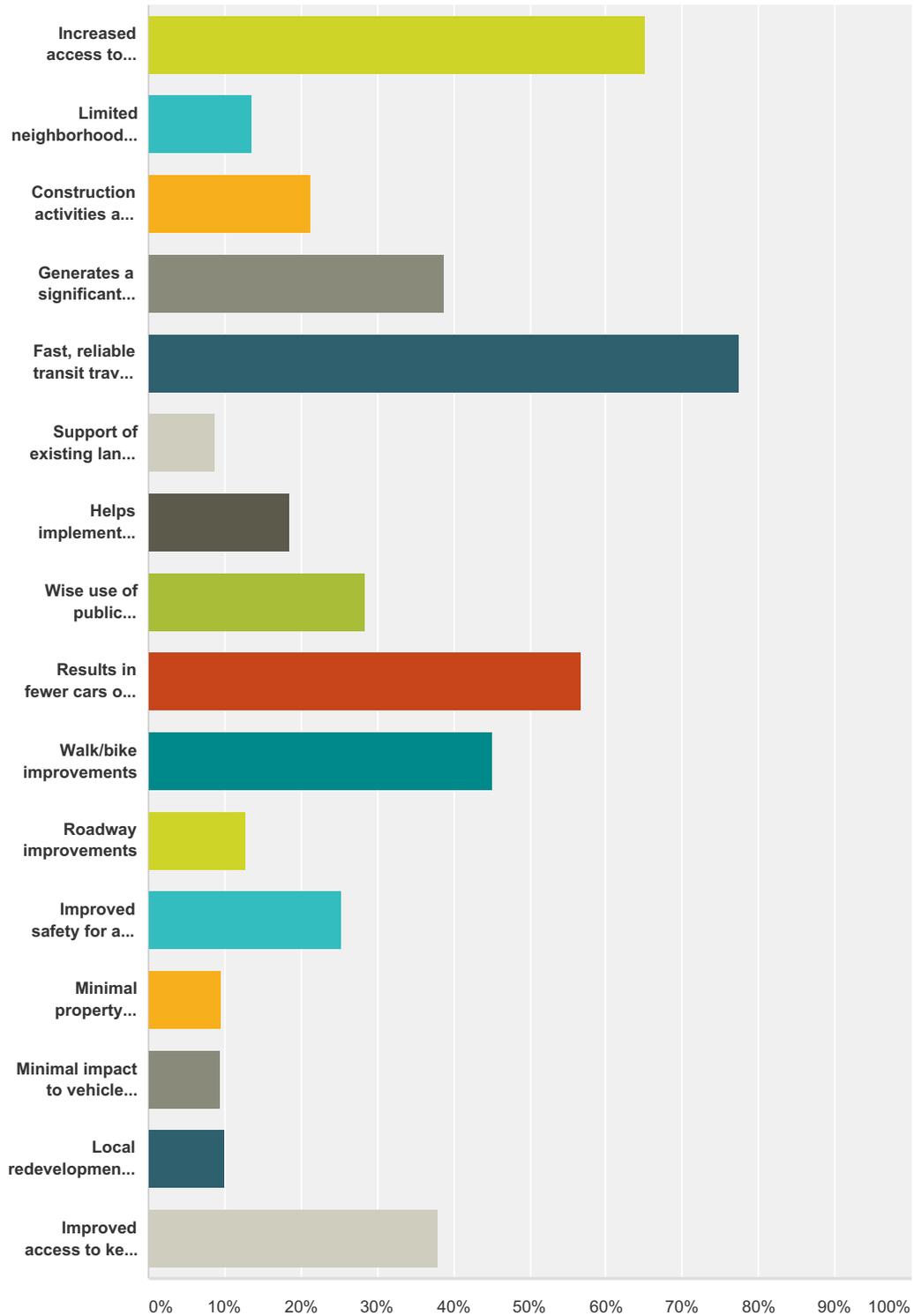


Q1 1. What do you feel are the five most important outcomes of a project to build light rail or bus rapid transit in the Southwest Corridor? You can read project background documents in the project library at www.swcorridorplan.org.

Answered: 1,111 Skipped: 199

SW Corridor May 2015 Survey



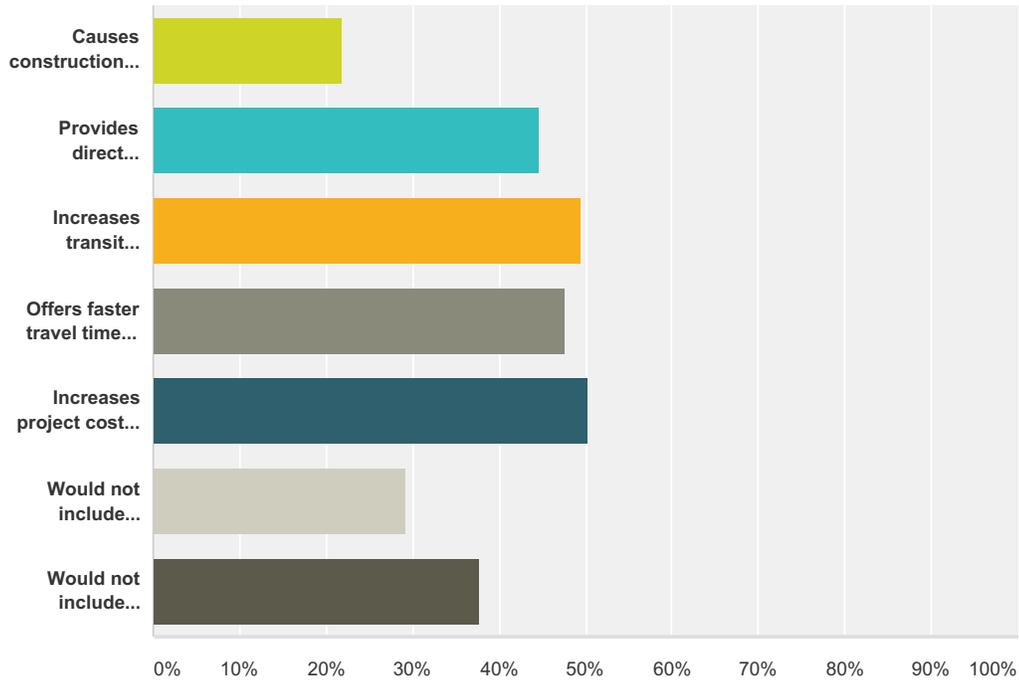
Answer Choices	Responses
Increased access to employment and education centers throughout the region	65.17% 724
Limited neighborhood disruption during construction of project	13.59% 151
Construction activities and ongoing operations have limited impacts to parks and natural areas	21.33% 237
Generates a significant number of new transit riders	38.79% 431

