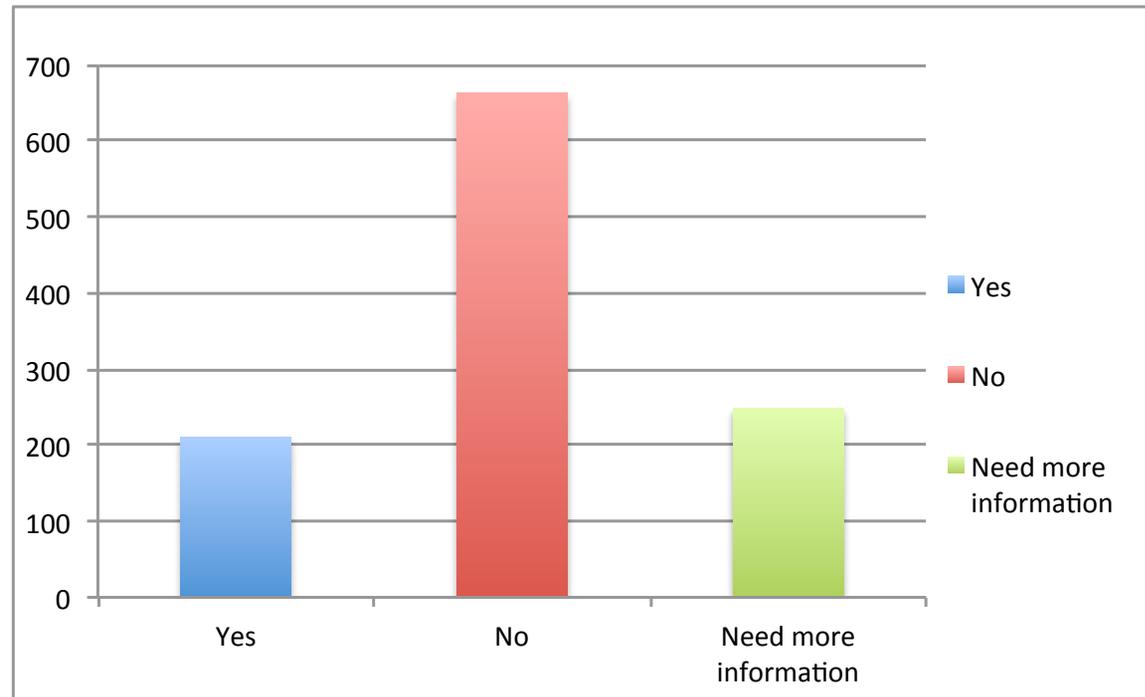
3. Do you generally support or not support a Marquam Hill-Hill-
sdale light rail tunnel being built as part of a Southwest Corridor
high capacity transit project?

Response Count 1126



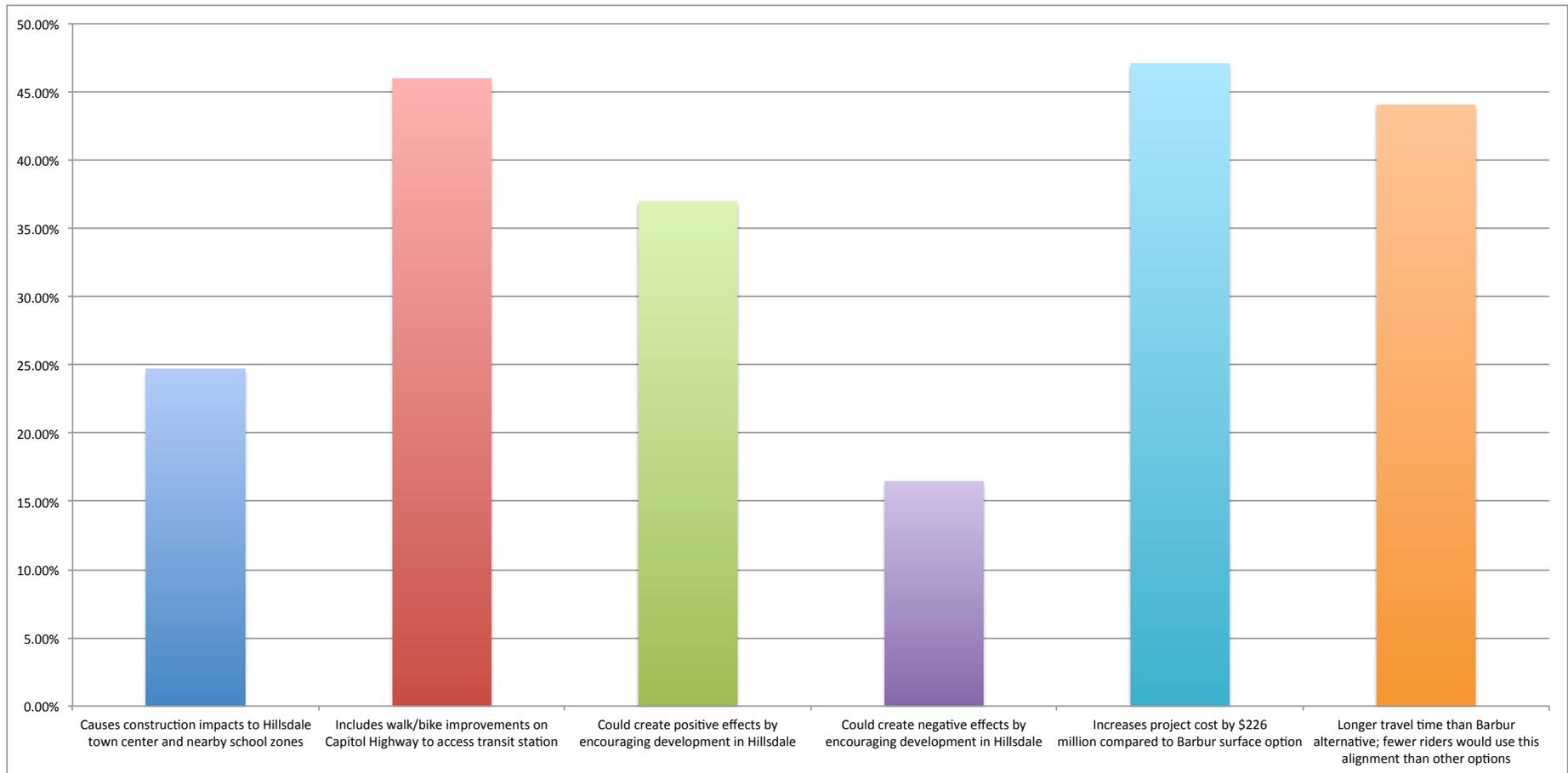
4. Do you think the Marquam Hill area has adequate transit service today?

Response Count 1122



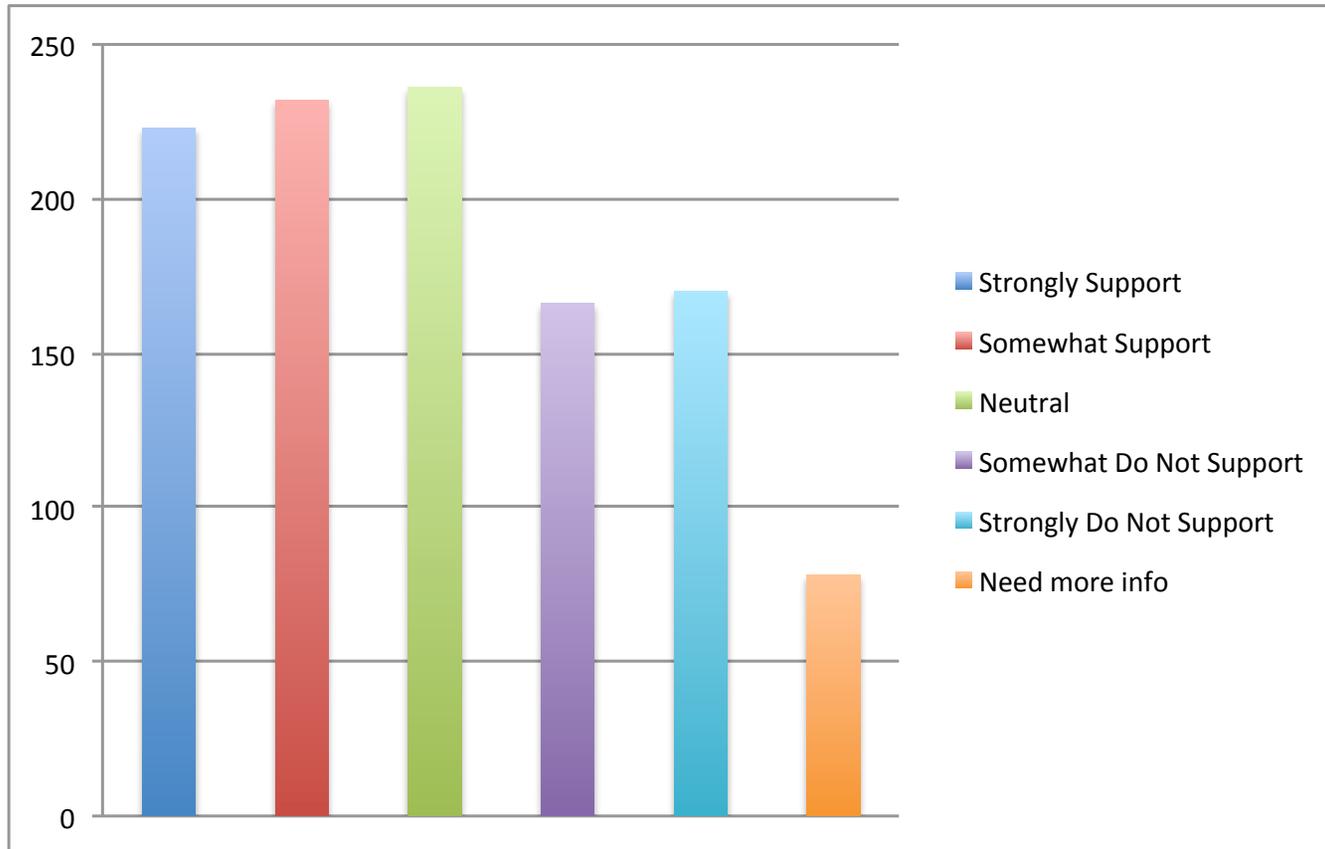
5. In July, the Steering Committee will decide if the Hillsdale Loop cut-and-cover tunnel will continue as part of the project. Which two factors are most important for decision makers to consider about this alignment option? (Select two)

Response Count
1139



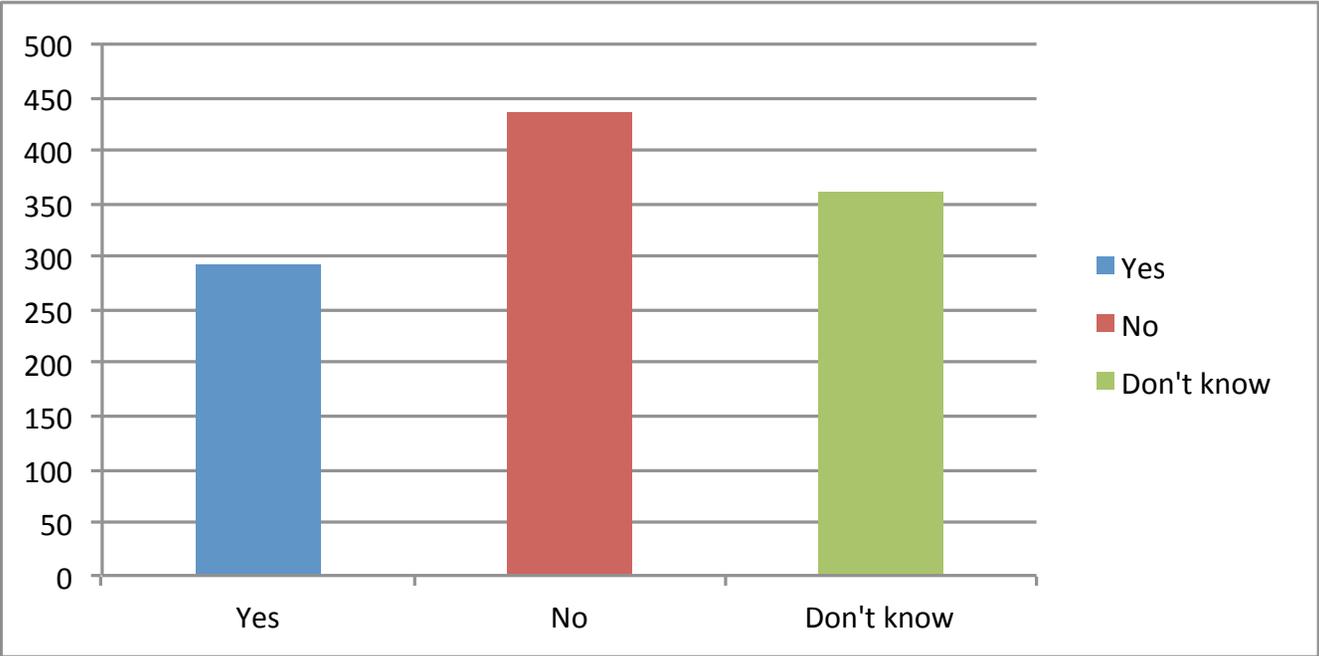
6. Do you generally support or not support a Hillsdale Loop high capacity transit tunnel being built as part of a Southwest Corridor high capacity transit project?

Response Count
1105



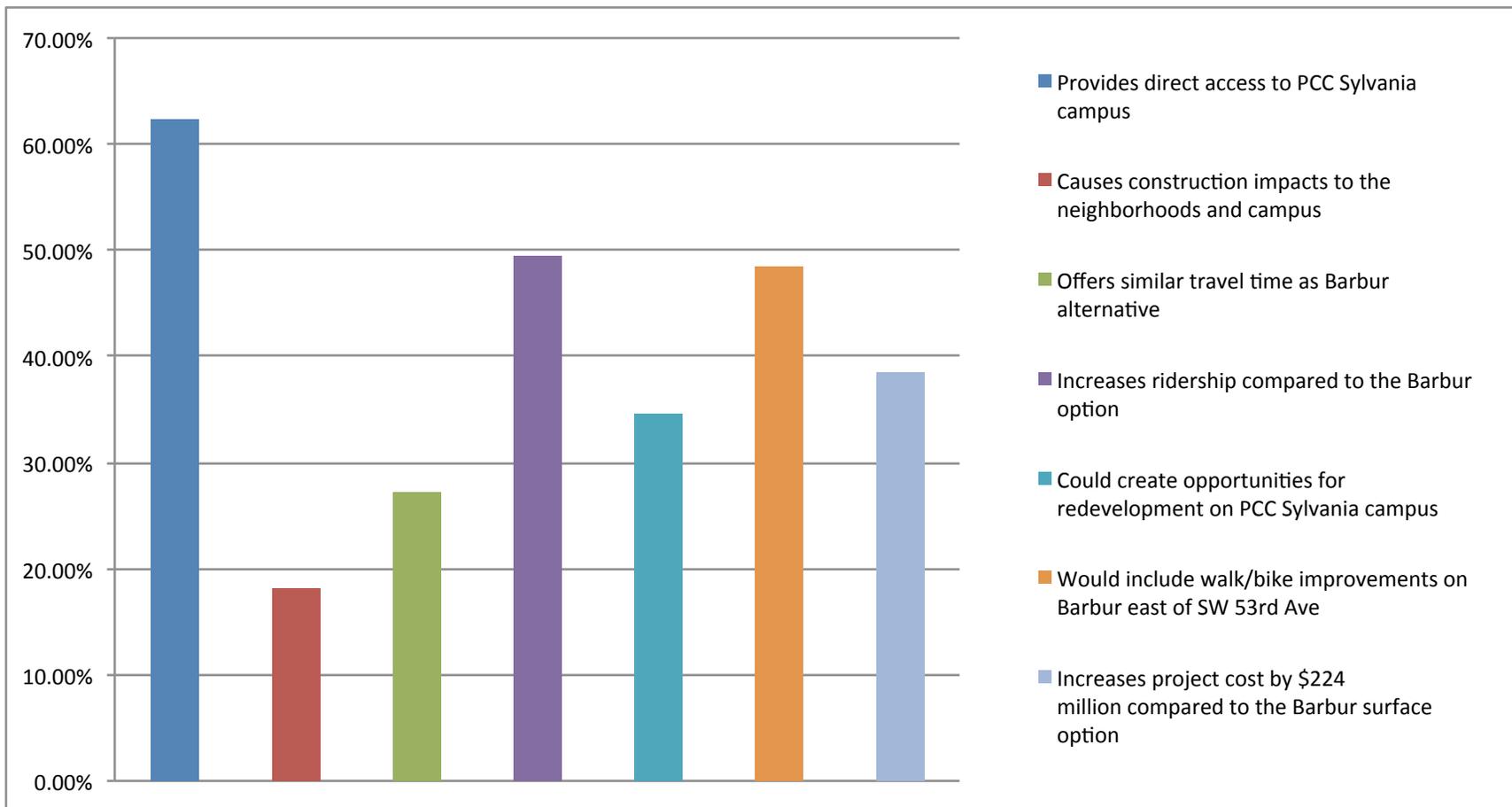
7. Do you think the Hillsdale area has adequate transit service today?

Response Count
1090



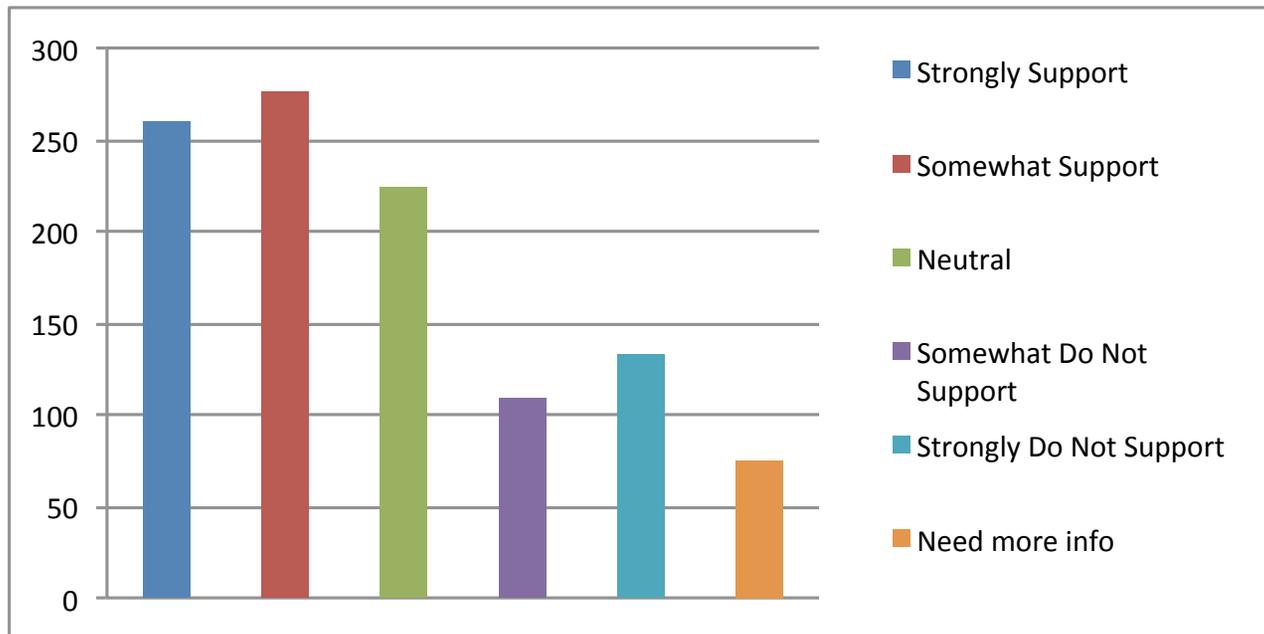
8. In July, the Steering Committee will decide if the PCC Sylvania cut-and-cover transit tunnel for light rail will continue as part of the project. Which three factors are most important for decision makers to consider about this alignment option? (Select three)

Response Count
1090



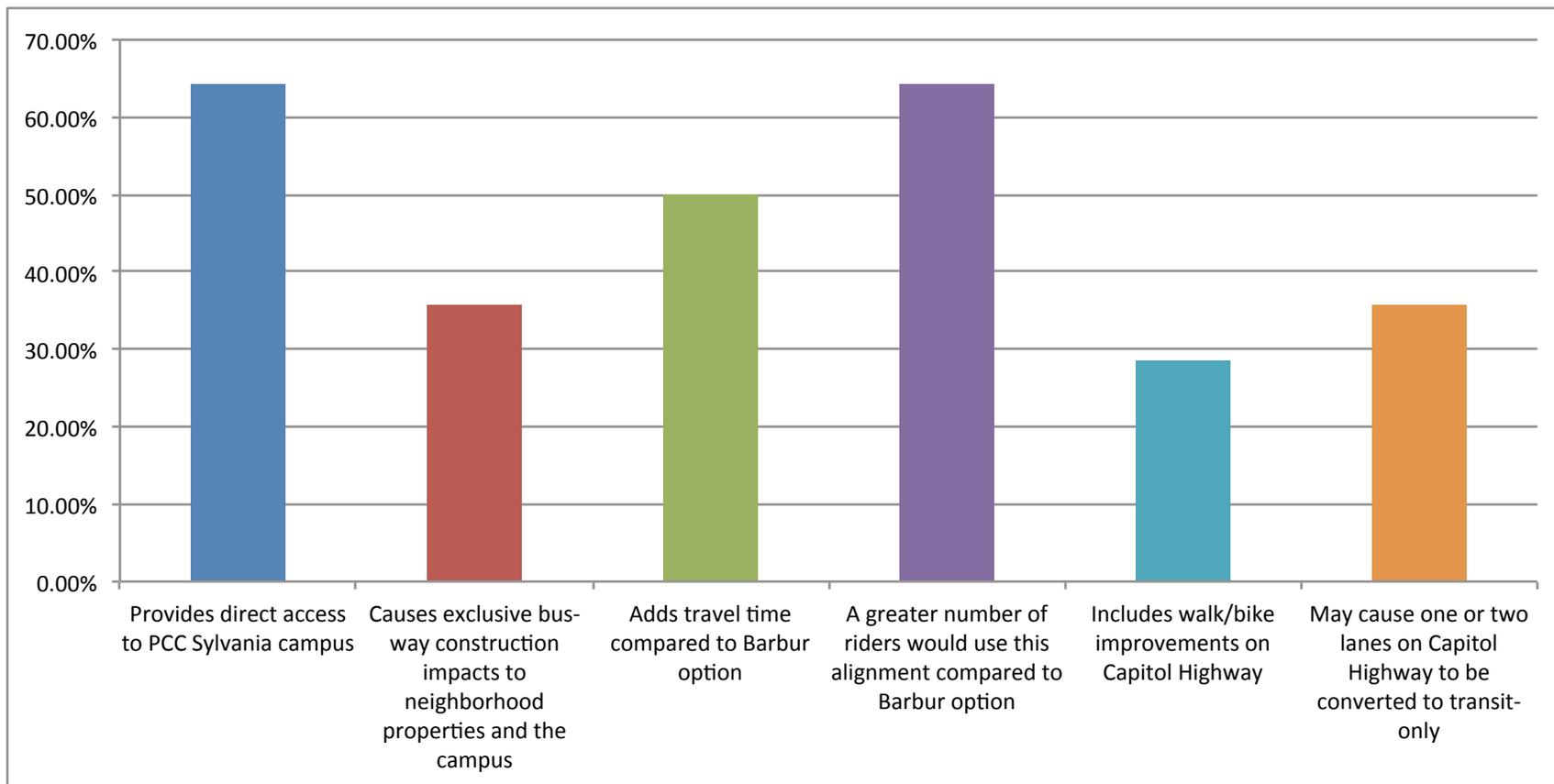
9. Do you generally support or not support a PCC cut and cover transit tunnel being built as part of a Southwest Corridor high capacity transit project?

Response Count
1077



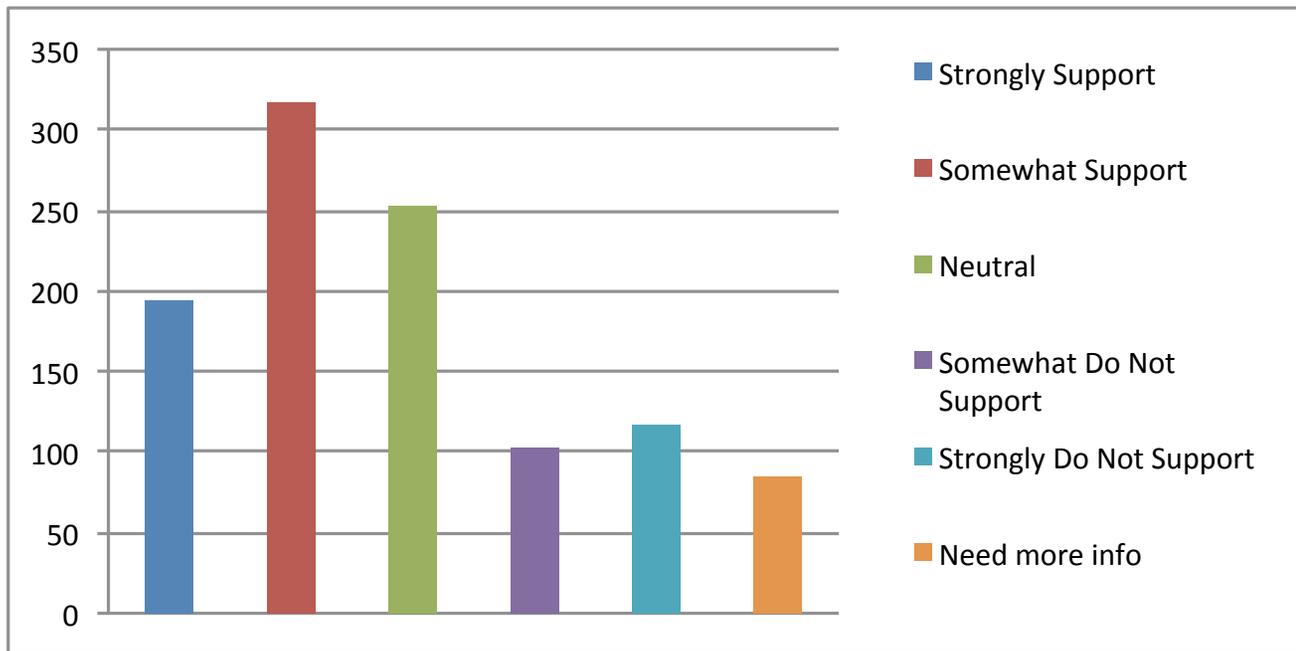
10. In July, the Steering Committee will decide if the PCC Capitol Highway bus rapid transit surface route will continue as part of the project. Which two factors are most important for decision makers to consider about this alignment option?

Response Count
1001



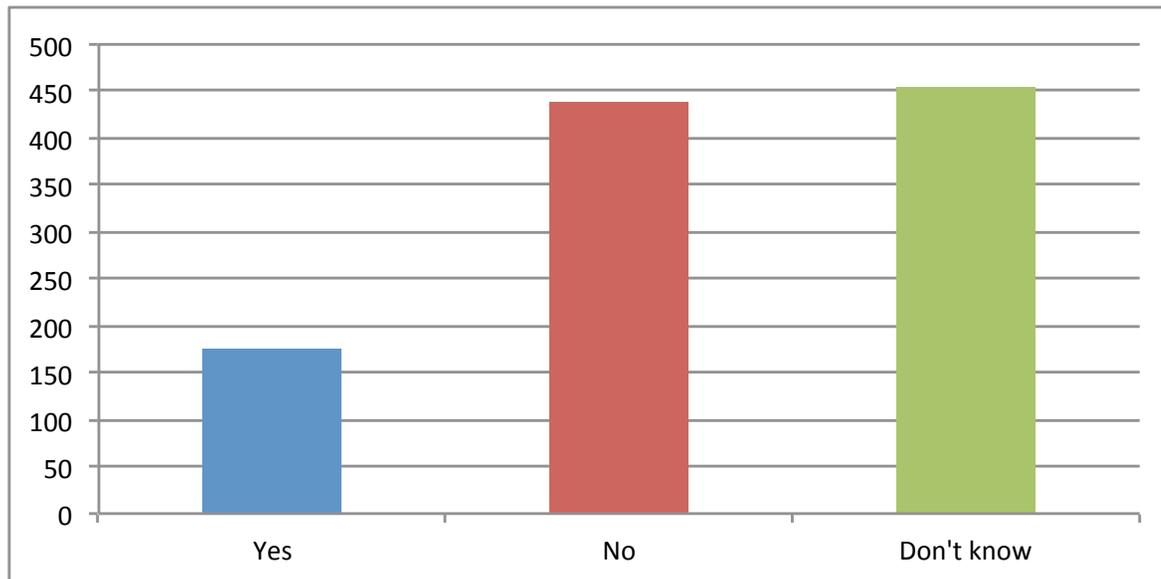
11. Do you generally support or not support a PCC Sylvania bus rapid transit surface alignment being built as part of a Southwest Corridor high capacity transit project?

Response Count
1069



12. Do you think the PCC Sylvania area has adequate transit service today?

Response Count
1068



SW Corridor May 2015 Survey

13. How can the SW Corridor Plan make it easier, safer and more reliable for you to take transit, bike, walk or drive around the Tigard and Tualatin areas?

Response Count: 458

Skipped question: 852

1)	There needs to be sidewalks on more streets in sw Portland. It is very scary to walk around some street with narrow/no sholders. Also porholes, omg.
2)	Well, currently biking doesn't feel safe and transit is slow (my friend had 1.5 hour one way trip to visit his kid, praying he wouldn't miss a bus connection) so any improvement is appreciated! As a former resident of SW living on Beaverton Hillsdale Highway and who rode a bike and transit, it did not feel safe to bike or walk, or convenient to take transit. Often the shoulder was full of water so you had to choose whether to walk in the traffic lane, or in dirty water.
3)	By giving transit priority over car traffic, making transit travel times more reliable, faster; By adding amenities for cyclists including safe routes plus places to store a bike safely when needed, plus improvements to help pedestrians get to transit safely.
4)	More pedestrian/bike over/underpasses over major roads, better lighting on roads
5)	Improve mobile apps for arrival and departure times
6)	Extend light rail out to PCC. Proximity to light rail station platforms creates attractive commercial hubs and increases ridership for those that do not normally take rapid transit.
7)	Increase transit and bike ridership to decompress the highways
8)	Protected bike lanes on Barbur... And the ability to bike and ride to destinations southwest (I'm in Milwaukie).
9)	It is important to include bike and pedestrian improvements as part of any public transit option that is eventually implemented. Bicycling and walking are essential components of a transportation network and help local areas "feed" into the MAX/BRT lines.
10)	quick trains (light rail, street car) that have dedicated routes so they don't get stuck in traffic- and safe biking corridors with no cars competing
11)	Bike boulevards/side street improvements to keep bikes off main roadways. General improvements to

	current bike/walkways.
12)	Add two travel lanes to Hwy 217. Put any rapid transit underground. Do NOT remove any auto travel lanes.
13)	include park and ride lots
14)	Less cars on the road, less traffic, increased safety, faster commute times
15)	Mass transit throughout the zone needs to be increased dramatically to make it a viable option for daily commute as well as weekend and evening use. Coupled to this, vehicle traffic needs to be directed to freeways, and through traffic discouraged on surface roads.
16)	BRT preferred Tunnels too costly and don't serve the immediate area well Improved bike lanes and walk ways along Barbur, Capitol Hwy, and Taylors Ferry
17)	increase frequency and availability
18)	Lake Oswego access???
19)	Direct accessibility to Marquam Hill, ability to connect with South Waterfront, shortest travel times possible
20)	If there is an easy connect in the burlingame area it will make getting to tigard tualatin easier for me when i do go and I would chose the transit over driving.
21)	Better, more comprehensive Max line. Also have more "park and ride" stations. I would ride the max more if I could get to it.
22)	make some streets car less - it would be much safer than what we currently have
23)	What would be ideal is to find a way to reduce traffic and increase safety and access to biking, walking and especially mass transit alternatives
24)	I'm an OHSU employee who has commuted by public transit from the Tigard area for the past five years. With limited and infrequent bus service to Marquam Hill, I'm delighted to hear that southwest commuters are finally being considered! I recently moved closer to Barbur transit station in order to cut down on my commuting time from using Highway 99 (which can be horrendous). Even with the move, there is still only one express bus from my area that goes directly to Marquam Hill; the 64. If the bus breaks down or if I've simply missed the last line (which mind you, comes at 8am), I've had to catch the 12/94 line, overshoot OHSU and ride into downtown to catch line 8 up to Marquam Hill. The SW Corridor Plan will help to provide additional options for southwest commuters and allow for more

	reliable transit to major educational and employment facilities.
25)	Simply have more options. I exclusively drive to Tigard and Tualatin because most of the time it would take exponentially longer to wait for public transportation.
26)	I walk, bus, max, tram pretty much everywhere I go, and live in Multnomah Village. SW Portland would benefit immensely from more sidewalks on busy/fast roads! I understand it's unreasonable to add sidewalks to all neighborhood streets, but it's dangerous how narrow the side of the road is for walking/biking, especially on SW Capitol Hwy; with as many curves and with how fast people drive on that road, I'm surprised there aren't more accidents.
27)	Make it a dedicated system like BART in the Bay Area - no sharing with auto and/or pedestrian traffic would make it safer and more efficient for everyone.
28)	I would use the MAX to get to Marquam Hill. That would be a great alternative to the Trimet's 8 bus.
29)	Have to commute to OHSU from Durham. Have tried biking, but the flatter (less hilly) option does not have the safest bike lanes. The more hilly route through lake oswego is too hard at 6am. Would love to see more bike lanes and paths so I can get to OHSU without a car.
30)	Separating/increasing buffer space between high-speed roadways and bike/pedestrian paths. Creating/clearly defining bike lanes. Improving pedestrian access over/around highways and overpasses.
31)	A bike path that is safe
32)	LRT with underground station for marquem hill
33)	Ensure adequate park and ride access to support ridership
34)	If they had good direct routes from a 99W and Durham Road to Marquam Hill I would try to use them.
35)	Increase bus service, but don't add light rail. Add express lines to large employers like OHSU.
36)	Improve bike lanes on Barbur Blvd.
37)	Less stops if traveling from outside areas (i.e. more direct, faster)
38)	Add bike lanes to highway 10 further west were there are none. Do more to separate cars and bikes when cars are traveling at speeds of greater than 25 mph.
39)	Guarded bike lanes--lived all over the country, cycled/commuted all my life. This has been the most dangerous place to ride.

40)	I'm a 12 hour shift employee at OHSU- I usually park in SW Portland (off of SW Hood) and ride the bus to the tram. However when I get off of work around 1930 (varies greatly) If I do not make the bus at 1945 I have to wait an hour for the next one. The walk down to where my care is parked is 1.5 miles and has several no light or dimly lit areas with construction and broken sidewalks. It does not feel safe to walk. This significantly impacts my ability to get home. I would love to see more buses and transit options for times when a majority of OHSU employees get off of shift or are coming on (RN's, CNA's, HUC's and more often work 7-730 am-pm and pm-am).
41)	Eliminate the 94 Express going to downtown Tigard and restore 94 Express service for the whole length
42)	Trains are a good investment for high capacity areas as they remove traffic from the streets entirely and reduce carbon footprint.
43)	I rarely travel in this area.
44)	Instead of mixed-use, consider the enjoyment of bike-only and walk-only lanes.
45)	Designated lanes for bus and bike on Barbur.
46)	The biggest issue I'd like to see fixed are the incredible disappearing bike lanes on Barbur Blvd. It's currently very difficult to bike from SW safely. I would also take bike lanes on Capitol HWY as an alternative.
47)	Increasing car traffic in this area is unsustainable for current roads. Changes need to be made to accommodate growing region.
48)	NA
49)	Need to extend bike access from South Waterfront to Lake Oswego. Need a way to bike from downtown to Tigard. No more "share the road."
50)	Get rid of the drugs, strip clubs and crime along Barbur and put in safe options. Improve bike/walk options from surrounding neighborhoods to Barbur.
51)	Look, I'd be happy just putting in more sidewalks, bike lanes, and street lights along the various roads in the SW area.
52)	Include some money for some pedestrian overpasses
53)	By offering 24 hour Marquam hill / SW service for patient, student & employee access. Including and increasing express stops at Hillsdale from existing Beaverton express services. Improving bike access (off major roadways) to downtown PDX/Hillsdale.