SW Corridor May 2015 Survey

Fast, reliable transit travel times	77.50%	861
Support of existing land use plans	8.73%	97
Helps implement regional climate change strategies	18.54%	206
Wise use of public resources	28.35%	315
Results in fewer cars on the road	56.80%	631
Walk/bike improvements	45.09%	501
Roadway improvements	12.69%	141
Improved safety for all users	25.29%	281
Minimal property impacts	9.54%	106
Minimal impact to vehicle capacity on roads	9.45%	105
Local redevelopment opportunities	10.08%	112
Improved access to key regional destinations (ie: Moda Center, PDX airport, Oregon Zoo)	37.98%	422
Total Respondents: 1,111		

Q2 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?

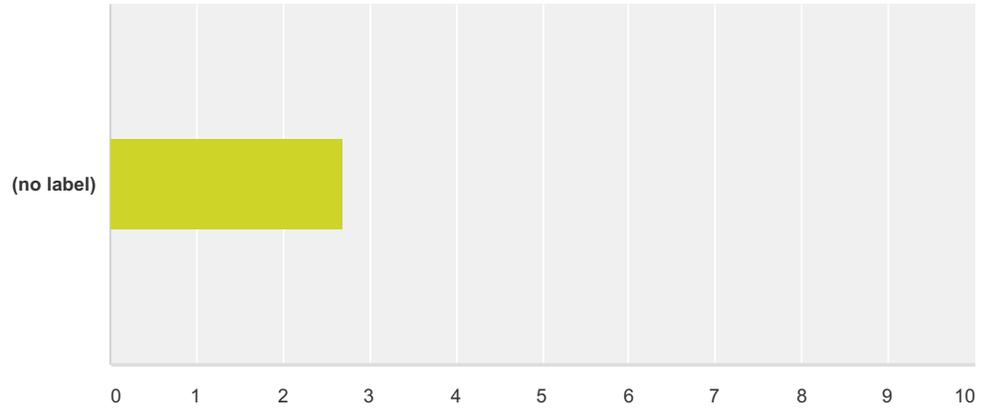
Answered: 1,117 Skipped: 193



Answer Choices	Responses
Causes construction impacts to institutions and neighborhoods	21.84% 244
Provides direct connection to Marquam Hill and Hillsdale via underground transit stations	44.58% 498
Increases transit ridership more than other options	49.51% 553
Offers faster travel time than other options	47.63% 532
Increases project cost by \$750-900 million compared to Barbur surface option	50.31% 562
Would not include walk/bike connection from Barbur or Naito up to Marquam Hill	29.27% 327
Would not include walk/bike safety improvements in South Portland along Naito or Barbur	37.69% 421
Total Respondents: 1,117	

Q3 3. Do you generally support or not support a Marquam Hill-Hillsdale light rail tunnel being built as part of a Southwest Corridor high capacity transit project?

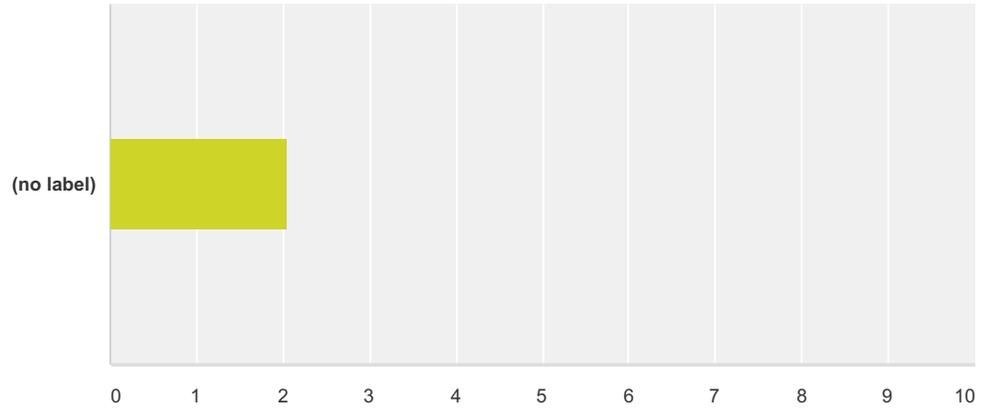
Answered: 1,145 Skipped: 165



	Strongly Support	Somewhat Support	Neutral	Somewhat Do Not Support	Strongly Do Not Support	Need more info	Total	Weighted Average
(no label)	35.98% 412	20.26% 232	8.65% 99	12.05% 138	19.21% 220	3.84% 44	1,145	2.70

**Q4 4. Do you think the Marquam Hill area has adequate transit service today?
Read Trimet's plans for improved local bus service in the SW Corridor.**