	Decommission the park n ride at Washington square and relocate to alleviate congestion.
54)	This survey makes it sound like we can either provide efficient transit that takes people directly where they want to go, or we can have safer pedestrian and bicycling infrastructure, but we cannot have both. Transit needs to be direct and not just get people close enough. Bike and pedestrian improvements should be done anyway for their own sake.
55)	Do not confuse motion with progress. Leave things alone. No taxes, bonds, or the like.
56)	Get me out of my car and off of I-5 when I need to go to Tigard/Tualitin.
57)	With a more direct high speed transit train option I would ride to work from Tigard.
58)	The plan needs to decrease transit time if people use the system with adequate parking so people can drive to transit system and park. This would increase ridership by making it faster to take transit system than drive.
59)	Do not waste tax money on rail. Build better roads for new bus routes that have a much, much lower cost per ridership mile. Better roads would also mean less congestion for autos. Listen to the people!!!
60)	Please DO NOT take away a lanes for rapid bus transit or put light rail down the middle of Barbur Blvd or Pacific Hwy. This is one of the main reasons that Tigard residents voted to have a say in the matter. We need all lanes as an alternative when the freeway is backed up, and people are still not going to give up their cars, especially if it's faster. If you're going to create a light rail, why can't it go along the I5 freeway (like it is along Hwy 26)? Plus they just spent millions to redo Hwy 99 in Tigard to make the traffic flow better.
61)	no opinion
62)	More buses, more reliable. Rapid buses make sense, cheaper, faster, less infrastructure for TriMet to maintain and pay for.
63)	You need to get people DIRECTLY to where they need to go. Avoiding OHSU, Hillsdale, and PCC to ameliorate a small number of neighbors and save short-term dollars would be short-sighted and defeat the purpose of a high-capacity transit line.
64)	N/A
65)	more safe bike lanes

66)	keep rail off Highway 99!
67)	I live in Lake Oswego and work at OHSU. I would love better options for public transportation. I work odd hours and have to drive because the bus does not run as frequently or at all during the times I commute.
68)	If there were transit stations out this way to get downtown, to the airport, etc. via lightrail, etc. I'd be all for these improvements.
69)	Sidewalks on every street in Tigard. Drive around even on the main streets and see the lack of sidewalks. How about 150th, what a mess!
70)	Build the West-Side ByPass
71)	Find a way to make the WES a more viable transit option for commuter.
72)	reduce congestion on Pacific Hwy (99w)
73)	I work in Tualatin and the 76,96 routes do not ran early or late enough to get to or home from work
74)	Support the AORTA 6-mile long tunnel option!!! Provides much better and faster access to entire area, and to Tualatin/Tigard. Need to use South Waterfront tunnel portal to connect with downtown Portland AND Milwaukie line, and future eastside connection which would bypass the slow, congested downtown alignment, AND provide for a FAST N/S alignment along the I-5 corridor.
75)	Sidewalks
76)	Return line 94 to express service all the way to Sherwood, with transit along Pacific Hwy.
77)	Don't know.
78)	Yes
79)	A family member was previously a PCC-sylvania student and had to commute from NE Portland via Car / I-84 / I-5. Our part of NE Portland is served by 3 light rail lines, 2 of which serve the transit mall and would make an excellent connection to the PCC area. PCC serves the entire city and many courses are only offered at Sylvania.
80)	Need more east-west options, and other options that build a network that avoids going thru the Central Business District. Key to success is timing vehicles so that riders can transfer from one line to

	another with 10 minutes or less wait time.
81)	A bus-only lane or light rail along Barbur would be a good way to improve access to those areas.
82)	Make travel time reasonable; connect to safe bike/walk paths that branch out into local areas; provide safe bike parking at several areas; don't make driving the easiest, fastest, way to move from place to place.
83)	Lessens the number of cars on the road or lessens the distance they have to travel to connect with transit.
84)	More frequent service, easier/less lengthy access to Marquam Hill
85)	There are no long routes for biking, walking or running in this area - there are a lot of little greenways that don't go anywhere, which is very frustrating. There are bike lanes, but I don't feel safe riding on them.
86)	Increase bike lanes
87)	It won't. Doesn't involve areas we frequent.
88)	<p>need rail/train systems - fastest and clearly the way to go if you want to expedite commutes for large numbers of people.</p> <p>bus traffic is hopelessly slow, timing unreliable, and susceptible to traffic delays.</p> <p>commutes to OHSU marquam hill now are hopeless (ie take even longer than driving, for example a 15 min drive = 45 min commute via public transportation for a friend and 25 min drive for me is a 2 hr public transport commute). as an alternative one could consider trains to the waterfront OHSU campus and use the tram to get to the top of the hill. this may be far cheaper than building a tunnel. tram capacity may need to be increased but the tram works well so far and the waterfront campus is much more accessible in terms of other transportation links (ie north-south corridor along the I5 is a good stopping point for traffic from Tigard/Tualatin heading to the city). the waterfront campus will grow over the longterm so there needs to be good transportation not just to the marquam hill campus (currently envisioned by rail tunnel) but also to the waterfront. I often park at the waterfront campus and take the tram to marquam hill. works well but i'm only an infrequent visitor and this convenient parking is not available in large numbers for employees who commute daily.</p>
89)	I'm specifically interested in improved north-south connections in the Tigard - Lake Oswego - Tualatin area. Two areas in particular strike me as of key importance: facilitating quality north-south transit between Tigard and southern Beaverton (Progress Ridge, Barrows and Scholls Ferry Roads, the Cascade Parkway area), and enabling better connections for riders coming from both north (Beaverton) and

	south (Tualatin) to make better connections to areas such as the Kruse Way business district and PCC-Sylvania.
90)	If the light rail goes in I would like to see an express bus on the same route as the 92 that goes direct to the Tigard center to caught max.
91)	Increasing safe guards to ensure the safety of those that do not drive a personal vehicle (i.e. pedestrians, bicyclists, etc.).
92)	Build actual side walks with separate bike lanes. Why does SW PDX have no sidewalks
93)	Continue multiple options to Downtown Portland. Focus on BUS service not light rail or underground. It is proven and cheaper. Tri-Met seems to have an unwarranted fascination with non-bus options. They may be "sexier" but they are not better and certainly not cheaper.
94)	Would be interested in more frequent transit service along 72nd
95)	The more comprehensive MAX coverage, the better.
96)	Build the AORTA 6-mile deep tunnel that would have the greatest impact on reducing traffic in the Barbur corridor thus making it more convenient to bike or walk.
97)	Provide a Max line to the Tigard/SW Portland area.
98)	I live in Tualatin and soon Wilsonville- there is no reliable safe and quick transportation to OHSU were I work. It takes twice as long than car, no significant cost savings, and multiple transfers.
99)	Light rail would make it easier and faster.
100)	I bike/bus every day between Mt. Park (LO) and OHSU. Barbur and Capital are flat-out dangerous and unacceptable in terms of pedestrian safety, and are wildly out-of-line with progressive, intentional, multi-modal transit. We need roadways, sidewalks and transit lanes that value communities and pedestrians (not just single person drivers).
101)	Sidewalks and bike lanes that are safe. Better, quicker transit options. MAX is great as long as you have bus lines to support it in the neighborhoods.
102)	have bike crossings where button to activate the signal is right next to the street so bike rider can ride easily over to press the button. each large road crossed should have a bike button/signal to stop traffic just as they have in Vancouver, bc. perhaps a bike/pedestrian walkway could be placed next to the transit lane that would be separated from traffic. the barbur bridges are unsafe for bikes right now because cars zoom up behind cars and also harass bikes using the lanes when crossing the bridges. crossing over road to Hillsdale is not safe for cyclists right now as cars ignore the flashers activated by

	bikes. it would be better if bikes could go above the car routes. Tigard and Tualatin need more bike routes or bike/pedestrian only paths.
103)	Providing direct access to PCC will reduce the traffic at the Capitol / Taylors Ferry 4-way stop (near the Walgreens), which is ALWAYS a complete traffic mess in the mornings (with lines of traffic backed up onto the freeway).
104)	better, faster options from North Portland
105)	Put in a rail line (like TriMet and not like the street car) that doesn't stop for car traffic and wouldn't require any transfers between the south waterfront OHSU campus and Tigard.
106)	Remove the island down the middle of 99W
107)	have bike lanes between cities
108)	Better roads.
109)	I will never take take transit, bike or walk on a regular basis. I enjoy my car and the more difficult you make it for me to get around by car and park, the more I consider moving to another city/state. The number one reason I drive is for safety reasons. The second is that even though I am not "disabled", I experience physical limitations that make it unreasonable for me to use mass transit. I have been a homeowner and a tax payer in Oregon for 30 years. You are driving me out! You are driving out the people who made this city what it is.
110)	better/safer walking and bike options from nearby neighborhoods to the designated transit option (i.e. sidewalks)
111)	it will noit help me at all.
112)	Nice. I love that the area I'm in (Markham) apparently doesn't need better cycling options, even though it's fabulously dangerous.
113)	In general (and it sounds like all of these options will help with this) there needs to be more mass transit options. I only work in the SW, I don't live there and I would never consider living there the way it is currently set up b/c there are so few transit options. Some sort of light rail or BRT would really help with that. Additionally, I feel like the SW is one of the least safe biking areas. Barbur is notorious for hit and runs and most bike lanes are completely disregarded (with drivers half driving in them or using them for turning lanes). Downtown and the Eastside are much more biker friendly and feel much safer. I think better labeling (expand the green stripe) and physical dividers between bike lanes and the drive lanes would significantly help.

114)	How about looking at cost considerations. It doesn't appear that is strongly considered. The impact on small businesses who have to pay for this is unreasonable.
115)	i live in south burlingame and work at nike. any option for mass transit that would get me to work in less than the 90 minutes needed now would be welcome. either via downtown, or the WES.
116)	Enhanced bicycling and walking infrastructure
117)	Better cycling paths running east-west and north/south between SW Portland and Tigard/Tualatin
118)	SEPARATE infrastructure for bicycles. Research has consistently shown this increases # of cyclists/cycling trip and reduces automobile trips.
119)	Has the cost of boring a 2.4 mi tunnel been compared to the cost of creating an upper deck all the way along Barbur from Downtown? Vehicle and BRT express lanes w/ minimal on/off.
120)	Protected bike lanes on Barbur from Portland city center to Tigard or, ideally, all the way to Tualatin.
121)	Make it easier for me to get to places from home and to get home
122)	Better walk and bike connections to all transit stops. Dedicated buffered or infrastructure protected bike lanes on Barbur.
123)	Their own travel paths.
124)	I drive. I don't like the trains due to the others riding it. There are good people but there are some undesirables that I do not want around my home or family.
125)	faster, direct connection and more parking at transit center from downtown to Barbur Transit Center. More child friendly travel - seats guaranteed, seatbelts
126)	Add more bus service, especially expresses, and make it dependable. If you add trains, my concern is safety. You need active patrols/conductors on all of the trains
127)	no comments
128)	Add and improve cycle access in Tigard and Tualatin. Need connected, alternatives to Hall and Pacific Hwy. Improvements to Fanno Creek trail to accommodate cyclists and pedestrians.
129)	safe walking and biking routes
130)	Sidewalks in areas without sidewalks (eg, SW Capitol Highway).

131)	The SW corridor project is good since it will result in increasing the frequency and reliability of the system, so that more riders will use Tri Met
132)	By reducing the number of cars on the road
133)	n/a
134)	A better Rail option has to be created for the area. WES isn't an option on weekends. Something needs to be done on 217.
135)	Increase frequency and use dedicated transit lanes
136)	Support local feeder service to WES & the new HCT project under consideration.
137)	Make sure bikes have a place. Both Barbur and Capitol Hwy are so dangerous now, I won't ride on them.
138)	I never go there.
139)	I live in Tualatin and work in downtown Portland, and I-5 traffic at rush hour is getting worse and worse....so I would love to see a light rail built from Tualatin to Portland.
140)	increase parking capacity at Barbur Transit Station
141)	We need to put more resources into service to the outlying areas such as Garden Home. The service is unreliable and infrequent, and many people currently must walk one to two miles in order to get a bus, especially on weekends. Many people do actually work on weekends, and those people are more likely to not have cars.
142)	Provide shorter wait times by increasing the number of buses that provide service between Sherwood and Barbur Transit Center.
143)	I don't get out there very often, but I wonder why there's so little bus service along Durham Road between King's Hill and Bridgeport Village Mall.
144)	Light rail service through sw Portland. Increased sidewalks and bike lanes.
145)	Provide safe facilities for biking and walking. Adding sidewalks on all of the main arteries in southwest should be a high priority. Specifically, we desperately need sidewalks on Multnomah blvd, Garden Home rd, and Capital Highway.
146)	Please also consider adding a sidewalk to Taylor's Ferry Road.

147)	Provide more options
148)	Sidewalks?
149)	Few roads with safe bike and walk lanes/side walks make it difficult to get around, especially in the Garden Home/Crestwood area.
150)	more frequent buses and runs that are later.
151)	Add more bus service, especially expresses, and make it dependable. If you add trains, my concern is safety. You need active patrols/conductors on all of the trains
152)	The project should fund the most efficient option that maximizes ridership while providing pedestrian access improvements for the first/last mile for each station.
153)	synchronize signals so buses can keep moving.
154)	Trimet line 78 should run between Tigard TC and PCC Sylvania only. Line 76 becomes frequent service between Beaverton TC and Meridian Park Hospital
155)	We live on 68th Pkwy, so the bus 78 is our lifeline to connecting with any other bus. Please do not change the route to be north of Pacific Highway only. To get to school and work, we need the 78 going to PCC Sylvania and on to Lake Oswego. I would also like faster service on the 36.
156)	I would love fast transit via any method from hills dale center to Downtown and airport. We still actually need express trains throughout the system though because our system is slow compared to other large cities.
157)	Increasing rapid transit to downtown
158)	a safer way to bike across Barbur and I5.
159)	More shelters, frequent bus service
160)	Add better sidewalks and better pedestrian visibility. More pedestrian only lights. ADD PUBLIC RESTROOMS
161)	more.frequent.later.service.
162)	Read answer #1 other
163)	Fast safe reliable grade separated rail makes a valid backbone for both transportation and economic

	development.
164)	I live near 66th and Taylors Ferry. More protection and improvements for pedestrians and cyclists with better sidewalks would be great. I don't feel safe walking long distances on Taylors Ferry.
165)	It is already a mess, and to increase this mess by adding infeasible amounts of congestion, pollution, long, tiresome commutes and a higher risk to bikes, walkers and joggers is throwing good money after bad..
166)	Rely exclusively on bus transit and reduce mass transit impact on existing auto, bike and walk resources.
167)	More light rail or trolleys.
168)	close bus services to my home off Barrows Rd and 157th
169)	Weekend service and extended weekday hours to Tualatin. In other words, expand the 96!
170)	Safer bus stops and more accessible park and rides
171)	Decision-makers must bear in mind that PCC Sylvania is nearing completion of a major reconstruction and remodeling project. Timing is a really big issue in any decision to tunnel through this recently redeveloped campus.
172)	Security on each train. More faster trains something like a expels service less stops. Be reliable!
173)	Downsize all roadways to allow bus/hike/bike priorities; Slow all Portland boundary roads to 25 MPH for vehicles and (on 4 lane roads) allow bus prioritized lanes and 35 MPH so people will actually get places faster with the bus than with their single occupant vehicles. Employ photo radar that tickets the vehicle exclusively instead of the driver. Add more bus shelters. Add more bus stops at a minimum of one every two blocks. Get rid of all Tri-Met's stupid, costly and non-productive Administrators that are seemingly destroying and/or sabotaging Tri-Met with idiot policies that actually support using your own vehicle over using Tri-Met. Require all Tri-Met employees to use mass transit instead of driving to and parking on SE 17th Avenue in Portland. Don't pay a cent more than MINIMUM WAGE for Tri-Met Administrators...and start ot 'walk the walk' instead of this planning BS where all that currently and historically is done is that you don't do valid or legitimate planning and you just talk talk talk without substance of intelligence so Tri-Met is continually in a state of wasting \$Millions & \$Millions annually on projects that are obsolete before they ever get built where they don't ever improve because in collusion with Portland SHITTY Council legitimate Transportation and Land Use Planning is mostly a sham, a shame & disgrace, and scam. The current 'planning plans' are evidence of the LIE, LIES & LIARS hard at work hardly working. While I exclusively use Tri-Met for transportation, the Tri-met so-called 'leadership' sabotages the existing poorly construed 'system' by removing more and more stops and

	shelters, so while Portland's population may be increasing, Tri-Met's ridership is not increasing proportionate to the area's growth where ridership is actually decreasing due to the politics of rot and decay as noted above...and as seen and felt throughout the region.
174)	Connect to routes serving Tualatin, Sherwood, West Linn
175)	Increased bus service!!!! Such limited options, even from major connecting area like I-5 and Bridgeport.
176)	Improving walking conditions next to PCC Sylvania would be great.
177)	Remove photo radar and remove some traffic lights on Tualatin-Sherwood road. Provide a bus line from Sherwood to Tualatin and from Tualatin to Wilsonville.
178)	Biking on roads is terrible. Already some trails that could be extended for a no road bike commute to downtown
179)	More bus routes that go west/east - going down 72nd and/or Durham. Bike lanes in more areas would help with safety. There needs to be an alternative to Hwy 99; riding a bike on 99 is close to suicide.
180)	Easy to cross big streets or major highway
181)	Extend service down to Wilsonville dammit. outside of the WES' service times, it's incredibly difficult and time consuming to get from Wilsonville to Portland without driving!
182)	Extend light rail to these areas.
183)	More frequent trips and more hours. Most special events in Portland are held in the evenings, and even fairly early evening events are out of reach for Trimet riders.
184)	I am already taking transit. I am pretty happy with the available options.
185)	biking lane on capitol hwy and all of barbur
186)	more direct access to OHSU, at later times of day, instead of requiring later users to connect through downtown
187)	Connect to Oregon City Transit Center.
188)	Improved walkways on sagert street between 72nd and the opposite end of the overpass. I walk that to catch the 96 in the morning and it's a hazard with only a line to separate pedestrian from speeding vehicle. It's this way on both sides of the road.

189)	I would have better access.
190)	Reduce the number of lanes, reduce speed, fill in sidewalk & bike lane gaps on sw Barbur! Offer more lighted pedestrian crossings for safe movement east/west across sw Barbur! Make saw barbur a safe street, a vision zero super star, make it possible for 8-80 to safely bike & walk!
191)	Provide safe pedestrian routes to transit stops; provide safe bike routes..
192)	Light rail with stops at OHSU and PCC is very important.
193)	Analise the region-wide cost benefits of the AORTA 6-mile deep tunnel option with the North Portal serving the South Waterfront Area and deep stations serving OHSU/VA, Hillsdale, Barbur TC and PCC.
194)	Better side walks and crossings
195)	It can't unless the transit is faster than already existing buses. Commuters to downtown Portland want efficient and fast transportation. The existing Wes line is highly inconvenient to many so we stay on bus for most part. It has also caused more congestion during morning and evening rush hour in Tualatin.
196)	Light rail I would ride, bus rapid transit I would avoid. City needs to begin looking at true bicycle that includes cycle tracks, not unprotected painted bike along the side of busy roads.
197)	what about sw Vista area?
198)	I simply will not use transit in that area.
199)	Provide safe pedestrian access to new transit locations.
200)	Make bike/ped improvements to bridges on Barbur
201)	N/a
202)	light rail is the best!
203)	The 78 is often over crowded, especially during times where there are a lot of classes. Many times people are left at the stop because there isn't enough room on the bus. And right now it is the only option for getting to PCC for those of us that live in Beaverton
204)	Add more bus service, especially expresses, and make it dependable. If you add trains, my concern is safety. You need active patrols/conductors on all of the trains

205)	Extend WES hours and days. I live in Beaverton but work in Wilsonville and traffic is horrible. But WES leaves Wilsonville right before my shift is over, and I work on Sundays. So I cannot take transit without altering my schedule
206)	Bus access at significant locations such as retail and business
207)	N/a
208)	I feel light rail in general is a better option, but if there is better bus service that is helpful. People tend to use light rail more than buses and service tends to be more reliable. After living on the west side for several years, I learned it is growing in transit demands and I often felt frustrated by the lack of options when I needed to go somewhere.
209)	1. Vermont #1 bus has become so unreliable I started driving to Lloyd every day. Takes half the time and costs only \$30 more per month! 2. Please don't do tunnels on already unstable grounds that can destroy the hills entirely. 3. Maybe try a gondola type transit system? Above-ground, smaller and more frequent and clean energy. (As long as you asked! :) Like a Barbur Blvd monorail.
210)	Direct access points to major connection points, not well services by bus lines.
211)	Provide E-W transit on Beef Bend Road
212)	With the way traffic is now on 99W it would be necessary to develop a tunnel concept.
213)	The corridor should deliver passengers to the centers of Tigard and Tualitan (though in fairness, neither has a center anymore). How they get around once there should be a local issue for those municipalities.
214)	Improved walkways on sagert street between 72nd and the opposite end of the overpass. I walk that to catch the 96 in the morning and it's a hazard with only a line to separate pedestrian from speeding vehicle. It's this way on both sides of the road.
215)	Add more bus service, especially expresses, and make it dependable. If you add trains, my concern is safety. You need active patrols/conductors on all of the trains
216)	I do not think the time and money to build tunnels is wise at this time. We already fear Earthquakes!
217)	By reducing congestion, driving in this area would be easier. In my past employment, I had to drive to my job in this region because transit was not a viable alternative.

218)	Create multi use path similar to spring water corridor
219)	Increased bus service!!!! Such limited options, even from major connecting area like I-5 and Bridgeport.
220)	Don't know
221)	I strongly support just a rapid bus line, no max line. The area on upper Barbur road is a beautiful corridor, and a lot of traffic, and rail will destroy the beauty.
222)	Improved walkways on sagert street between 72nd and the opposite end of the overpass. I walk that to catch the 96 in the morning and it's a hazard with only a line to separate pedestrian from speeding vehicle. It's this way on both sides of the road.
223)	Connect the Kruse Way businesses to the bus system to get us across the I5/217 overpass to Tigard Transit to connect with other buses/WES Train.
224)	Include later service all the way to Tualatin. There are retail stores down there that need to be supported for the workers there that need later service. To Bridgeport Village, Meridian Park and Tualatin Best Buy. This service needs to run till after midnight to and from downtown or to max where it runs later. Last bus out of Tualatin is just before 10. All lines major and some minor lines should run past midnight on all of westside. It is too neglected by trimet.
225)	Put station in center of downtown Tigard and Tualatin. If I want to go there by train, I want easy walking access to businesses there.
226)	Favor light rail over rapid transit for climate change reasons
227)	More bike lanes. Traveling by bike in Tigard is dangerous. The potholes in bike lanes make it even more treacherous. Fix the potholes. I'd go by bike more if it were safer. Fix the sidewalk/put in sidewalk where there is none. Walking on parts of Hall Blvd, for example, is dangerous because I have to walk on the shoulder very close to cars going 35mph or better.
228)	I live downtown, and rarely travel to that area.
229)	Leave it alone. Its fine. You just want to spend more money that you (WE) dont have.
230)	There needs to be a tunnel under Marquam Hill for OHSU/VA ridership. There just isn't any more room for putting more buses on the hill. We need to relieve the traffic that's already there. MAX service from PSU to Barbur TC or Hillsdale and then dedicated BRT lanes from Barbur TC to Sherwood makes the most sense and gives the best bang for the buck. Anything less with the growth projected is

	"transit suicide".
231)	Need investment in bus service that connects neighborhoods in Tigard; the nearest bus stop to my home is almost a mile away.
232)	I don't know. I only travel as far in SW as the Veteran's Administration Hospital, the Northwestern Naturopathic College, and my therapist, located downtown. The only thing I can tell FOR SURE, is that your construction project will further complicate my getting to ANY of the above.
233)	It takes a long time to get from Tualatin to BTC. And quicker travel time from Tigard to Portland
234)	If there was all under ground tunnels in the SW Corridor From downtown under the hospitals on the hill with elevators connection and going onto Tigard spitting into two different line one to Tualatin and Wilsonville and other to Sherwood That way it would not cause problem in the neighborhoods and local road would be open for cars and less bus. and more route connecting to the Subways
235)	Protected or separated bike lanes, not buffered/door-zone bike lanes, and not multi-use-paths (unless they're at least 15' wide).
236)	Provide dedicated bike/walk trails that connect to the greater metro area.
237)	Provide rail options. Significantly improve pedestrian infrastructure and add or improve the safety of crossings on major roads.
238)	Adding bus lanes and bike lanes and more secured bus stops making car travel, bus travel and will increase bike safety
239)	Easier access to south waterfront. I use south waterfront a lot now, and I can already see pinch points that diminish easy access to it.
240)	It doesn't directly impact me living in the Beaverton area, but clearly the tunnel option would be the best long term solution for our region.
241)	A dedicated bike corridor would be excellent.
242)	My two modes of transportation include TriMet and my bike. Any improvements that make this more viable will meet with my approval.
243)	Need a way to get from Raleigh Hills to Tualatin in a reasonable amount of time. I wish this could happen by transit.

244)	Offer greater frequency and more express buses. I could take frequent service bus to express stop to transfer and get to down town. By sharing lanes with Barbur, financial cost is shared with commuters for extra lane capacity and the lanes would be available for vehicles during non-peak transit operating hours
245)	Max service into southwest
246)	Much of SW is not very walkable and caters to cars, so improved and safer sidewalks, crosswalks, bus shelters, and bus/transit stops near shops and public bathrooms. Major construction taking place when school is not in session, or work hours away from rush hour would be best.
247)	Frequent and late service
248)	Don't know
249)	Protected or separated bike lanes, not buffered/door-zone bike lanes, and not multi-use-paths (unless they're at least 15' wide).
250)	Very convenient and makes traveling in Portland and neighboring towns easy
251)	less traffic
252)	Connection along the SW Corridor is very important. Too much traffic, we need transit options connecting residential, employment and service areas.
253)	No but I don't think the focus should be on PCC. There are a lot of people on the busses, always crowded. And it's NOT all PCC. Taking away Barbur which would would and currently does cause many non students to be stranded
254)	Connection along the SW Corridor is very important. Too much traffic, we need transit options connecting residential, employment and service areas.
255)	only if we get on with it; let's put up a bonding program
256)	Take more cars off the road by offering fast and reliable transportation
257)	More frequent service, better access from neighborhoods
258)	Much of SW is not very walkable and caters to cars, so improved and safer sidewalks, crosswalks, bus shelters, and bus/transit stops near shops and public bathrooms. Major construction taking place when school is not in session, or work hours away from rush hour would be best.
259)	Reduce cars on Pacific Hwy. The only cost effective way to support increased commutes into Portland.

260)	The train is faster and better than buses
261)	Adequate pedestrian bike access must be included. Right now, Tigard and Tualatin are not nice places to travel through those methods due to the number of lanes. It is intimidating and scary.
262)	DO NOT PUT THE LIGHT RAIL DOWN THE MIDDLE OF BARBUR BLVD OR HWY 99, OR TAKE AWAY DRIVING LANES WITH RAPID BUS LINES! WE NEED THOSE LANES AS ALTERNATIVES TO I5.
263)	Increased service between Tualatin & Marquam Hill & downtown. Relieve commuter traffic along I-5.
264)	Fast, reliable service. Max is preferred.
265)	Clean buses
266)	more service options outside of morning and afternoon commuting times. More evening and weekend service.
267)	Enforce Bikers from riding on a Sidewalk. i am afraid I will be dead when a speeding biker races on a sidewalk, no warnings from a biker from my behind!!!!
268)	Extend route 96 service times. I'd take it into the city for evening / weekend entertainment if I could.
269)	Na
270)	I never go there.
271)	sidewalks
272)	I am concerned for safety crossing Tualatin Sherwood Rd using future bus line along that road at (hopefully) a stop at Avery St.
273)	Faster and more efficient ways to commute from Tigard/Tualatin to downtown. Current busses are crowded and frequent, heavy rail takes too much time
274)	The entire area is car-filled, all the time. We need mass transit!
275)	Not sure
276)	Create safe biking and walking paths to light rail/major bus stops (like the 94). Increasing park/ride options.
277)	By providing daily service to Portland on the #96 bus

278)	If light rail Is not a feasible option, re-establish limited stop express bus route.
279)	By providing daily service to Portland on the #96 bus
280)	Better, cleaner stops. Buses that run on time.
281)	I take the 1 that runs rarely and otherwise have to walk 3/4 of a mile up a muddy trail.
282)	It takes a very long time to get from Portland to Tigard or Tualatin on weekends, extended the express bus to run a few times on weekends would make it easier to get there in the first place.
283)	Light rail to Marquam and SW. Period. BRT is cheaper but not as attractive, as many cities have shown.
284)	Extend BRT or LRT service to these communities
285)	We need more pedestrian and bike traffic lanes in this area. We do not need expensive tunnels which will displace neighborhoods and homes.
286)	Light rail to Tigard, improved bike lanes/infrastructure on Tigard such as along Barbur.
287)	Wider roads, more lanes, and bike options
288)	sidewalks improvements!
289)	sidewalks improvement, sidewalks improvement, sidewalks improvement !!!
290)	separate bike/walk paths, not bike lanes light rail
291)	This is a fool's dream. It cannot change where people live and where they go. Today's travel patterns CANNOT be altered by transit

SW Corridor May 2015 Survey

14. What more would you want to learn about the project in upcoming outreach and discussions with Tigard and Tualatin community members?

Response Count: 246

Skipped question: 1064

1)	Taking an approach that reduces cost/complexity, such as avoiding tunneling, is prudent. Maximizing livability/development opportunities such as along Barbur Blvd makes a lot of sense. Reducing car lane miles is difficult politically, but is the only possible way we will be able to meet the significant growth projections in the region. To say nothing of achieving the recently adopted Climate Smart Communities planning goals that help address climate change. BRT seems the right path from a cost effectiveness point of view, and fits nicely with the likely BRT expansion on Powell Division.
2)	May 12th Forum: In the question, could create negative effects by encouraging development in Hillsdale, respondent crossed off development with this comment – I don't have parking. Any issues with more development in Hillsdale. But I am concerned about the presence of a transit center with absolutely no parking plan.
3)	May 12th Forum: The plan would need to address keeping businesses open on Capitol highway
4)	Please consider redevelopment potential as part of the plan. It's important that the lines support the development of commercial, retail and residential space around the stations.
5)	How can I stop you from wasting money on this whole thing?
6)	how many Portland weirdos will the project keep busy
7)	Timeline. Realistic plans.
8)	What would be the parking locations along the route?
9)	Is there a "Park and Ride" station construction in the works?
10)	How would this project impact transit fares in the future?
11)	I live in Portland, so I'm not sure what has or hasn't been communicated to them.
12)	All related costs and potential cost overruns
13)	Don't know.

14)	Will there be express bus service to OHSU?
15)	N/A
16)	none.
17)	Concerned about construction impacts near the PCC campus. Don't want to see the greenspaces out there imperiled.
18)	How will this impact traffic now, costs to consumers.
19)	NA
20)	I would like to know why the wealthiest country in the world can't manage to build a train system, and continues to neglect its cities.
21)	Nothing
22)	What will auto traffic look like in the SW Corridor in 5 - 10 - 15 years without improved transit in the SW Corridor.
23)	How the plan would encourage people to use the system and positives for people to use the system.
24)	Why all of you refuse to listen to the people.
25)	<p>What are their plans for Barbur Blvd and Hwy 99? Are they really going to take away driving lanes, which I strongly appose. They didn't even want to talk about it in one of the meetings I went to; they just wanted to talk about how wonderful "rapid bus transit" is. Why not just run more buses more often on the regular routes?</p> <p>Does the public feedback really matter? They'll do whatever they plan to do anyway.</p>
26)	don't live there
27)	How to avoid the excess cost of light rail and tunnels.
28)	The costs incurred to date; future costs of project through completion and beyond
29)	biking options
30)	Will transit stations be built large enough to handle the amount of autos expected?
31)	Do not support this light rail proposal and use more buses if more seats are needed! Fix the roads for the better movement of the cars and buses.

32)	Build the West-Side ByPass
33)	cost, disruptions and final route
34)	Can you make the WES more effective? Such as making it an artery to downtown.
35)	I want to "learn" that decision makers are finally giving serious consideration of AORTA's si mile long tunnel option. This proposal would result in dramatically improved running times and much higher ridership. It would avoid very expensive surface disruption and construction. It would provide meaningful change to meet today's and future needs.
36)	Cost-benefit analysis, including environmental impacts over the expected lifetime of the transit system.
37)	Don't know.
38)	I live in Multnomah Village and frequent many businesses in Tigard, so improved transit access between those areas would be great.
39)	possible routes
40)	After nearly five years, have heard enough.
41)	Will there be a parking garage built in Hillsdale for drivers who want to park there and catch the mass transit.
42)	New bus route
43)	Environmental impacts associated to the project. Addressing misinformation about increased crime rates associated to MAX projects.
44)	Clear discussion of available alternatives, outlining side by side comparison of costs, construction impacts and ridership impacts.
45)	Costs and who pays them. Will they result in increased fares?
46)	Why isn't the AORTA 6-mile deep tunnel with it's South Waterfront north portal being considered?
47)	I want to know what you are doing to promote bicycling and more healthful forms of transportation (walking, mass-transit, biking).
48)	Why are they opposed to mass transit?
49)	How does this affect North Portland commuters who have to travel 1.5 hours each way from

	North Portland to quality jobs in South Waterfront? It takes 12 minutes by car.
50)	how traffic on barbura would be effected by both dedicated lanes for buses or light rail
51)	Will the residents have a vote?
52)	How it will affect Multnomah Village
53)	Project viability given measures passed in the cities to limit the project.
54)	What the actual plans are
55)	I would like to know how it's being paid for. There's too much waste at the city, metro, state and federal levels.
56)	None. I strongly oppose the plan
57)	no comments
58)	Why they are so against it
59)	How bad traffic will become if transit options are not offered.
60)	n/a
61)	?
62)	What do Tigard and Tualatin have against light rail vs. BRT?
63)	Don't know.
64)	status updates on how the project is progressing
65)	What is the nature of the neighborhood support for and opposition to the options? How successful has the Orange Line been in altering transit patterns in Southeast?
66)	More details about the route.
67)	None. I strongly oppose the plan
68)	Specific station locations, their accessibility by all and the comparative costs.
69)	When and what are new route decisions.
70)	tell the clueless people in the burbs that sitting in hour long traffic on 99w is simply not sustainable and to get on the mass transit bandwagon.

71)	see above
72)	Slow the growth. It's a tad to fast.
73)	what i might do to combat NIMBYism and the 'I got mine - to heck with you' attitudes so typical of Oregon
74)	Meeting times and dates
75)	I am not in Tigard or Tualatin. Outreach about its impact on these area should be conducted in large part if not exclusively with these people.
76)	Where is Wilsonville in all this planning?
77)	Costs now and in the future for operating. Safety protection.
78)	I want to hear that Neil McFarlane and his 'administrators' are replaced with functional people that actually plan for success as opposed to the current Tri-Met 'insiders' who are losers based upon their ongoing and continuing ACTIONS...and NOT their hollow words and profound ignorance that is probably the biggest factor that keeps the vast majority of people in this region continuing to use their cars because Tri-Met currently and historically is not, and never has been a viable alternative that offers, by example and by enacted bad planning & policies, any real incentive or option to use Tri-Met instead of their cars!!!
79)	Will there be a parking structure in Hillsdale for people who drive there to catch the mass transit to Marquam Hill and/or downtown?
80)	More about bike lanes and walking paths.
81)	None. I strongly oppose the plan
82)	When it's going to expand to Wilsonville
83)	More info about routes and schedules
84)	cost v ridership tradeoffs
85)	When will light rail run between downtown Portland and Wilsonville?
86)	I would like to know if they support the project and where they would like it to go.
87)	I'd like to know what Tidard and Tualatin think are important for access in their communities.
88)	Will there be a parking structure in Hillsdale for people who drive there to catch the mass transit to Marquam Hill and/or downtown?