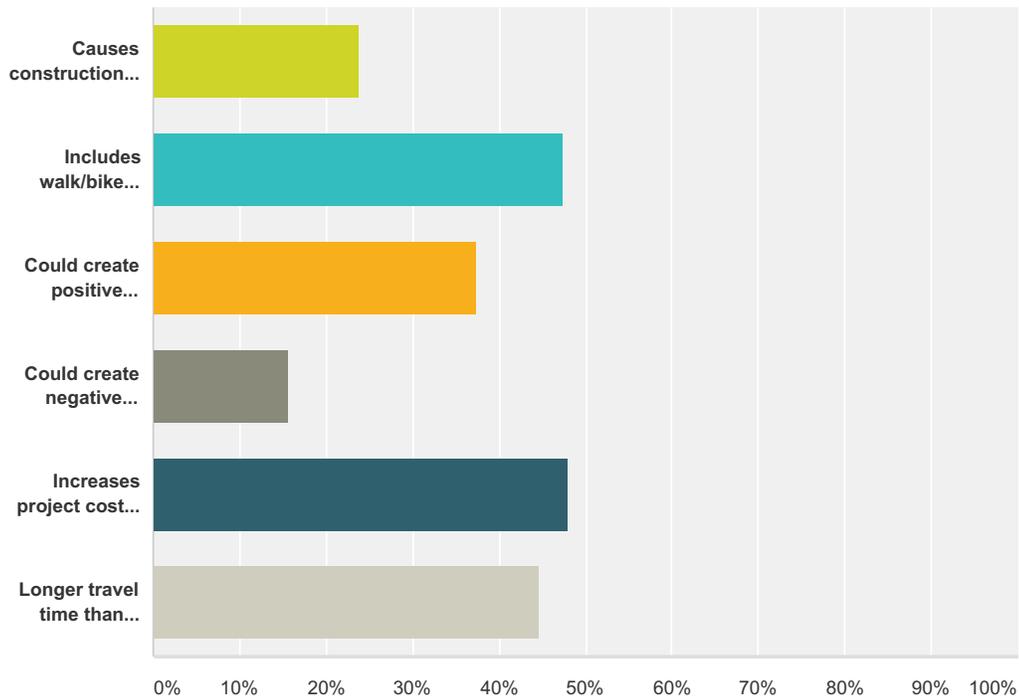
Answered: 1,140 Skipped: 170



	Yes	No	Need more information	Total	Weighted Average
(no label)	18.60% 212	59.21% 675	22.19% 253	1,140	2.04

Q5 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?

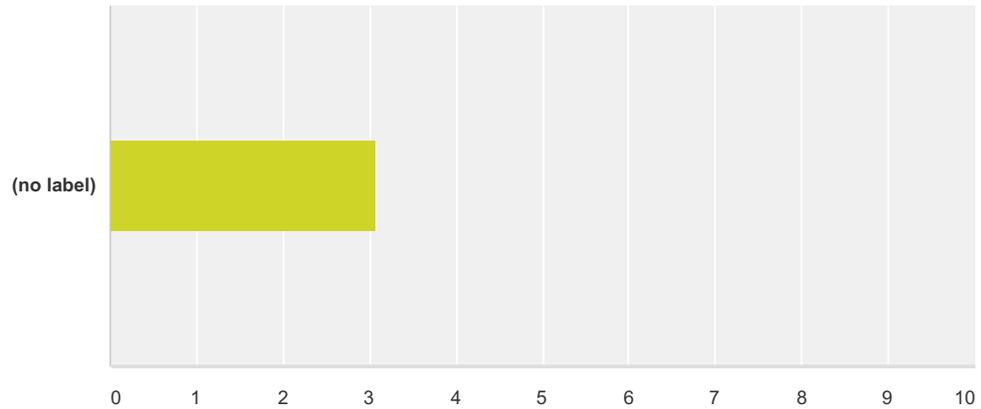
Answered: 1,076 Skipped: 234



Answer Choices	Responses
Causes construction impacts to Hillsdale town center and nearby school zones	23.88% 257
Includes walk/bike improvements on Capitol Highway to access transit station	47.30% 509
Could create positive effects by encouraging development in Hillsdale	37.45% 403
Could create negative effects by encouraging development in Hillsdale	15.61% 168
Increases project cost by \$226 million compared to Barbur surface option	48.05% 517
Longer travel time than Barbur alternative; fewer riders would use this alignment than other options	44.61% 480
Total Respondents: 1,076	

Q6 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?

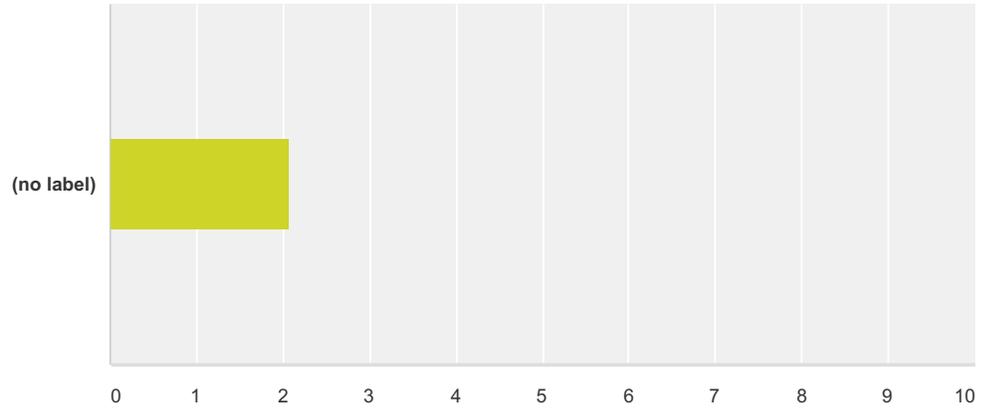
Answered: 1,123 Skipped: 187



	Strongly Support	Somewhat Support	Neutral	Somewhat Do Not Support	Strongly Do Not Support	Need more info	Total	Weighted Average
(no label)	20.12% 226	20.93% 235	21.55% 242	15.05% 169	15.23% 171	7.12% 80	1,123	3.06

Q7 7. Do you think the Hillsdale area has adequate transit service today? Read Trimet's plans for improved local bus service in the SW Corridor.