89)	Would Tigard and Tualatin citizens support AORTA's above ground split end LRT connection to their town centers. form its I-5/Haynes Rd south tunnel portal location. (South side of I-5 to Tualatin and elevated section between tunnel portal and Dartmouth/Barbur)
90)	The number and location of stations, total travel times for each option, integration with cycle tracks, division of redevelopment to increased density and create livable, walkable, city centers and create livable, walkable, urban centers in these new areas
91)	nothing until some plan for adequate transit service for SW Vista area is considered
92)	Will it reduce auto traffic on 99W? Will it improve business development and quality development in Tigard and Tualatin?
93)	N/a
94)	Will there be a parking structure in Hillsdale for people who drive there to catch the mass transit to Marquam Hill and/or downtown?
95)	None. I strongly oppose the plan
96)	Maps of options for Tri- Met travel
97)	N/a
98)	I think people want to know that the current options will not make the traffic worse while construction occurs. People who are already commuting in these areas do not want to experience significant delays and constant rerouting while the new options are being built and implemented.
99)	Just keep me posted on the plans. I think they are suited only/mostly to OHSU needs. And that sucks. Doctors and RNs don't take public transit much and it won't much no matter how convenient it is. Try serving the population that actually uses it for a change?
100)	Exact placement of surface access points
101)	How long would it take from start to finish.
102)	Don't know.
103)	When will light rail run between downtown Portland and Wilsonville?
104)	Yes
105)	I wanted to be able to give input regarding the future of the Tigard/Tualatin/Lake Grove area.

106)	How they will improve services to all westside!
107)	How will it impact current routes and transit times in the area? Will my regular routes (62, 45) be affected by permanent route changes? How will construction affect wildlife, parks, natural areas? How will it affect neighborhoods? How will it affect my access to education/employment/leisure activities?
108)	emails, Portland Tribune, Business Journal, Oregon Live
109)	coordination of connections between corridors and intersecting bus routes
110)	Just how much area residents and business owners hate the project.
111)	Complete project maps that are separate for each option. Putting all the options on one map then color coding them is somewhat confusing. It would be great if we could overlay the pages or if on the computer, we had the option to overlay. It's easier to break it down. I'd like to know the precise locations where everything starts and ends, how it is going to work and a rough sketch/artist conception of the plan.
112)	Will investment in the SW Corridor Plan result in a reduction or enhancement of local bus service in Tigard? When would this occur?
113)	I have no interest in Tigard or Tualatin. I have no reason to go there. I WOULD like the rest of the #15 Belmont BUS to be REINSTATED from where it was CUT due to "budget concerns and fuel prices", *both* of which have significantly improved since the cuts.
114)	how to cut down travel times from King City to Portland
115)	AS these two city are growing and become more important
116)	Would like to see models of future growth in the metro area, how it will impact our area and how these proposals would alleviate congestion and affect livability 20 years in the future.
117)	It sounds like a max line is a for gone conclusion. If so why? Why aren't there more options with out max trains
118)	AS these two city are growing and become more important
119)	Don't know.
120)	I would like to see the light rail tunnel project fast tracked, as it is urgently needed.
121)	Tigard and Tualatin are not areas I visit frequently, except in recreational bicycling, so my views

	on this would not be relevant to the concerns of those communities.
122)	Why choose Irv or brt when more lane miles for vehicles with more frequent bus service and express lines would serve more people for cheaper
123)	options, issues
124)	Will there be a parking garage in the Hillsdale area for people who want to park there when connecting to the mass transit access?
125)	I would like to know what hours light rail/bus rapid transit plans to run. WES is very, very limited.
126)	Don't know
127)	Will there be a parking garage in the Hillsdale area for people who want to park there when connecting to the mass transit access?
128)	To see how this will affect the future generations
129)	none
130)	How is the project going to be paid for - namely, what part are different governments going to be responsible for: city, county, state, federal. How does this project compare with the Blue Line extension to Beaverton/Hillsboro?
131)	I would like to know what hours light rail/bus rapid transit plans to run. WES is very, very limited.
132)	Completion timeline
133)	Timing
134)	Timeline, cost, impact to peds, cars, cyclists laid out clearly.
135)	How this project relates with the whole train system.
136)	What would make people that live in those two communities, but work downtown, eschew using their car for a daily commute?
137)	I want them to know: I take the bus from Tigard transit center every weekday to downtown Portland. I get on at 7:20 am and I'm 2 blocks from work at 7:50 am. How much more "rapid" can you get me there? Spend \$millions to get 5 minutes? I tried the WES to Beaverton and then the MAX to downtown and it actually took me LONGER to get to work. They just need to run more buses so they're not so crowded.
138)	Funding, timing, location and impacts in Tualatin. Does it extend to downtown Tualatin or just to

	Bridgeport or Cabella's?
139)	Cost of each option.
140)	This is the most important to me! I travel from Salem, and am looking for a southern Max connection.
141)	Need more buses
142)	Less tunnels, more above ground.
143)	Na
144)	no comments.
145)	Project timing. I currently commute by car from inner NW to Tualatin daily. It's getting worse over past 10 years.
146)	None
147)	How far would the light rail extend? What are the plans for park&ride lots?
148)	Surveys that aren't so convoluted... Seriously, guys... This one was a doozy to read. Want riders' opinions? Make it simple to read and answer.
149)	Everything
150)	The report lightly discusses how houses would need to be purchased and neighbors moved out. This is NOT a minor issue or one to be taken lightly. Portland is not the kind of city which seizes property to drill into a volcano. This is a BAD idea that is not consistent with our values.
151)	If there could be high-speed underground train options to connect to downtown
152)	transparency to feasibility studies. I attended a community discussion and felt as if I was being given "kool-aid." The presenter was trying to "sell" the SW Corridor Plan without providing real numbers.
153)	How we can stop this waste

SW Corridor May 2015 Survey**15. What else do you want to tell decision makers?**

Response Count: 575

Skipped question: 735

1)	Thank you for your work!
2)	please visit all the neighborhood assn. meetings to get input, not just Hillsdale. There are parts of sw Portland that have been quite neglected and have become dangerous for cars and pedestrians alike. It seems to me it makes more sense to spend the 200 million fixing the roads and sidewalks all around Portland rather than building a tunnel that will only serve a few.
3)	As a former resident of SW living on Beaverton Hillsdale Highway and who rode a bike and transit, it did not feel safe to bike or walk, or convenient to take transit. Often the shoulder was full of water so you had to choose whether to walk in the traffic lane, or in dirty water. That's the primary reason I moved to a different part of town, once I could afford to do so. Not everyone who lives in SW drives or has a car! Please make it safe to walk, ride a bike, and convenient to use transit.
4)	If we're going to build a tunnel, it would be much cleaner and safer to have a tunnel for cars rather than force our transit agency to build a tunnel. Also, underground stations might be less attractive to potential riders. By placing the cars in the tunnel, the streets would be safer for cyclists and pedestrians.
5)	"The needs of the many outweigh the needs of the few. We're talking about 31,000 people who attend PCC Sylvania, plus faculty, staff, and people from other campuses visiting Sylvania. Right now, it takes me 2 hours to get home via bus; it takes just 25 minutes with a car. Transportation needs to be faster and more convenient for it to be used more often. Comment from: Nathan Pachmayr ASPCC Sylvania Executive Assistant nathan.pachmayr15@pcc.edu"

6)	We live in downtown Hillsdale and are 100% dependent on TriMet for transportation. I am very worried that construction through Hillsdale would be disruptive to our peaceful rest at home, and disastrous for our mobility.
7)	Decisions made regarding high capacity transit will be with us for generations. Please do not bow to those voices that say transit is not worth the taxpayers' money. Implementing a cheaper but less effective plan could end up proving those doubters correct. Providing true high capacity, quick, reliable rail transit that allows for interconnections with the existing MAX system is well worth the additional up-front cost of tunneling and the choice of light rail over bus rapid transit.
8)	Absolutely MUST serve OHSU directly with a tunnel. Anything else (surface Barbur or Naito) would be a complete waste of time and effort.
9)	a transit center in Hillsdale would increase the hub of activity and be great for all businesses and potential housing there. I worked there for 3 years, and that area mostly seemed like a spot where people passed through.
10)	1) Not connecting OHSU to the transit would be a fatal flaw in the design. 2) Connecting OHSU takes the transit around the Terwilliger Curves choke point. Putting the transit through that choke point won't help with long term transit issues. 3) Comments are missing for fixing the Capitol Hwy/Barbur Blvd/Taylor's Ferry Road / Barbur transit Center re-alignment / fixes are required for any version of the transit going through this complex messy intersection. 4) Reiterating: adding more congestion through the Terwilliger Curves is a bad idea any which way you look at it. Putting transit through that section will do nothing but cause greater slow down especially when there are problems on I-5. It is exceptionally bad now and the Barbur alignment will make it worse not better. Going through this section is just plain bad, bad, bad.
11)	The idea that you will spend ~ Billion dollars on a tunnel and only impact cars to OHSU by an estimated three percent is ridiculous.
12)	Please consider more safe ways for cyclist to get around. Not just a painted white line on the road and call it a bike path. And please avoid those yellow signs that start blinking, while I have to merge and share that road with cars when I ride my bike along Barbur over those bridges. The cars don't slow down and still pass me very close at a very high speed. A more inviting way for riding a bike is a separated bike line by means of a "real barrier" that cars can not cross. Take one car lane completely out and make it a bike lane only.
13)	Please keep getting around by bicycle a priority where cyclist have the right of way instead of the other way around. Use separate bike lanes that are real bike lanes not just a white line painted on the road.

14)	<p>"I think it is important that the corridor planning take into account that what is decided on will form the basis for mass transit travel in the SW Portland area for many decades to come. Therefore, it needs to look to the future. And I think looking to the future, the tunnel alignment option is clearly the best choice.</p> <p>The tunnel option provides the quickest travel time from SW to downtown Portland, promoting transit use. It also adds capacity to SW travel options without removing any road capacity - which I think is important in (a) increasing the density of the Portland area and (b) improving Barbur by adding bike lanes and other alternative travel options. From my understanding of the project documents, the tunnel option also has the most available capacity. It is completely grade separate, allowing for more trains if (and in my belief, *when*) such additional capacity is needed in the future.</p> <p>Therefore, please look to the future - this project is crucial to the next 50-100 years of SW Portland, and the best way to make sure this part of town is still a great place to live then is to build transit options with growth in mind - and in my mind the best way to have the extra capacity such growth would require is to (a) add capacity without affecting current options, and (b) build tracks that have the ability to carry more frequent trains should the future require it."</p>
15)	<p>The tool didn't provide any way to provide input on project impacts, such as other routes that people are taking to avoid Southwest Corridor traffic and congestion, such as Hwy 217.</p>
16)	<p>Connecting PSU, OHSU and PCC (ideally with a tunnel) would be a great investment in empowering people with education.</p>
17)	<p>Hillsdale is well serviced by the many bus lines that run through it. It does not need light rail directly to it. Barbur blvd is walking distance to Hillsdale anyhow. Tunneling would negatively effect the businesses in Hillsdale and hurt the community.</p>
18)	<p>My boyfriend and two cats recently moved into our first home along Arnold St., just off 53rd in Southwest Portland. Our home was built in 1941 and is a beautiful bungalow. We absolutely love it and feel so fortunate to have moved to a wonderful neighborhood in such a prime location. Most of our neighbors have lived in their homes 10+ years. We moved in last fall and have since grown our own design and photography business to be one of our primary sources of income. We have made a lot of adjustments and improvements to our home that aid in our business. My concern is that being displaced will take our very busy business and turn it on its head as we have to scramble to find conditions as convenient and suitable for photography and creative work. I am also concerned that having a Light Rail Transit under 53rd will be noisy and unsuitable to concentrate and disrupt conference calls while working from our home office.</p>

19)	<p>"I believe the tunnel option provides the best access. Pedestrian and bicycle routes are still available via naito, but adding rail and losing travel lanes, I don't believe is a good option.</p> <p>We just purchased a home and one of our requirements was light rail access. It is the proximity to the MAX that sold us on the home we purchased. Considering the southwest corridor did not provide that service, homes in the area were excluded."</p>
20)	<p>The Marquam Hill Tunnel option represents the best long-term solution to the area. While any light-rail solution will be of benefit to the Southwest Corridor -- even if the overall concept may appear to be a waste of resources to some in the short-term -- if the time comes where a grade-separated transit rail system is needed (eg, subway), the tunnel would infrastructure that won't be needed to be constructed down the line, saving money and time. While it feels there is an over-investment in transit oriented projects in Portland at the expense road capacity, there is no question that the transit projects are needed, so I feel it is best that they are done right from the start with the most benefit for the future. The tunnel, while the most costly option up front, represents the best investment for the long-term future.</p>
21)	<p>The SWCP primarily serves suburban commuters, people who don't currently seem too enamored with public transit. Residents of Hillsdale and other parts of SW Portland within the city limits don't have difficult commutes and won't really benefit from an expensive, disruptive project that changes their communities for the worse. Yes to more extensive regular bus service, yes to better park and ride opportunities, yes to expanded pedestrian and cycling opportunities, and no to tunnels, train tracks and major transit hubs away from the downtown core that suburban commuters would actually want to get to. PCC can be adequately served through better traditional transportation options and frequency, and west side bus routes can be set up to allow simple transfer options for way less money, too. Any efforts to serve Tigard, Tualatin, Beaverton and Lake Oswego residents should take advantage of existing alignments and bring straightforward, reliable alternatives to those who would be willing to use public transportation to enter Portland during peak travel times. In town we need paved streets, better shoulders, and neighborhoods that retain their character.</p>
22)	<p>We should follow the lead of cities that have started double decker express bus routes----- Victoria, Toronto, Ottawa, Edmonton Canada and Everett Washington (Snohomish County). This costs just a tiny fraction of what light rail would cost, and can be adapted to changes in future population densities. Or if other communities decide later that they want to join. Also, buses will adapt to technological innovation, whereas a light rail train will have to have the same technology in order to connect to the system we have. There may be completely pollution free buses in the future; they may be more comfortable. The decision making process is usually not as long and complicated.</p>

23)	MAX lost it's way a while ago. If your destination is downtown or on the way to downtown it's ok (though transit times are too long). Instead of spending the funds on more lines all funneling into downtown and massive reconstruction projects on the transit mall, the money would have been better invested in digging east-west and north-south tunnels under downtown and leaving street cars for intra-downtown. Expensive, sure, but it's only going to get more and more expensive and the system will always be a disaster in terms of travel whenever you have to transit through downtown, live on the East side and work in Washington County, forget it, better to take your car than spend 20 minutes slogging through downtown.
24)	I watched the Milwaukie Light Rail project increase in cost estimates from \$515 million---to \$550 million---to \$1.5 billion. If you subtract the cost of the bridge, it's still 1.3 billion. That is a 250 percent jump from what the public was initially told. We don't need any more light rail projects if you cannot accurately assess what it is actually going to cost.
25)	bigger is not better
26)	Access to the Ross Island bridge should be a top priority, followed by improvements to Marquam Hill
27)	It is clear that having either tunnel option cut through Hillsdale will benefit others and cause severe disruption to Hillsdale residents during construction and perhaps afterwards. What is not clear is what the benefits are to Hillsdale residents given that Hillsdale is currently well served by bus transit.
28)	The extreme disruption to schools and businesses in construction phase, along with significant cost, convince me that the Hillsdale/Marquand Hill Loop option should not be pursued.
29)	I currently commute using public transit (Streetcar and Tram) to Marquam Hill daily. I believe that direct transit to Marquam Hill can help with access and parking on the Hill, and allow OHSU to increase its economic contributions to the Metro area.
30)	We need to make the pedestrian crossings over 99W and Tualatin-Sherwood road safer. These are currently too dangerous and discourage any mode of transportation other than driving.
31)	Anything has to be better than the current situation. Though I'm confused because concepts A and B were mentioned however I couldn't find how to view them.
32)	I strongly support a light rail option from Tualatin to downtown Portland with a tunnel and stop at OHSU. Traffic has gotten more and more congested and I think this would be a great option! I live in Tualatin and work at OHSU, my husband works downtown. We would both use the mass transit option given a chance.

33)	May 12th Forum: Light rail tunnel to Marquam Hill seems costly and could possibly be disruptive. I would prefer a better option for walking/biking up the hill.
34)	May 12th Forum: does not seem to make financial sense... 1.3B... wow. money might be better spent in other ways
35)	May 12th Forum: This is way too expensive for the planned benefits. Just run more buses.
36)	May 12th Forum: I work at OHSU and commute daily. The Marquam Hill tunnel and transit station is a great option in view of the traffic and parking congestion up on the Hill. I think it's hard to say if it's really worth the huge price...which will probably go higher...plus the disruptions that will occur for 2+ years.
37)	May 12th Forum: The tunneling discussion needs to be refined for non-engineers. I appreciate as an engineer, but I can tell from the people around me it's too techy. Engineers' tend to be too detailed in their presentations -> a good public speaking coach would be most effective. (this is the one that attached the map)
38)	May 12th Forum: As interesting as it is, the potential ridership just does not seem to justify the high cost.
39)	May 12th Forum: I would possibly support a Marquam -> Barbur Transit center tunnel.
40)	May 12th Forum: This is a crazy idea! Instead go up Barbur. Devise creative access to OHSU and Hillsdale. Use Barbur all the way! Barbur is the most natural and available corridor for this project. Don't complicate things! The best route is there – right in front of us – Barbur – use it!!
41)	May 12th Forum: I'm for light rail over BRT. I prefer the Barbur surface option. Failing that, my second choice is LRT Hillsdale-Capitol highway. I'm against BRT in general. But we need better mass transit, and LRT has been proven to work in Portland.
42)	May 12th Forum: Strongly support equitable development/redevelopment on and near new line – mix of uses and in corners served affordable housing is critical.
43)	May 12th Forum: Strongly support use of money on bike, pedestrian and connectivity to major line on Barbur
44)	May 12th Forum: High cost, but secure, fast transit for patients and employees is critical.

45)	May 12th Forum: A longer baseline – 40 years – is needed to adequately evaluate such an expensive project
46)	May 12th Forum: Gradients are pretty steep for surface routes.
47)	May 12th Forum: Huge negative impact in neighborhoods
48)	May 12th Forum: How about cost overruns?
49)	May 12th Forum: Unnecessary expense
50)	May 12th Forum: Assuming the vibrations will not bring my house down, and if it does that I will be compensated.
51)	May 12th Forum: When you add the VA, Shiners', etcetera, its ever more people to move
52)	May 12th Forum: The biggest employer in PDX is here!
53)	<p>May 12th Forum:</p> <p>Benefits</p> <ol style="list-style-type: none"> 1. Significant deduction of risk, cost, unknown schedule, etc 2. Less disruption to residence 3. Less taking of property 4. Does not affect surface transportation technique was used in Boston and Hawaii (this is the one that had the map attached)
54)	<p>May 12th Forum:</p> <p>Has a combination of elevated structure/c&c tunnel been considered the elevated portion tunnel to OHSU at max 100 feet depth</p>

55)	May 12th Forum: We in Hillsdale are already well-served by public transit and don't see anything positive about many thousands of strangers being dumped daily into our neighborhood when the project is complete
56)	May 12th Forum: Why did we build the tram in the first place to access "Pill Hill"?
57)	May 12th Forum: Concerned about using today's technologies to plan for 15-20 years out
58)	May 12th Forum: Serving civic institution in Hillsdale – schools, library, farmers market
59)	May 12th Forum: Limited options for people outside of Hillsdale to utilize station (no park and ride)
60)	May 12th Forum: I think it makes sense to tie the transit network, centered downtown, to Marquam Hill. I am puzzled by what communities will be served by a Hillsdale transit station? Density in Hillsdale is not projected to grow dramatically... is it? And there are few destinations in Hillsdale unless you count Wilson. But Wilson commuters would not use this tunnel.
61)	May 12th Forum: Increases project cost by \$750-900 million compared to Barbur surface options – respondent commented that the cost – low, given that geologic studies not complete
62)	May 12th Forum: Reduces impact (long term) on Barbur (lt. rail down the middle of Barbur creates a barrier – to vehicle as well as pedestrian and bike travel
63)	May 12th Forum: No neighborhood wants a tunnel running beneath their/its homes. This will change the nature of Hillsdale and its strong residential draw to families.
64)	May 12th Forum: Parking will only increase in the area with a tunnel station located at the entrance to schools, a major east-west arterial, Beaverton-Hillsdale Highway and limited parking lots.
65)	May 12th Forum: Far, far too expensive when a more reasonable alternative exists. Creates a "transit mall"/park and ride environment in Hillsdale which changes the residential quality of life in the area.
66)	May 12th Forum: No place to park cars in Hillsdale! People would drive to Hillsdale to catch the train. Where do they park? Too much density now in the Hillsdale area. Do not add this.
67)	May 12th Forum: Marquam Hill tunnel (2.5 mile) tunnel excludes dense neighborhoods between underground stations

68)	May 12th Forum: Lower long-term operating costs
69)	May 12th Forum: Increases transit ridership more than other options – (Respondent commented) Are you dreaming?
70)	May 12th Forum: Upset the neighborhood – short term and long term
71)	May 12th Forum: How will this project be funded? ½ Federal government/municipal bond – increased property taxes a serious issue
72)	May 12th Forum: Variable geology of West Hills could be very problematic
73)	May 12th Forum: Extra congestion in Hillsdale area
74)	May 12th Forum: Is it worth the cost to local taxpayers?
75)	May 12th Forum: Lots of expense!! Could be spent on other needs
76)	May 12th Forum: Will it have geological unsettlement above the tunnel?
77)	May 12th Forum: The tunnel, being light rail, will not run into max, capacity limits as will any BRT on 2035 (maybe the person wrote “by 2035”)
78)	May 12th Forum: We need to think 50 years from now to accommodate people and not think short-sighted
79)	May 12th Forum: Build underground to keep livability options above ground, i.e.: we can’t keep paving to accommodate more people
80)	May 12th Forum: No mention regarding unknown, unforeseen additional expenses
81)	May 12th Forum: Causes construction and environmental effect on water etcetera
82)	May 12th Forum: Concerns regarding seismic issues (during construction and upon completion)

83)	May 12th Forum: Parking to access (this person probably means access to parking)
84)	May 12th Forum: Environmental disruption
85)	May 12th Forum: Long term effects on housing affordability (where will students, elderly, low-income) live?
86)	tunnels are not as expensive as they used to be and they solve a lot of other problems such as reducing or eliminating: right of way purchase, expensive utility relocations, tempoary traffic control cost and impacts to current traffic patterns, and neighborhood political outcry.
87)	May 12th Forum: Rapid bus transit much more flexible than light rail
88)	May 12th Forum: I don't see that Hillsdale is enough of a destination or population center to justify the loop. I think OHSU needs to be tied to traffic arriving on Barbur and I5. Most of the area around Hillsdale is zoned single-family, and is likely to remain so.
89)	May 12th Forum: My biggest reservation is disruption to the Hillsdale businesses. Second is noise from BRT which would be much worse than LRT.
90)	May 12th Forum: Seems cost doesn't translate to benefit in additional riders
91)	May 12th Forum: I think as much longer period – 40 – year is needed to assess such an expensive project.
92)	May 12th Forum: Support of Hillsdale Business Association
93)	May 12th Forum: Economic impacts in Hillsdale
94)	May 12th Forum: Too much cost
95)	May 12th Forum: This area/road is always busy. Capitol highway isn't going to be able to accommodate many more cars/buses and keep livability light.
96)	May 12th Forum: A devastating decision for the businesses, schools, and town center as a whole.

97)	May 12th Forum: Light rail preferred
98)	May 12th Forum: Improve active transit networks
99)	Use this as an opportunity to benefit the people and not just a "ribbon cutting ceremony" for policy makers. I don't think reducing the number of lanes for non-transit using commuters is very smart
100)	May 12th Forum: Density doesn't support it
101)	May 12th Forum: Bus service should be improved
102)	May 12th Forum: Cost is not worth this conversation
103)	May 12th Forum: Sowe (sp?) Wilson – Library – fireplaces (?) creek crossing
104)	May 12th Forum: Less direct to OHSU
105)	May 12th Forum: Impacts to the traffic from Beaverton to Portland (and back).
106)	May 12th Forum: Limited options for people outside of Hillsdale to utilize station (no park and ride)
107)	May 12th Forum: Demand for rapid transit in area. More frequent surface transit in area would be more effective.
108)	May 12th Forum: In the question, could create negative effects by encouraging development in Hillsdale, respondent crossed off development with this comment – I don't have parking. Any issues with more development in Hillsdale. But I am concerned about the presence of a transit center with absolutely no parking plan.
109)	May 12th Forum: While the presentation on tunnels was helpful and confidence inspiring with regard to safety/engineering – I think folks were confused about tunnels verses Barbur option... many would support the latter, but discussion was framed in a way that largely excluded that option.

110)	May 12th Forum: Sufficient build/no build improvement
111)	May 12th Forum: Think long term.
112)	May 12th Forum: Expanding Barbur Blvd transit station for parking would make more sense than trying to find land for transit parking. Barbur transit location closer to I-5 and more easily accessible than a site in Hillsdale.
113)	May 12th Forum: Barbur is better suited for transit growth than Hillsdale...which is almost 'landlocked' compared to the growth and expansion opportunities along Barbur Blvd.
114)	May 12th Forum: Causes construction impacts to Hillsdale town center and nearby schools zones and environmental
115)	May 12th Forum: Environmental disruption
116)	May 12th Forum: Parking concerns to access
117)	May 12th Forum: Increases transit ridership more than other options
118)	May 12th Forum: Enlarge bus transportation to other areas of SW along 35th to L.O. for example
119)	Too much money is wasted on public transportation in Portland. Take the Tillicum Crossing bridge for example. We needed a bridge far more desperately for vehicle traffic instead of streetcar/pedestrian/bike only. Just look at the vehicle traffic gridlock every rush hour, where people are pushed through a bottleneck at the Ross Is. Bridge or Sellwood Bridge for example.
120)	May 12th Forum: Enlarge bus transportation to other areas of SW along 35th to L.O. for example
121)	PCC is the largest college in the state of Oregon and should have light rail service.
122)	Light Rail is as much about development as it is about transit. PCC attracts a huge number of students that struggle to balance school and work with family life. The campus deserves rail service. This OHSU hilltop campus is also a huge employer and should be served with direct rail access.

123)	My family has lived in Portland for nearly 5 years now; my wife is a surgeon at OHSU and I am a scientist also working there. One of the biggest attractions of Portland to us was the progressive land use planning and transit development policies. We bought our home in Hillsdale specifically because it provided us with walkability to a wide range of services as well as proximity to OHSU. Unfortunately, my wife's long hours and need to be able to reach OHSU quickly necessitate driving most days, and the express buses are currently only frequent during peak hours, making it difficult to commit to using transit to commute. We both feel strongly that a rail tunnel under Marquam Hill, with access to OHSU and Hillsdale, could form the core of a redevelopment effort in Hillsdale that could help it transition from its current outdated and car-centered design into a real "town center" with improved pedestrian and bicycle friendliness, mixed use development with small businesses, and an increased diversity of shops, restaurants, employers, etc... We hope that the steering committee will understand that there is often strong resistance to change that vanishes after completion of such a project, when the benefits materialize and the fears turn out to be unfounded, and are extremely optimistic that this project will constitute a turning point in the effort to integrate SW into the larger metropolitan ecosystem.
124)	The congested traffic on Marquam Hill adversely affects transit entering/exiting the area. A tunnel would not only aid in more on-time transit but would encourage a greater ridership among OHSU, VA, Shriners employees.
125)	Bus rapid transit won't attract new ridership like light rail, and wont have the effect of tying the region together like MAX extensions do.
126)	it always costs a lot- do it right the first time- better, cooler access to Marquam hill will replace some buses which will ease congestion on the city streets and reduce polution- and should runs more reliably than buses. Think Paris Metro...
127)	Light rail does not lessen vehicle traffic. It just makes it more congested.
128)	WES cost millions and was supposed to handle SW travel to Portland. Now you want to add light rail. Why did we waste millions on WES?
129)	Marquam Hill need more convenient access and the light rail is a great option
130)	More rails, less vehicles on the roads! cheaper for road maintenance and more environmentally friendly
131)	Great mass transit, pedestrian access and safe bicycle routes are key to a livable metro area. I drive too, but getting more people out of the car for routine commutes is essential.

132)	May 12th Forum: Enlarge bus transportation to other areas of SW along 35th to L.O. for example
133)	May 12th Forum: Concerned about large disruption to neighborhood, removal of houses, inability to access other houses, vibration damage to nearby houses. I really want LRT option on Barbur more.
134)	May 12th Forum: Mostly concerned about Hillsdale
135)	May 12th Forum: Equity – getting students to PCC is critical, but if we can do without tunnel.
136)	May 12th Forum: I think a longer term of assessment – 40 – years is needed to evaluate such an expensive project.
137)	May 12th Forum: I see are of this are a perfect way to annihilate current neighborhood and raise public transportation costs are out of sight – they are already too high for the average family
138)	May 12th Forum: The tunnel projects are “pie in the sky” opportunities
139)	May 12th Forum: Other needs are more important
140)	May 12th Forum: Over 34,000 folks (students and employees) will be serviced better with HCT.
141)	May 12th Forum: Please include housing affordability as a priority
142)	May 12th Forum: Light rail has not been successful in Portland
143)	May 12th Forum: This is serving only one segment of society – students and faculty at PCC
144)	May 12th Forum: Buses currently serve PCC fairly well
145)	May 12th Forum: Increases project cost by \$224 million compared to the Barbur surface option – respondent commented – \$ could be better used elsewhere
146)	May 12th Forum: Would include walk/bike improvements on Barbur east of SW 53rd Ave – respondent commented – Can be had without a tunnel

147)	May 12th Forum: Could create opportunities for redevelopment on PCC Sylvania campus – respondent commented – No more so than other options
148)	May 12th Forum: Increases ridership compared to the Barbur option – respondent commented – not enough
149)	May 12th Forum: Offers similar travel time as Barbur alternative – respondent commented – No significant difference
150)	May 12th Forum: Provides direct access to PCC Sylvania campus – respondent commented – Capitol is better
151)	May 12th Forum: Not relevant to Hillsdale
152)	May 12th Forum: Homeowners?
153)	Many of your proposed changes to the bus schedules for the SW particularly along Terwilliger and Taylors Ferry make transit more difficult for those that live in the neighborhood. MAKE SURE if you are altering bus lines that there are SAFE WALKABLE ROUTES to easily access the new stops.
154)	May 12th Forum: There is already direct access to PCC Sylvania Campus!
155)	May 12th Forum: Disruption to natural spring water and Nature Park.
156)	May 12th Forum: Homeowners/residents of 53rd Ave
157)	May 12th forum: 5-10 years out, I could see it being valuable to have high speed transit to PCC. I don't know if this is the best way to accomplish it.
158)	May 12th forum: PCC likely to experience significance growth by 2050
159)	May 12th forum: Parking concerns to access
160)	Multnomah residents already have a high tax rate. They can not afford more tax burden.

161)	May 12th forum: Same as before (what good is transit if housing doesn't match up?) As a working student I'm being priced out of the area already. I am scared for the future.
162)	Transit and biking to work are very difficult in the Multnomah Village area. There is an express bus to OHSU but, the latest one in the morning is 8:04 am which does nothing for those who work later or for people to get to appts on the hill or the South Waterfront (bus to tram). Also to get home from OHSU the buses are an hour apart! There is no return bus service from Timbers games to the SW neighborhood either because the last bus connection leaves about 20 mins before the end of the Timbers games. A light rail would be best to limit slow bus impacts on car traffic when people do need to drive somewhere on occasion and limits general congestion. It's more upfront costs and neighborhood impacts but, the long term benefits are SO much greater in many ways!!
163)	In the longer term the tunnel is the best option, BUT you MUST include the bicycle/pedestrian upgrades on naito and barber as well,
164)	It would also help with bad weather conditions on the hill.
165)	A bore tunnel under Marquam Hill is ridiculous. Not only is it incredibly expensive, the land mass is highly unstable and a landslide area. OHSU also already has multiple access routes, including the new Tillikum bridge.
166)	I hate the bus system, they are slow and rarely dependable. Even though they try to use alternate fuels, they still leave a huge carbon footprint for the return. I refuse to ride the bus. The Max is great if you live near a station. Otherwise, you have to get to a Park and ride station. Those are quite sparse. Not everyone is a bicycle enthusiast.
167)	I think we should continue to increase light rail (MAX) service. As it's a popular transit option and is quite fast compared to bus service (in my experience).
168)	<p>Please consider the impact of a \$750+ million dollar addition to this project. How would this be paid for: would TriMet raise fees? More/other Taxes? What if the ridership estimates are wrong? How will a 3-year extension to the project serve the community?</p> <p>Lastly, as with many tunneling projects, time and cost overruns are a real possibility. I am not comfortable with Metro/TriMet/Portland spending SO much when other programs (existing service) needs funding as well.</p> <p>I am not comfortable with raising fares (or eliminating transfers) to pay for a OHSU-centric service, when there are other, cheaper and as reasonable service options exist. (I work at OHSU).</p>

169)	Please continue with community outreach/meeting but INCLUDE all members of community not just those Tigard and Tualatin communities.
170)	The temporary construction disruption to neighborhoods and affected streets outweigh the long term benefits of this plan!
171)	There are already more than enough transit options for OHSU/Marquam Hill.
172)	As a manager at OHSU, the single biggest obstacle I have at work is simply my employees getting to work. The more options and quicker transit times offered for folks who commute into Portland, the better. We have had people deny job offers due to how long it would take them to get to work due to no parking and long transit times.
173)	Adding a light rail and tunnel, and making improvements to safety (especially for walk/bike commuters) would improve quality of life in SW Portland for future generations. Right now, it isn't that bad (besides the sidewalk, or lack thereof, situation) - but in the future, 10, 20, 30 years from now - this type of transit system will help keep the flow of traffic moving. Freeway traffic during rush hour is already insane for our city size during, but to imagine it in the future - it's truly depressing. Also, even if we do not lessen the amount of cars on the road now, it might help keep the rate of car commuters down in the future. If this does come to fruition, I imagine many will be upset with the cost and complain that not nearly enough people use it - but 20 years from now - it will make a huge difference. Just like the tram, IMO.
174)	Keeping within budget would be helpful
175)	Why not have bike lane on hwy 43?
176)	Barber, especially from Ross Island to Bertha, is not safe to bike or walk on. Improving the safety of & access through that area would be a significant improvement and would encourage me to use mass transit/bike/pedestrian options when commuting into/out of SW Portland.
177)	There needs to be a bike path from the west side to downtown portland. I would ride my bike if it wasn't so dangerous to get over the hill and down to the water front
178)	Definitely needed the LRT with underground station not the cut and cover
179)	Population density has already exceeded reasonable commuting infrastructure in the area. I would love to see a light rail solution serve the community here.

180)	Direct routes to/from the Marquam Hill need to have some longer hours when they run. 8AM and 6 PM are maybe not quite long enough.
181)	Help OHSU commuters get to work quicker.
182)	I do not feel a tunnel underneath Casey Eye or wherever it would land would be beneficial to OHSU. The price alone is enough to say no, however the disruption in care and travel for the years it would take to finish would be undesirable. Mostly I am concerned with the safety of putting a tunnel in this hill. Would it be safe? The hill is on multiple fault lines seems likely in event of an earthquake it would be devastating. Who is addressing the safety of construction?
183)	OHSU is the largest employer in Portland. Parking is limited and the routes to the hill are limited. Increased transit service either directly to the hill or to alternate means of arrival are needed.
184)	PLEASE make the Marquam Hill tunnel. I live 4 miles from OHSU yet spend 2 hours a day commuting via bus. The hill is unbelievably congested with traffic, sometimes it takes 45 minutes just to get down the hill. I can't believe there are hospitals in such an inaccessible place. If more students and employees could take the train it would get a lot of cars off the hill which benefits everyone. Not to mention, researchers and doctors would have more time better spent.
185)	N/A
186)	If the express buses down from Marquam Hill ran later into the early evening it would be a more attractive option for people working at OHSU who don't work 9-5
187)	West corridor has the need today.
188)	Tualatin-Sherwood road is a traffic nightmare. If transit will be further adding lanes that are transit-specific while not addressing traffic, this will worsen the condition.
189)	Thank you for planning ahead.
190)	Transit to Marquam Hill is terrible. Connecting the Portland-area with high speed rail and multiple express bus options makes prudent economic sense and provides the citizens with something easy, enjoyable for transit options that we can be proud of.
191)	The area around the new CLSB (South Waterfront campus) is a nightmarish maze- very difficult to navigate by car. There needs to be an easier and safer way to drive between Marquam Hill and the South Waterfront. Many of us at OHSU are doing this drive everyday, and it is perilous.