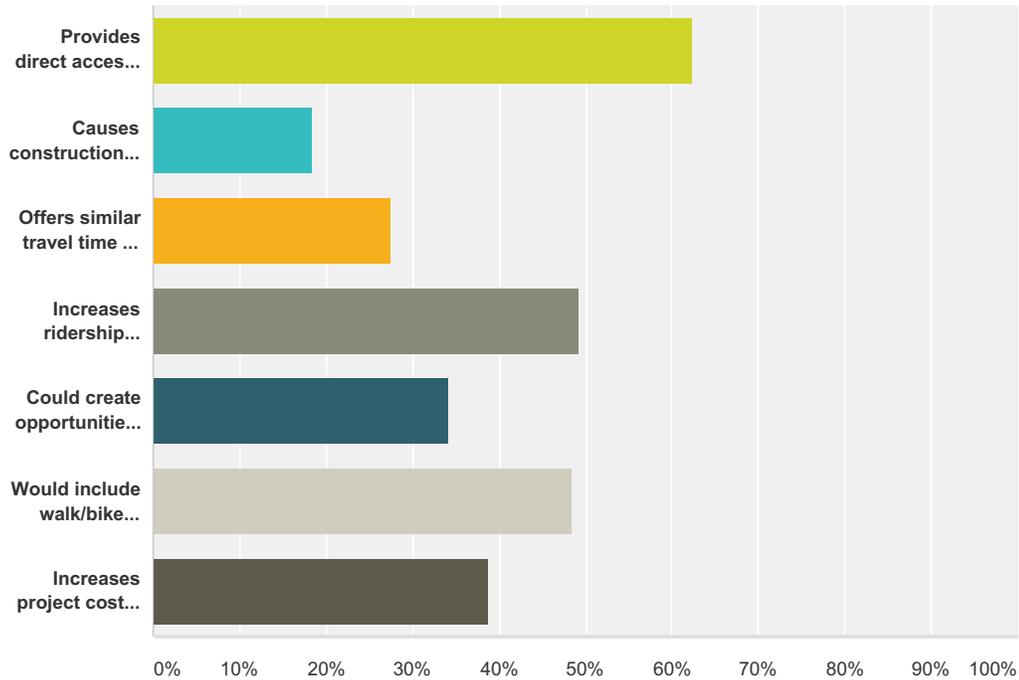
Answered: 1,108 Skipped: 202



	Yes	No	Don't know	Total	Weighted Average
(no label)	26.53% 294	40.25% 446	33.21% 368	1,108	2.07

Q8 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?

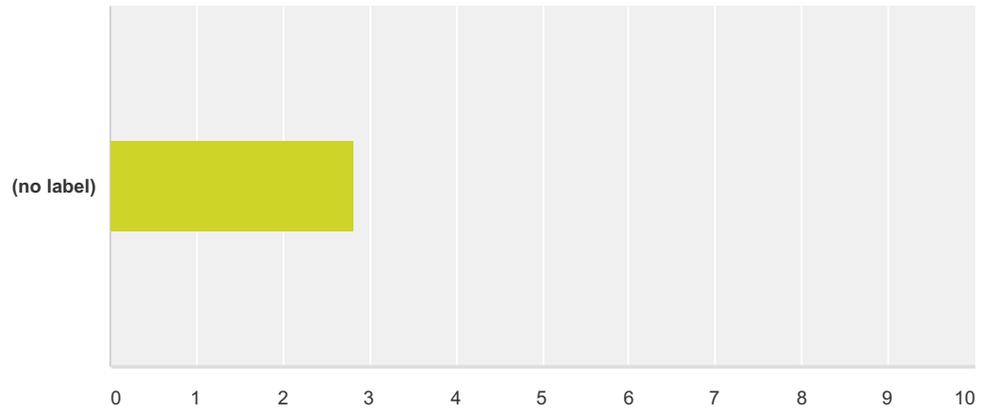
Answered: 1,048 Skipped: 262



Answer Choices	Responses
Provides direct access to PCC Sylvania campus	62.40% 654
Causes construction impacts to the neighborhoods and campus	18.32% 192
Offers similar travel time as Barbur alternative	27.48% 288
Increases ridership compared to the Barbur option	49.33% 517
Could create opportunities for redevelopment on PCC Sylvania campus	34.26% 359
Would include walk/bike improvements on Barbur east of SW 53rd Ave	48.38% 507
Increases project cost by \$224 million compared to the Barbur surface option	38.74% 406
Total Respondents: 1,048	

Q9 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?