	Particularly the Water Ave turn (onto "26").
192)	Be assertive and aspirational with active transportation and mass transit goals - we are years behind and whatever you do is likely not enough.
193)	I like that you are thinking about this! Improving non-car options from SW is a great step in the right direction!
194)	light rail has to increase in speed. Going over surface streets and competing directly with traffic is too slow and reduces ridership. Or, light rail needs to be given preference over traffic.
195)	NA
196)	Think long term.
197)	Commuting to Marquam Hill is very difficult from the east side. Having light rail access would make it more feasible to do so and would increase the amount of people who took the Max. I currently drive to Marquam hill, but if there was light rail access, I would use that instead.
198)	People who opt to live in Tigard and Tualatin, in my opinion, aren't likely to suddenly become mass transit riders unless it becomes extremely safe and convenient for them to do so. Intermediate neighborhoods like Burlingame and Hillsdale could potentially be severely negatively impacted by these projects.
199)	Traffic is killing productivity and the environment
200)	Many commuters use Trimet simply because there is no parking at our destination. This makes it frustrating when travel times are 3 fold what they are should we drive.
201)	Get out and stay out of Tigard and Tualatin.
202)	I think the plan needs to be more comprehensive and inclusive (of all travelers and of the entire metro area), with an emphasis on being cost effective. I think the planning committee should stop focusing on flashy short-sighted one-off's like tunnels to specific locations, that would cost a huge amount of money but only benefit a small percentage of people in the city.
203)	Marquam hill spends millions of dollars a week to maintain current parking structures at OHSU, the money comes in daily and currently there are no good fast options to support a state organization. The current environment around the Marquam campus would support, regional

	growth and send a message that we support regional growth.
204)	We have come a long way over the past 35 years with effective public transit development but we are not done. We need the SW Corridor transit improvements let's get on with it - - - "build it and they will come".
205)	No project should eliminate driving lanes. Portland metro access is some of the worst I have seen in the nation.
206)	If people need to make transfers the system needs to be reliable and on time so people will not miss transfer points. Not making transfers will discourage people from using the system.
207)	Freedom to move about wherever and whenever without complicated trip planning and additional restriction is paramount. LISTEN TO THE PEOPLE!
208)	Please consider the long-term effect of continued reliance on surface streets for transit. Cut and cover is a good idea, but the dedicated tunnel might work better in the long run.
209)	A construction project on the scale of the tunnel for light rail proposed here would cause massive disruption to the OHSU workplace on a scale that far outways the benefits of the end product. Additionally, it does not benefit the large number of bike commuters, who should share in the use of public funds for improved commuting.
210)	<p>I take the #94 express from downtown Tigard at 7:20 a.m. and arrive in Portland city center, two blocks from work, at 7:50 a.m. How many billions of dollars will it take to install light rail to make it maybe a few minutes faster? Actually, one day I tried taking WES to Beaverton, then a MAX from Beaverton to Portland, then a yellow or green MAX to get further to where I wanted to go. It actually took about 15-20 minutes LONGER using all rail than the bus. Please DO NOT take away a lanes for rapid bus transit or put light rail down the middle of Barbur Blvd or Pacific Hwy. This is one of the main reason that Tigard residents voted to have a say in the matter. We need all lanes as an alternative when the freeway is backed up, and people are still not going to give up their cars, especially if it's faster. If you're going to create a light rail, why can't it go along the I5 freeway (like it is along Hwy 26)?</p> <p>Does the public feedback really matter? They'll do whatever they plan to do anyway.</p>
211)	please. No more light rail.

212)	We should be spending tax payer money by improving current roads and bridges and safety along those areas. Also, look at ability to widen/add lanes to current roadways.
213)	Do not waste tax payers money. Public transportation in the NW is a politicians buzz word since we live in a culture of wanting to drive our own cars; not public transit; which is seemingly almost always not worth the all the hassle/time to use. Maybe a new I-5 bridge should be considered... That would alleviate most I-5 congestion.
214)	No more light rail; buses are much cheaper and can more easily adjust routes as needs change.
215)	rail is bad for residential areas, but may be good for business and institutional areas.
216)	Please do more projects like Oleson Road, that make walking and biking safer (Taylors Ferry would be a candidate)
217)	This survey is leading in the way questions are asked; some of the questions relating to current bus service adequacy are nonsensical, as you will be changing services to PCC and Hillsdale to a lesser level of service once the HCT line is constructed no matter where it is located.
218)	Your River Terrace project has great internal infrastructure, but the roads surrounding are a joke; Bull Mt., Beef Bend, and 150th.
219)	Build the West-Side ByPass
220)	I do not think the expense of a tunnel is worth it. Flexibility of BRT is preferable.
221)	Tigard and Tualatin need light rail to help ease congestion. the current road system is not adequate.
222)	Stop allowing OHSU to run the show.
223)	I live near King City which seems to be absolutely void of any transit options to get anywhere except straight up 99W by slow bus. I can't tell you how long I've anticipated transit in this area, and how disappointed I am that there doesn't appear to be any improvement. In the time I've lived here (twenty years), we have reduced bus access, and substantial growth of our population. Some of the new homes are modest, the residents are young, and I would suppose that they would welcome transit options. Personally, my only practical option to get downtown is to drive. This morning I drove my daughter to the transit station (more than a half hour of my time and over 7 miles round trip) so that she could go to her internship downtown.

	<p>Our area goes to Tualatin High School, and there is no way, other than driving , to get there if our kids miss the school bus. Our transit matters too! We can't get to Bridgeport Village to shop; we can't get to Tualatin Town Center to shop; there is no east-west service. It's as if the whole King City/ Bull Mountain area doesn't exist.</p>
224)	The 96 bus route is effective, but it does not run early, late or frequent enough.
225)	<p>Use cost-benefit analysis.</p> <p>AORTA's 6-mile tunnel option will return MUCH more benefit per dollar spent. Existing proposals are marginal at best.</p>
226)	Anybody ever consider Light Rail From Tigard or Tualatin (perhaps along existing rail line), thru Lake Oswego up to south Waterfront ?
227)	I love the idea of tunnels but wonder how efficient they are. Considering more auto traffic than ever, high construction costs, and lack of space on the OHSU hill make me think tunnels are not the answer. Flexible, efficient rapid bus lines could be a better investment and improvement.
228)	Rather than tunneling all the way to PCC, consider some kind of people-mover/shuttle option, such as used in airports, large resorts, etc., as a cost-reducing option. Get light rail within 1/2 mile of PCC, and then use a lower-cost people mover to shuttle people the rest of the way in a smaller tunnel. A smaller tunnel could also allow peds/bikes, as the footprint of people-movers is less than a full-size rail system.
229)	Tunnel construction is not necessarily more expensive than surface construction; it avoids compensating private property owners. This plan needs a lot more tunnels. Also, good connections to existing MAX lines.
230)	Please continue to support improved transit options to Multnomah Village.
231)	Think about how to keep max, bus and other commuters from parking in residential neighborhoods close to max-bus stations for their day-long, and multi-day(or weeks) long airport travel and trips.
232)	Does the ends justify the means? If so, focus on the benefits of the outcome - the means to get there are time-limited. The outcome is what impacts the future.

233)	Does the ends justify the means? If so, focus on the benefits of the outcome - the means to get there are time-limited. The outcome is what impacts the future.
234)	tunnels are more expensive but are better long term
235)	I like the idea of bus rapid transit - it is less expensive, and seems more flexible. Buses can be re-routed to where demand is greatest - light rail can't. Though I admit if there was a light rail line from Tigard directly to Marquam Hill, I would ride it.
236)	Don't over think it. Go with the most direct options to get people to big destinations like OHSU and PCC. The tunnel option may be the costliest, but in the long run it also the most sensible and effective.
237)	Give sw our Max!!!
238)	Increased transit access to Marquam Hill from West Portland and Beaverton are very important to me. To make a mass transit trip, I have to ride two to three bus routes for over 90-minutes each way to access Marquam Hill from my home. Most days it takes much less time to drive than take mass transit.
239)	If the light rail goes in I would like to see an express bus on the same route as the 92 that goes direct to the Tigard center to caught max. The more OHSU employee you can get onto a direct Max stop from the west side the better.
240)	Make your decisions based on the communities needs and desires.
241)	Fix Barbur Capitol intersection. Nightmare no matter the direction.
242)	More bus service as opposed to other alternatives.
243)	Consider the long range region-wide benefits of this project, not just local short term issues.
244)	Please don't overspend. Raising taxes every year isn't a reasonable option to pay for excesses.
245)	Marquam Hill is very hard to get to for sick people who are not traveling during rush hour bus schedules.

246)	it would be nice if a route could be started from Gresham to marquam hill. it's such a pain having to transfer buses or from the max to the bus to the streetcar. its such a hassle especially if you miss your transfer due to traffic then it screws everything up for you.
247)	A light-rail going to SW along with more transit options is sorely needed. We also--desperately--need safer streets and better designed bikeways/corridors. Getting to Vision Zero, will require leadership...Someone needs to start leading.
248)	why not connect at PSU for collaboraations are ongoing, and how will tram get overwhelmed by the new orange line
249)	People who work in downtown Portland do not always have the option to park in downtown. Portland has become so expensive to live in that city people are moving further out and the need for alternative forms of transportation will continue to grow. Better to plan ahead.
250)	It's clear from the design and tone of this survey that Metro/TriMet is opposed to the tunnel to OHSU. This is absurd. OHSU is the largest employer in Portland - daily 15,000+ employees/patients travel to Marquam Hill. We absolutely need a better transit option to the hill. Light rail was extended to places like the zoo, the convention center, hell - even the expo center (who goes there anymore?), yet not OHSU? I realize these other destinations can pull large crowds at times but not daily as OHSU does.
251)	I prefer the Naito option
252)	tunnels are too expensive and poor use of money. use this money instead to build bike/pedestrian only paths or lanes separated from car traffic. barbur boulevard needs improvements to make it safer for cyclists. make improvements to create safe way to bike to lake Oswego. create safer bike access to barbur from Hillsboro - old bridge to barbur is very narrow and barely enough room for cars to pass bikes so make barbur access more safe for cyclists
253)	I work at OHSU. If you improved the pedestrian trails/walkways from Barbur to Marquam hill, more people would take transit to Barbur and walk up to campus. I don't think adding a tunnel would be good as I'm sure there would be massive cost overruns. A lot of the OHSU campus is being built at the water front so I think concentrating access to that campus is more beneficial (as well as putting light rail or more buses along Barbur).
254)	I'm concerned that building more transit options will not have an impact on people who embrace suburban car culture.

255)	People who worry about losing property values are lame. Making people take buses out to the SW suburbs is an equity issue. There should be more trains in this city going out to all the suburbs. The trains should run quickly and frequently and maybe there should even be some express trains in from the distant suburbs, so maybe there should be multiple tracks.
256)	I do not think this is a good idea. People south of Portland all drive to Barbur Transit and take that in to town, they are not going to get out of their cars
257)	The land between Barbur and I-5 is sorely underutilized. Reclaim some land and build the light rail/dedicated bus lanes
258)	Tigard voted no. Will you force Tigard to accept your vision?
259)	Stop trying to attract more people to Portland! We are overwhelmed here as it is
260)	<p>Cycling is too dangerous in Portland. Rules are not enforced. I have seen the bike lanes on Terwilliger commandeered by SUVs (without signals or warning), regularly. THIS IS NOT OKAY. It's dangerous. I make six figures but I bike into and out of downtown: cyclists are not a poor underclass. I deserve a safe place to ride for my commute. I pay a lot of taxes, and yet my life is not apparently important to the city. We need lower speed limits near bike lanes, we need bike lanes that are never interrupted by off-ramps to highways (Barbur S, onto Hwy 10, for example). We need signals that detect cyclists so they can make a left turn without having to wait for a car to stop behind them (Taylor's Ferry and Terwilliger), and blinking lights to warn right-turners off of Terwilliger onto 10 that cyclists are in the bike lane (I scream at the top of my lungs to get through, but if I am sick and cannot yell, does it follow that I deserve to die?). I fully expect to die in my regular commute one of these days but commuting by bicycle is a quality of life issue for me. Please make it possible for Portlanders to safely commute by bicycle.</p> <p>When I am feeling down and can't make the ride, I would love love love to go to a light-rail station. I hate driving.</p>
261)	Tunnels??? Quit dreaming!
262)	Demand ODOT do a short-term lane diet on Northbound Barbur Blvd across the Vermont and Newbury Bridges NOW in order to allow people out of their cars.

263)	Protected bike lanes on Barbur!!!! Barbur has the potential to be a bike highway for thousands of would-be bike commuters, if only it felt safe to do so!
264)	Please modernize and provide the LEAST expensive alternative to car travel possible-climate change is real and so is the risk of earthquake-NO TUNNELS!!!!
265)	think 50 years of population growth with diminishing reliability on fuel
266)	No taxes to support this. Find a way to keep undesirables out of neighborhoods now that you would be giving them low cost and convenient transportation.
267)	You are too focused on trains and busses. Think outside of the box. What about community work stations rather than everyone traveling to central locations. Expand ride sharing along the lines of cars to go... On demand use type of programs (think ride-match.com).
268)	no commentw
269)	This process is too slow. Speed it up.
270)	We need to give people options, rather than force everyone to drive because it is the only transportation mode that gets significant public investment.
271)	What about improving walk/bike improvements on Taylors Ferry so that we can get to transit? Major reason I still drive.
272)	Tunnels are sexy but are often more trouble than they're worth
273)	I need really frequent and fast bus service from the MAX to SW recreational facilities and parks.
274)	Please, please, please build a light rail line between Tualatin and Portland.
275)	Discontinuing route 38 in Mr Park is a major mistake and will drive most current riders into their cares
276)	I live in Multnomah Village and find transit from Portland CBD to the SW infrequent and often late/not coming at all. It also does not run past 9:45pm. I will consider no longer taking public transport in August because of this.

277)	<p>In any bike/walk project, design in separated lanes with physical barriers from autos whenever possible, and use Dutch model intersections.</p> <p>In the meantime, please remove a northbound motor vehicle lane between SW Capitol Hwy. and SW Hamilton St. in exchange for a dedicated safety lane for people walking and bicycling. (I feel that safety and traffic flow was improved during the construction being done last year, and when the speed was limited to 35 mph. Every day, maybe a quarter of the cars going that route drive an average speed of 50-55 mph, treating Barbur like a freeway. This is dangerous and unacceptable.)</p>
278)	n/a
279)	I like the idea of faster direct connections to downtown PDX - I'm just not sure the cost justifies the tunneling however (I hope it does).
280)	Don't just leap over outer Southwest Portland and focus on Tigard. I'm confused by the questions above, which ask specifically about Tigard and Tualatin. What about Southwest Portland?
281)	I am a 45 minute walk from Barbur Transit Center, with few sidewalks. I would like to be safe in walking to public transit.
282)	You are too focused on trains and busses. Think outside of the box. What about community work stations rather than everyone traveling to central locations. Expand ride sharing along the lines of cars to go... On demand use type of programs (think ride-match.com).
283)	DO not make the final decisions solely on cost. Providing the least expensive total project will not necessarily be the best over community asset over the 100 year life span of the alignment.
284)	Linking marquam hill tunnel with bike/ped improvements is a false dichotomy. Tunnel doesn't preclude the other things.
285)	Stop adding light rail without adding buses that feed to the major transit centers. Add some damn toilets.
286)	fares too high
287)	Read answer #1, other Also, more Fare Checkers. I've been checked 2x in 4 years. It's lost revenue for you & big missed opportunity. I pay, others should too, on the Max & Streetcar
288)	GO FOR IT!

289)	Thanks for considering my thoughts.
290)	A light rail would add increased value to properties, convenience to its inhabitants, work force and college students, enhance the neighborhood in terms of shopping locally and bringing in more businesses.
291)	No tunnels. Juice isn't worth the squeeze
292)	DO NOT build anymore light rail. You should have stopped when your completed it to Hillsboro. Milwaukie and the stupid new bridge is a giant waste of money. Buses are cheaper, use up less valuable land for homes and businesses and is more energy efficient in the long run. Your preoccupation with steel rails has become a giant sucking drain on the resources of the entire metropolitan area.
293)	traffic considerations are going to be paramount, but limited by areas you have to utilize for development. expand with, near, parallel, adjacent to freeways and us highways, more access less residential disturbance, fed assistance. besides people understand the main surface arterials. these are already impacted by traffic and surface bus routes can serve from these arterials. so i like the surface options for this reason, but not as much traffic benefit as tunnel scheme. but what about that earthquake we're supposed to get around here soon? hmmm?
294)	Do not tunnel through the recently remodeled PCC Sylvania Campus!
295)	Please include in your everyday practice riding light rail twice a day during peak usage hours the red and blue lines in order to get a better idea of what it might be like to live through an earthquake similar to the ones recently experienced in Nepal. The fault lines in the area of the SW Hills and the responsibility of the planners need more information provided to the community. More consideration needs to be given to the surprises in the construction of the tunnels now serving light rail service and the fact that there have been no grand earthquakes since.
296)	The Hillsdale shopping center is very small, and parking spots in the lots and surrounding streets are usually filled to capacity during daytime hours. Having an additional transit stop here might lead to Trimet riders parking their vehicles in these spots (using it as a park and ride), as well as increased congestion in the shopping center and on Capitol Highway (both pedestrians and more vehicles using the lots for the aforementioned reason). This area already is difficult to navigate through, especially during rush hour, as the Capitol Highway heading toward Barbur goes from two lanes to one.

297)	Make it safe. Save Money.
298)	First, those so-called 'decision makers' are political appointees that don't use the Tri-Met system, so their profound ignorance is part of the profound reasons why Tri-Met is NOT really offering a viable system that works...and the bottom line here is that these political (NOT PRACTICAL!!!) folks don't function because as 'political appointees' those Board, Committees, Commissions and etc. are filled by those within this regions ultra bad and disgraceful 'politicians' or Tri-Met Administration that is part of the problem and seldom part of a solution. Also, these 'planers', 'plans' and poop are part of the overall system of bribery, where many of the appointees comprising the 'committees' who are part of those 'decision makers' bribed 'those in power' with various forms of 'campaign contributions' <which mostly are bribes>, so the problem remains that this region is almost totally devoid of leadership and this region remains so because most of the people in this region aren't even engaged in their own lives and well being let alone being engaged in practical matters...so the weak keep the weak in power where, in reality, these bad apples are the only thing left in the barrel. I don't participate in my own demise or destruction if I can help it...and these current 'plannin and scheming' efforts are very destructive and seemed only to focus on losing instead of succeeding. KARMA rules the loser fools, eh?
299)	Sidewalks along busy roads. It is dangerous walking from Capitol up Sunset when the sidewalk ends. Hope sidewalks are extended
300)	No more light rail and fixed route! Increase bus service, it's flexible, routes can be changed/added when demographics shift, etc.
301)	The most important decision is how to allow Tigard/Tualatin citizens reach downtown Portland the fast and reliable way possible.
302)	MAX has ruined Aloha and Hillsboro. Crime goes up when MAX comes to town. That's why we moved away from MAX. Don't bring it back to small towns.
303)	I'd bike every day of I had a safe route to take with my kid
304)	If you don't already, go out and ride the buses and walk and see what it is like. I've always felt that some of the decision makers would make different decisions if they had the experience of being late to work because a bus was late whether because of traffic or a bus breaking down.
305)	You are too focused on trains and busses. Think outside of the box. What about community work stations rather than everyone traveling to central locations. Expand ride sharing along the lines of cars to go... On demand use type of programs (think ride-match.com).