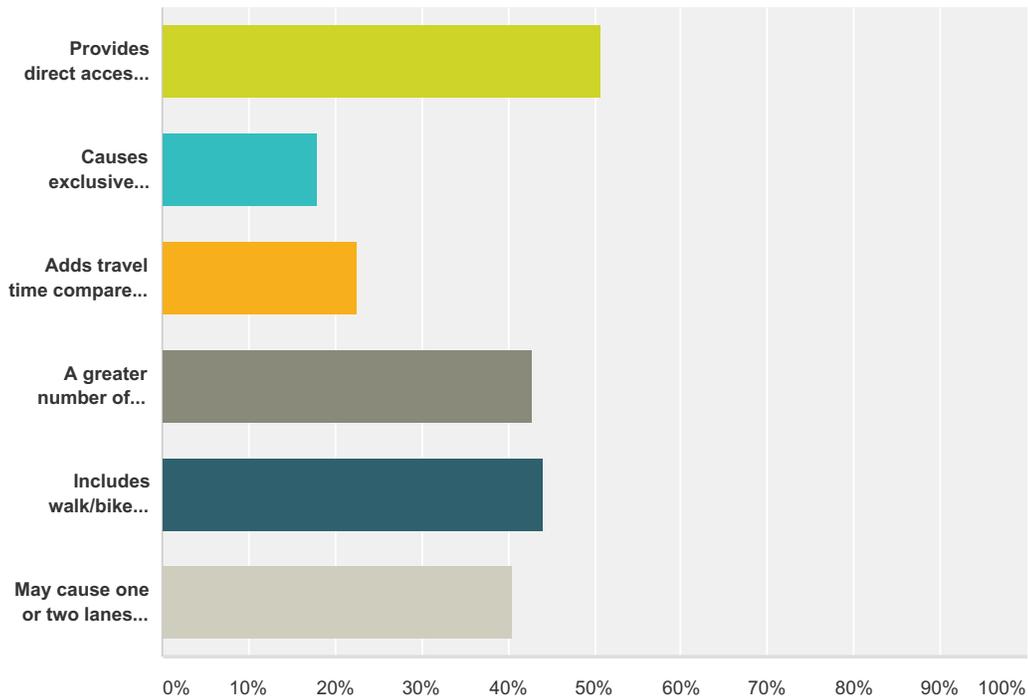
Answered: 1,096 Skipped: 214



	Strongly Support	Somewhat Support	Neutral	Somewhat Do Not Support	Strongly Do Not Support	Need more info	Total	Weighted Average
(no label)	23.91% 262	25.82% 283	20.89% 229	10.31% 113	12.23% 134	6.84% 75	1,096	2.82

Q10 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?

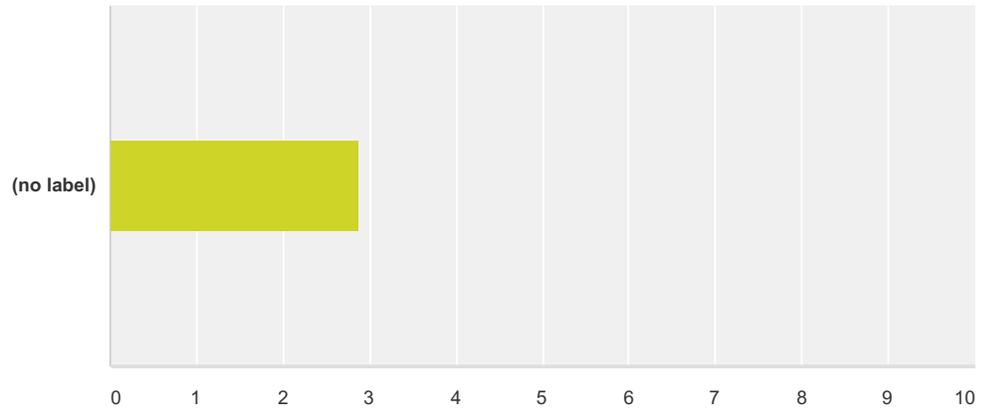
Answered: 1,019 Skipped: 291



Answer Choices	Responses
Provides direct access to PCC Sylvania campus	50.64% 516
Causes exclusive bus-way construction impacts to neighborhood properties and the campus	17.86% 182
Adds travel time compared to Barbur option	22.47% 229
A greater number of riders would use this alignment compared to Barbur option	42.89% 437
Includes walk/bike improvements on Capitol Highway	44.06% 449
May cause one or two lanes on Capitol Highway to be converted to transit-only	40.53% 413
Total Respondents: 1,019	

Q11 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?

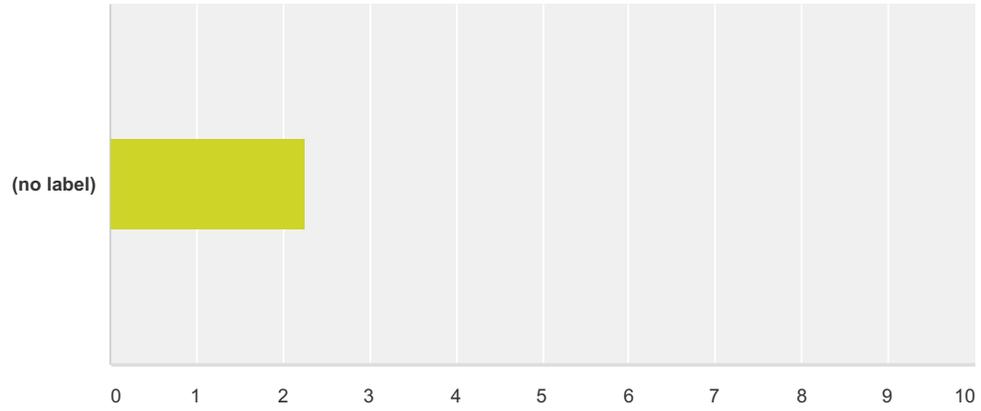
Answered: 1,088 Skipped: 222



	Strongly Support	Somewhat Support	Neutral	Somewhat Do Not Support	Strongly Do Not Support	Need more info	Total	Weighted Average
(no label)	18.11% 197	29.69% 323	23.99% 261	9.56% 104	10.85% 118	7.81% 85	1,088	2.89

**Q12 12. Do you think the PCC Sylvania area has adequate transit service today?
Read Trimet's plans for improved local bus service in the SW Corridor.**

Answered: 1,087 Skipped: 223



	Yes	No	Don't know	Total	Weighted Average
(no label)	16.28% 177	41.12% 447	42.59% 463	1,087	2.26

Q13 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?

Answered: 458 Skipped: 852

Q14 14. What more would you want to learn about the project in upcoming outreach and discussions with Tigard and Tualatin community members?

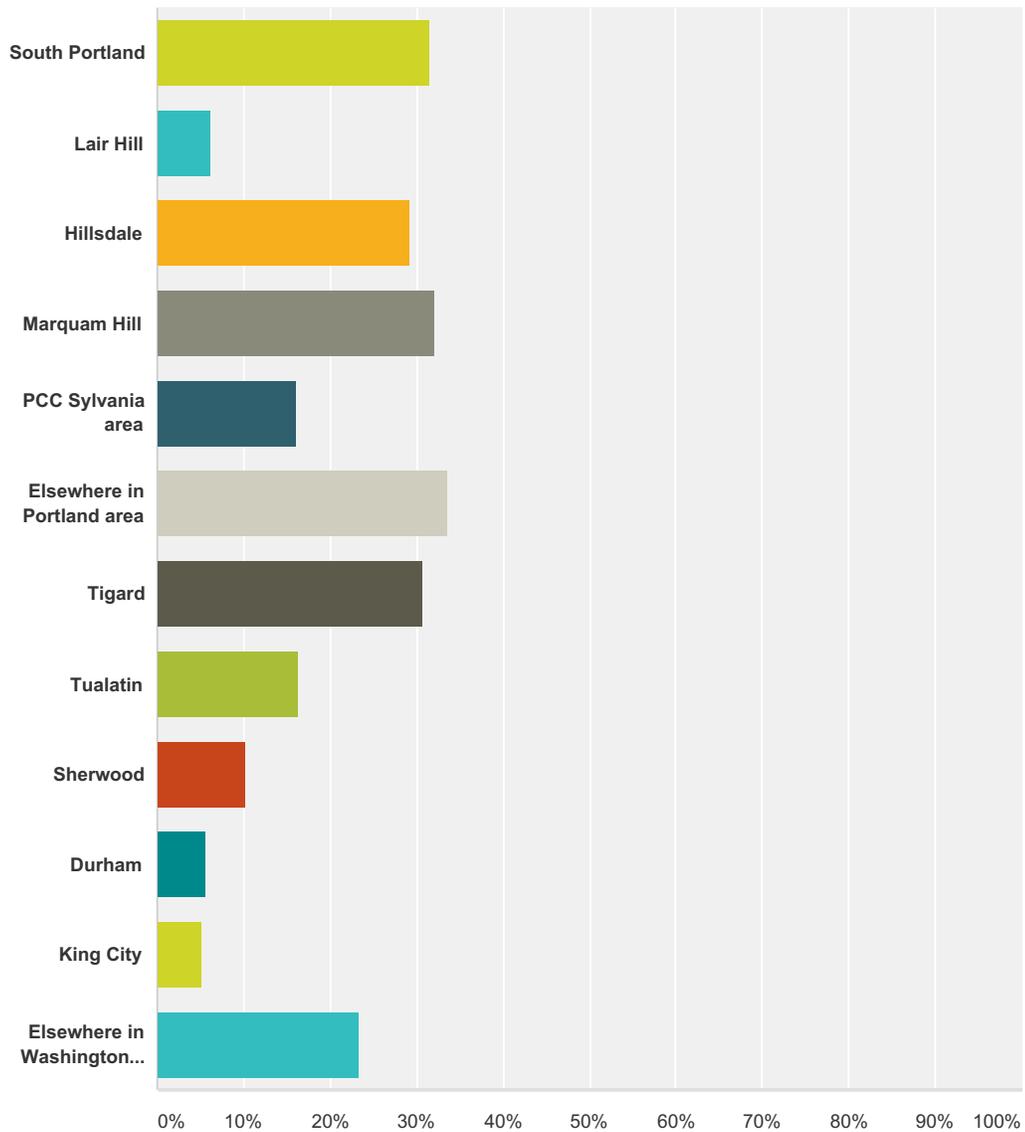
Answered: 246 Skipped: 1,064

**Q15 15. What else do you want to tell
decision makers?**

Answered: 575 Skipped: 735

Q16 16. Which parts of the corridor do you primarily live in, work in, or frequently visit?

Answered: 1,132 Skipped: 178



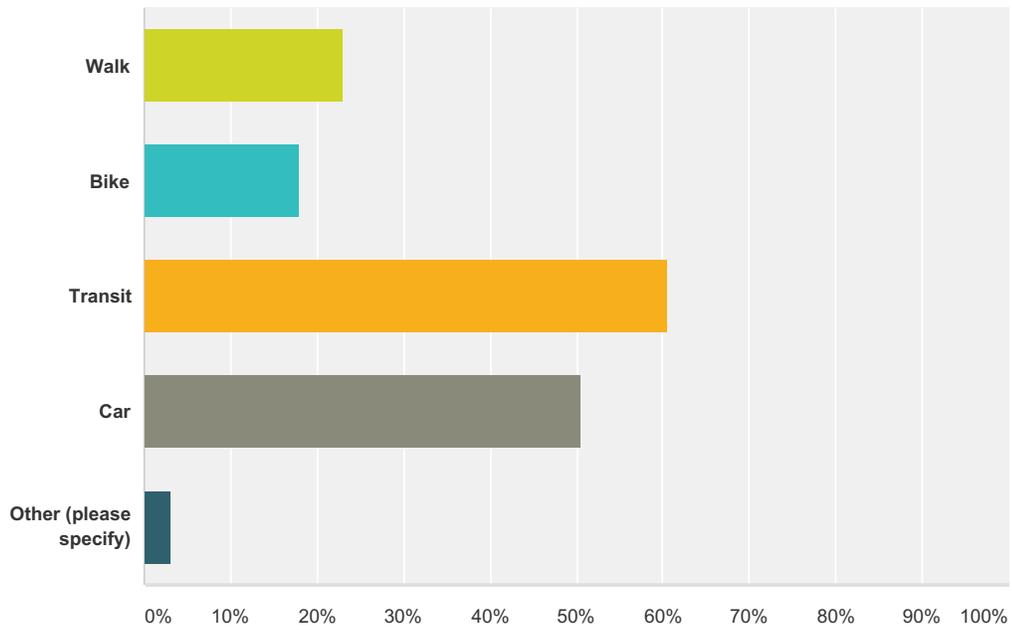
Answer Choices	Responses
South Portland	31.45% 356
Lair Hill	6.36% 72
Hillsdale	29.24% 331
Marquam Hill	32.07% 363
PCC Sylvania area	16.17% 183
Elsewhere in Portland area	33.66% 381
Tigard	30.74% 348