306)	Don't forget about Wilsonville please!
307)	Light rail is as much about development around transit lines as is about ridership. Also PCC and OHSU deserve direct rail access to and from the rest of the region.
308)	I don't feel like the people who make the decisions have any understanding of how their decisions play out in reality. Have they ever even taken a bus? It's amazing how Trimet's current schedules cause common transfers to take much longer than they need to and how routes cause buses to get stuck. It feels like the system was developed by someone who has only seen Portland on a map.
309)	I'm glad we're doing this!
310)	The southern metro east/west connection is overdue.
311)	When will we have light rail from downtown to Wilsonville? I understand that WES serves between Beaverton and Wilsonville. I further understand the impact that it would have on the 96. A dedicated light rail system between downtown Portland and Wilsonville would mean less traffic impact during the rush hours. It could run straight up the I-5 corridor, with stops/stations near Tualatin Transit Center and one below Sagert Street. The 96 faces the same obstacles motor vehicles do during the day. And make it all-day, not just during rush hour. Or at least survey for opinion on whether riders would be interested. Specifically the riders that take the 96 either direction and those who ride WES.
312)	Light rail is very important and this line would be a great addition to the Portland system.
313)	This e-mail from Trimet was the first I heard of this study. How many businesses, residents and most importantly those who commute in and out of the area for jobs or commerce have you contacted? No one at my workplace has heard of this project!
314)	We should not support car use over transit.
315)	I think rail is more preferable than bus.
316)	The AORTA option is the only one that will have a significant impact on reducing traffic demand on I-5 by being capable of carrying in excess of 60,000 trips a day by 2035. It also will provide a better bike and pedestrian environment along Barbur by reducing vehicle demand along that

	corridor.
317)	our commitment to like real development makes Portland stand on its own when compared to similar size cities across the country. I moved to Portland because the light rail system, and I have seen the development that accompanies it.
318)	Why do you leave out the other sw side of Portland which has such poor public transit that answering questions about public meeting attendance and anything else on this survey is meaningless.
319)	It's time for bus rapid transit. Other than larger car size for trains, bus makes more sense; way less expensive. If it has ample exclusive ROW, it's the best choice. Don't EVEN THINK about asking voters for a train. If the Feds are only going to 50% or less, forget a tunnel under Marquam. All of us in Portland and Multnomah County are already overtaxed by the drunken sailors and bureaucrats in fat Portland.
320)	Access to PCC Sylvania should be part of any corridor proposal. Access to Marquam Hill also needs to be enhanced.
321)	think about air pollution - light rail doesn't pollute
322)	Keep the construction low impact on the environment, and ask the Treasurer to issue State Bonds to cover the cost!
323)	You are too focused on trains and busses. Think outside of the box. What about community work stations rather than everyone traveling to central locations. Expand ride sharing along the lines of cars to go... On demand use type of programs (think ride-match.com).
324)	We need to relieve the congestion on I5 and 217 by providing better options for that
325)	Latest thinking on results of survey due in April for proposed route changes
326)	N/ A
327)	Keep the construction low impact on the environment, and ask the Treasurer to issue State Bonds to cover the cost!
328)	Any options for the west side that can make transit easier and reduce traffic should be considered as long as the economic and neighborhood impacts are not too great. I feel this area

	is growing and transit should keep up.
329)	1. Vermont #1 bus has become so unreliable I started driving to Lloyd every day. Takes half the time and costs only \$30 more per month! 2. Please don't do tunnels on already unstable grounds that can destroy the hills entirely. 3. Maybe try a gondola type transit system? Above-ground, smaller and more frequent and clean energy. (As long as you asked! :) Like a Barbur Blvd monorail.
330)	Thousands o people live along Beef Bend Rd, but very few use public transit because they have to walk a long way to Hwy 99 along sidewalk that is very close to fast traffic.
331)	Heavy transit infrastructure like this should make sense in a 50-100-year time frame. Some alignments seem to want to stitch together random blobs of development caused by cars. Also Barbur/Naito is a de facto highway. It'll never be a "complete street". Probably better to put it in a trench and separate it from the neighborhoods it flows through. Walk/cycle alignments should be away from it.
332)	You are too focused on trains and busses. Think outside of the box. What about community work stations rather than everyone traveling to central locations. Expand ride sharing along the lines of cars to go... On demand use type of programs (think ride-match.com).
333)	We want More Mass a Transit and fewer cars for sure!
334)	It is difficult to imagine Portland in 2035 with all the changes happening now, but I think Southwest is an important corridor for improved development. I feel like the neighborhood around Hillsdale would fight hard to leave things 'as is' rather than the proposed disruptions, resulting in delays and costs. I think high-capacity / reliable connections to OHSU and PCC-Sylvania are both important projects for the region's future.
335)	No more light rail and fixed route! Increase bus service, it's flexible, routes can be changed/added when demographics shift, etc.
336)	When will we have light rail from downtown to Wilsonville? I understand that WES serves between Beaverton and Wilsonville. I further understand the impact that it would have on the 96. A dedicated light rail system between downtown Portland and Wilsonville would mean less traffic impact during the rush hours. It could run straight up the I-5 corridor, with stops/stations near Tualatin Transit Center and one below Sagert Street. The 96 faces the same obstacles motor

	vehicles do during the day. And make it all-day, not just during rush hour. Or at least survey for opinion on whether riders would be interested. Specifically the riders that take the 96 either direction and those who ride WES.
337)	Barbur already has enough space to put in BRT lanes and stations. So I see no reason why spending huge amount of money on major capital project such as LRT. TriMet can get federal grants for construction, but ultimately riders would have to absorb the costs of maintenance and operation by way of higher fares. Also, BRT is a lot more accessible and friendlier to people with disabilities as BRT stations are on the surface. For these reasons I would not support any further constructions of LRT.
338)	Develop and maintain cross connecting buses.
339)	Barbur already has enough space to put in BRT lanes and stations. So I see no reason why spending huge amount of money on major capital project such as LRT. TriMet can get federal grants for construction, but ultimately riders would have to absorb the costs of maintenance and operation by way of higher fares. Also, BRT is a lot more accessible and friendlier to people with disabilities as BRT stations are on the surface. For these reasons I would not support any further constructions of LRT.
340)	Please consider putting the max line along the I5 corridor so that the integrity of the neighborhoods are not affected. Putting tracks down Barbur will make it almost impossible to navigate the neighborhood. Barbur is an excellent way to travel to downtown Portland without using the freeway, and with the addition of tracks and chaos, it will ruin an excellent alternative route that is used by most of the neighborhoods in this area. Adding sidewalks on the other hand would really help make the neighborhoods more user friendly. The I5 area along the edge of the freeway would be a much better way to provide lite rail, or rapid bus line transit to all areas in SW. Especially to Tigard, Tualatin, Wilsonville.
341)	When will we have light rail from downtown to Wilsonville? I understand that WES serves between Beaverton and Wilsonville. I further understand the impact that it would have on the 96. A dedicated light rail system between downtown Portland and Wilsonville would mean less traffic impact during the rush hours. It could run straight up the I-5 corridor, with stops/stations near Tualatin Transit Center and one below Sagert Street. The 96 faces the same obstacles motor vehicles do during the day. And make it all-day, not just during rush hour. Or at least survey for opinion on whether riders would be interested. Specifically the riders that take the 96 either direction and those who ride WES.
342)	There are hundreds of people that work in the Kruse Way area that live in Tigard, Beaverton, Aloha, Hillsboro. We drive our cars because there is no/very little bus connection across Kruse Way overpass. I want to go back to bus riding, but can't because the bus system there is so poor.

	Get us out of our cars!
343)	routes on Westside need to leave from and to downtown after midnight
344)	Decrease road traffic entering Portland downtown from inner SW during rush hour.
345)	The added cost of tunneling and underground stations is a worthwhile investment in the future of Portland's current light rail transit area. It may cost more, but the payoff is well worth it. Don't be like Seattle and figure we will never grow to a size of city that needs such things. This is a foolish assumption you can never recover from.
346)	Have a smart budget :-)
347)	<p>Buses do not have enough bike racks. My experience has been that it is difficult to be on time when you have to catch a bus near the end of its route AND you have a bike. By the end of the route, the racks are full. I've had to let not just one, but as many as THREE buses pass me by because all their racks were full.</p> <p>I feel unsafe when I take my bike on transit because I am unsure if I can get home reliably or if I will have to wait somewhere sketch late at night and risk being raped. Patrols at MAX stops in Beaverton (where I connect) are too rare.</p>
348)	Keep building it. They will come.
349)	re-routing of some routes to pass through more centralized transit hubs
350)	Emphasis getting cars off the 99w corridor through Tigard.
351)	Pick an alternative to driving down 99w. Have better connections to Portland.
352)	STOP! It is a ridiculous use of tax money. Portland has horrible street repair problems that make entire neighborhoods unsafe to walk and travel in and you want to spend a ridiculous amount of money to dig a tunnel? Add rail lines? Give easy access to thugs and criminals? Have you considered the earthquake aspect? Do you want to be in a tunnel when the big one hits? And all the experts say the same thing. It is only a matter of when not if.

353)	Prioritize service to low-income people - not the already affluent.
354)	PLEASE don't consider ANYTHING else for Marquam Hill except underground MAX. Even if you have to shorten the route to Barbur TC. This would be a great opportunity to totally redo Barbur TC into a 3-4 level parking garage and a respectable transit center. If you have to, shorten the distance, but don't eliminate it.
355)	Due to the fault lines in the West Hills, earthquake damage should be factored into the decision. I think a tunnel would be a great option for the winter ice storms, but would it hold up during an earthquake.
356)	You need to make note of ALL of the rerouting of bus service from the downtown core THROUGH your construction project for the duration of the construction. I'm disabled, and I'm REALLY tired of wandering downtown for blocks every time you people change something and don't TELL anybody about it, as far as moved stops, detours, etc, etc, etc...THAT is the kind of info your ridership needs. You want to build all kinds of spiffy stuff, but WE have to NAVIGATE our way THROUGH it. Challenging enough when you're young and healthy; tiresome when you're middle-aged and fighting your way through healthcare issues.
357)	I look at the maps with transit tunnels to Hillsdale with a great sense of dread and think, "there goes the neighborhood". I take the bus most days. I understand that my choice to live in the burbs means longer transit times. I'm okay with that. DON'T RUIN HILLSDALE WITH UNNEEDED DEVELOPMENT. please.
358)	Many parts of the world are moving away from these short rail lines and moving too less expensive and far more playable bus service. We can end up with huge road improvements and dedicated bus lanes and safe and secure bike lanes. Encouraging bike riders and bus riders at a fraction of the cost of max lines let alone a tunnel.
359)	Access between PDX proper and the SW/suburbs is critical. For the past 3 years I have had to rely on Trimet to get to Lewis & Clark College from NE Portland and it is an absolute nightmare. I have spent countless hours commuting, waiting for connections, and even being stranded a number of times completely outside of my control. Access has to be better to let people work, live, and attend schools (whether it's Lewis & Clark or PCC Sylvania), especially those of us who cannot afford a car, rely on mass transit (for any reason), and cannot/do not live in suburbia.
360)	In for a penny in for a pound. If you're going to do this, do it right the first time, even if it means making some painful decisions like reducing travel lanes for cars or a larger budget. Considering what a long-term project a new light rail line will be, and what the stakes are (providing reliable, eco-friendly public transit in an era with way more potential congestion and environmental damage than right now), this line should be designed with maximizing alternative transit use in

	mind. This includes vision zero ped/bike safety improvements, and throwing out the idea of a BRT right now. (BRT is, by nature, a compromise between regular buses and trains. This is not a project for compromise, not when SW is so poorly served in terms of public transit and active transit options).
361)	The best is to go under ground more and less on top the downtown should have all it rail under ground so it could move faster.
362)	I need really frequent and fast bus service from the MAX to SW recreational facilities and parks.
363)	At my age (74), it is unlikely that most of the planned projects will have much effect on me personally, but given the population increase projected for the Greater Portland area, this is the time to be doing this development work. As a former Seattle resident, I was frustrated at that city's failure to plan and develop properly in the 1960s and 1970s, and they're paying for that failure today. Portland is way ahead in looking to the future, and I applaud these efforts.
364)	Bridlemile residents need better links to transit
365)	Push TriMet to stop lrv\brt and increase express service and frequent service. Peer capita ridership for TriMet was greater before all the grandiose projects of the past 25 years and the did it with buses on shared lanes
366)	Please expand service past 9-10pm!
367)	Keep the 43 on Corbett
368)	The Hillsdale shopping center is very small, and parking spots in the lots and surrounding streets are usually filled to capacity during daytime hours. Having an additional transit stop here might lead to Trimet riders parking their vehicles in these spots (using it as a park and ride), as well as increased congestion in the shopping center and on Capitol Highway (both pedestrians and more vehicles using the lots for the aforementioned reason). This area already is difficult to navigate through, especially during rush hour, as the Capitol Highway heading toward Barbur goes from two lanes to one.
369)	It will make a lot of people travel between cities for their hops and schools way easier
370)	thank you for making this possible for a safer travel for everyone

371)	Not only is this a difficult corridor but money's much tighter now. Transit in the corridor needs to be brought up to regional standards - this is a given, but it's clear that light rail is anything but a panacea. Not only is this line expensive to build, but will the expenses to keep it running result in massive cuts to bus service and rail system maintenance in the future economic downturns. MAX seems so unreliable nowadays though clearly it attracts some riders who are just too good for the bus. Very tough decisions need to be made - keeping the communities and the region involved is important. If we are part of the discussion and decision-making then we'll be more likely to support the choices.
372)	Keep needs of elderly in mind
373)	Please expand service past 9-10pm!
374)	Access to Marquam hill from the suburbs is of utmost importance. Tigard and Tualatin are booming and the commute to Portland is tasking. With the inevitable billion dollar from the Knights, OHSU will be undoubtedly expanding in all ways imaginable. With increased notoriety comes increased activity and service. To attract top notch doctors and scientists, the facilities need to be accessible!
375)	Bike lane safety. Shorter commute time.
376)	Light rail is the best option. Any BRT option will get so watered down that it will not provide the reliable service needed to get people out of their cars.
377)	A MAX line along Barber will spark extensive development for all of the SW Corridor. It would become a viable place to visit for people in other parts of the city.
378)	The only reason I'll ever do business with that are of the city is if there is a solid backbone for transit in the area or significant bicycle infrastructure. I know I share this sentiment with a LARGE part of Portland. The SW is generally unexplored because of it's hostility to non-auto users and reliance on auto-dependent consumers. Leaving it at a disadvantage for any serious business uptick.
379)	Can they put the light rail right along the side of I5 (like the one along Hwy 26) instead of messing up Barbur Blvd? Barbur is our only alternative right now. Hwy 99 is already too crowded. Don't take away lanes! That's why the people of Tigard wanted to vote to have a decision, they're afraid of decisions like this - taking away lanes we need!

380)	Reliability of buses on 96 is an issue. Afternoon commute from downtown Portland to Tualatin is extremely congested.
381)	MAX MAX MAX! Please don't do the branch option in Tigard - that's just silly.
382)	Buses less expensive than a new project which will cost more that we will not even know until it is finished.
383)	How does WES impact the SW Corridor Plan? And might it run more frequently?
384)	I like the improvements I'm seeing out there so far!
385)	Na
386)	ENFORCING SPEEDING BIKERS while RIDING AND RACING A BYCYCLE on city sidewalks FOM MY REAR!!!!!!
387)	Tualatin / Sherwood bus route is long overdue. By maybe a decade.
388)	BRT is absolutely unacceptable with the current Tri-Met buses. Rock-hard seats with no padding and very little vehicle suspension cushioning, combined with Portland's atrocious highways and streets make even short rides miserable, and destructive to people's spines.
389)	Sw corridor should have bus routes that go to Hillsboro. The blue line is too slow we need a faster route.
390)	cross walks
391)	Start building. SW burbs are currently a TriMet dead zone.
392)	Please consider bus rapid transit as alternative to rail. Also consider bicycle safety.
393)	Get at making mass transit options possible NOW. In another 5 years, they would cost double the \$\$!

394)	None
395)	As I'm sure you're aware, light rail is so much more convenient & attractive than a bus ride!
396)	The past express bus option was pretty effective, but has yet to be Re-established.
397)	Read #14
398)	In general the SW area has too long of distances from bus stops to destinations and unsafe walking areas, which drastically decreases ridership. Some bus routes are poorly designed - the #1 route could easily serve its area better if it ran in both directions and more frequently.
399)	Build the tunnels. Prioritize OHSU. Start today!
400)	There are cheaper, more effective ways than drilling into a volcano. Think creatively and work WITH neighbors rather than destroying neighborhoods.
401)	Mass transit improves commutes and improves lifestyles. Easy, direct, time efficient transit to Tigard from the east side is sorely needed, especially as the poor design of the bridge merge causes excessive back ups inbound in the afternoon. There are poor options for alternatives to car commuting to Tigard from Portland.
402)	we need better driving roads
403)	Use the I-5 R/W (with structures) as the least impact to Barbur Blvd.
404)	The cost of these high-speed high capacity rail projects is outrageous, particularly in terms of construction and operating costs per passenger mile. What is wrong with surface transportation -- buses with dedicated lanes. MUCH cheaper.
405)	engage the community more and listen to our opinions
406)	Stop wasting our money on "dreaming" about things that cannot change the reality of the way we live

407)	Cars are the only option for some people due to age and physical limitations. If you make the use of cars impossible, you will have a drastic impact on their lives.
408)	It seems that Barbur is the obvious choice for development of mass transit, since it already exists. Increased bus service, perhaps bus only lanes, etc could really help move people around. Cutting expensive tunnels don't help those that bike or walk to work to be more safe. The steering committee should concern itself with improving the basic infrastructure of the region without having to resort to very expensive options like drilling a tunnel to Marquam. Tunnels always run over budget---and spending 1billion dollars on something when you still won't have a bike only lane going north bound onto barbur from capitol hwy seems like madness