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Tualatin	16.25%	184
Sherwood	10.16%	115
Durham	5.57%	63
King City	5.30%	60
Elsewhere in Washington County	23.41%	265
Total Respondents: 1,132		

Q17 17. What type of transportation do you use most often?

Answered: 1,142 Skipped: 168



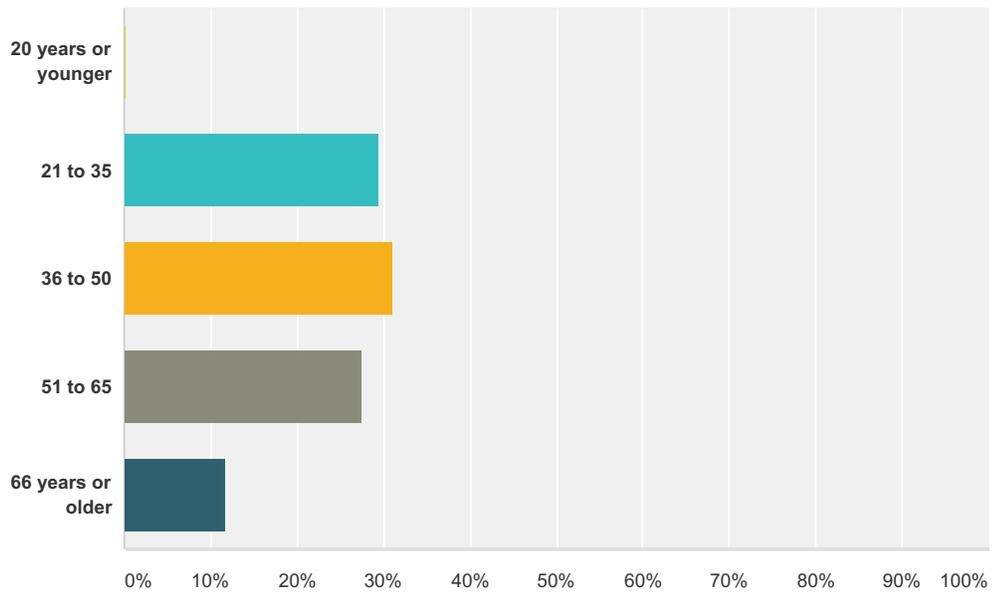
Answer Choices	Responses	Count
Walk	23.03%	263
Bike	17.95%	205
Transit	60.60%	692
Car	50.44%	576
Other (please specify)	3.15%	36
Total Respondents: 1,142		

Q18 18. What is your zip code?

Answered: 1,310 Skipped: 0

Q19 19. Your age (optional)

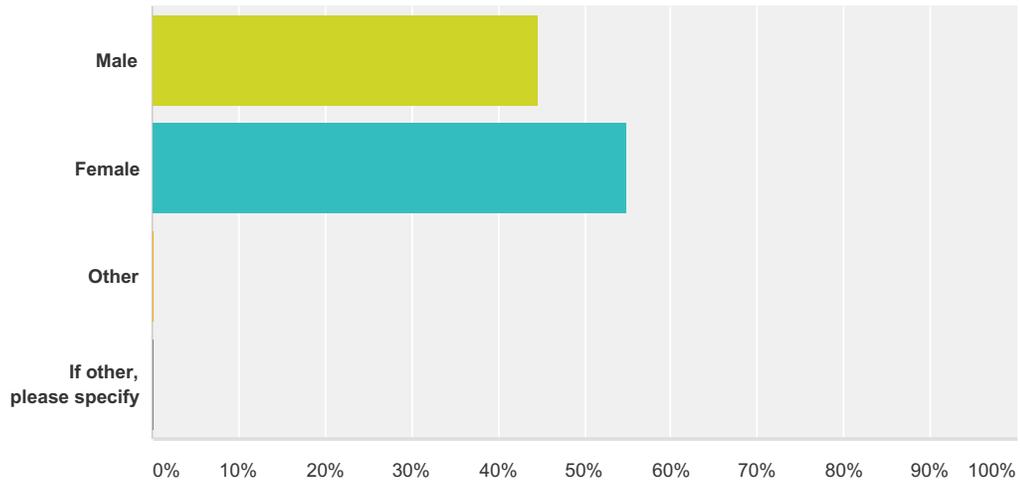
Answered: 1,094 Skipped: 216



Answer Choices	Responses
20 years or younger	0.27% 3
21 to 35	29.52% 323
36 to 50	31.08% 340
51 to 65	27.51% 301
66 years or older	11.61% 127
Total	1,094

Q20 20. What is your gender? (optional)

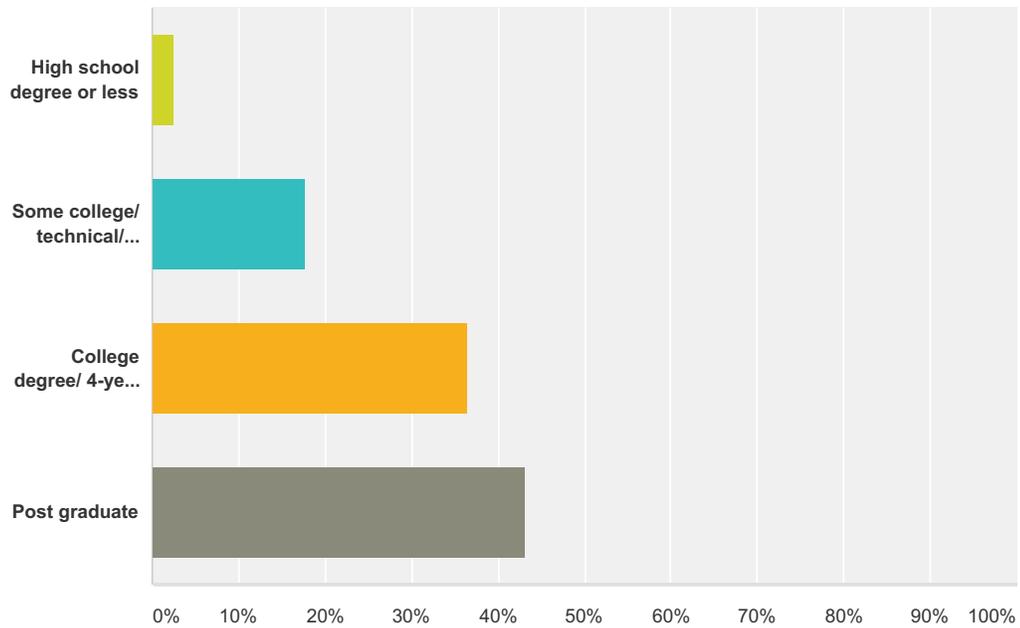
Answered: 1,069 Skipped: 241



Answer Choices	Responses	Count
Male	44.62%	477
Female	55.00%	588
Other	0.19%	2
If other, please specify	0.19%	2
Total		1,069

Q21 21. What is the highest level of education you have had the opportunity to complete? (optional)

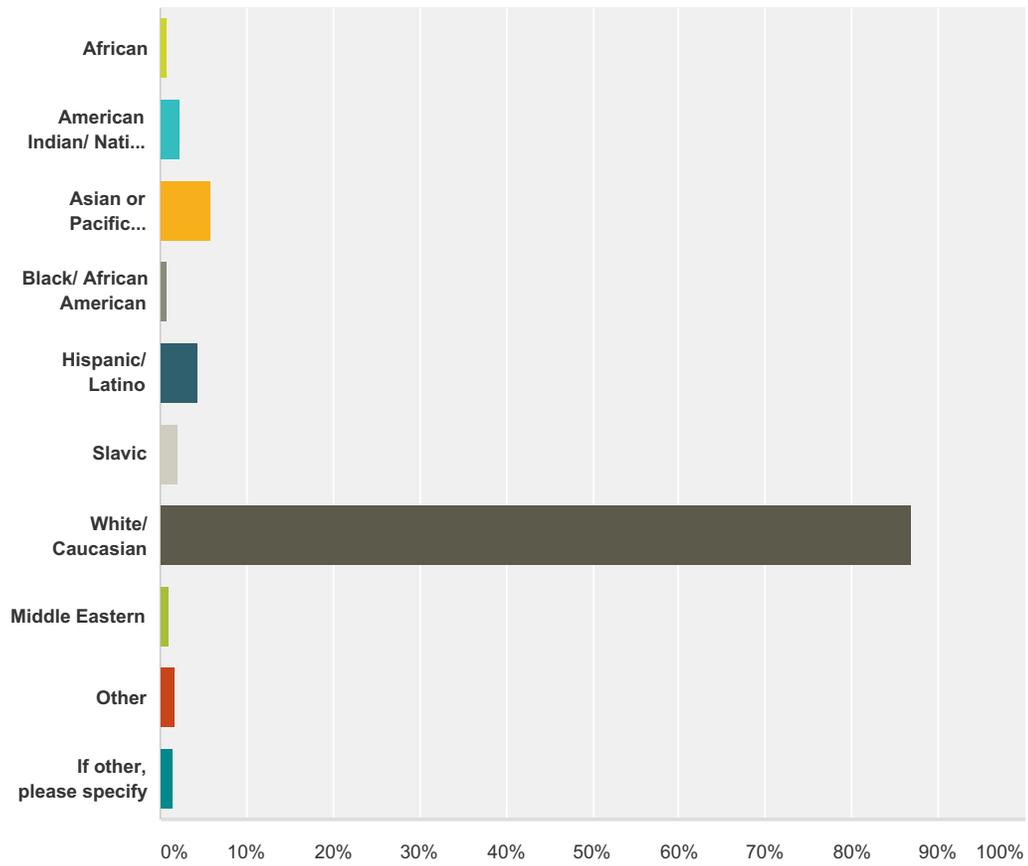
Answered: 1,100 Skipped: 210



Answer Choices	Responses
High school degree or less	2.55% 28
Some college/ technical/ community college/ 2-year degree	17.82% 196
College degree/ 4-year degree	36.45% 401
Post graduate	43.18% 475
Total	1,100

Q22 22. What is your ethnicity? Check all that apply. (Optional)

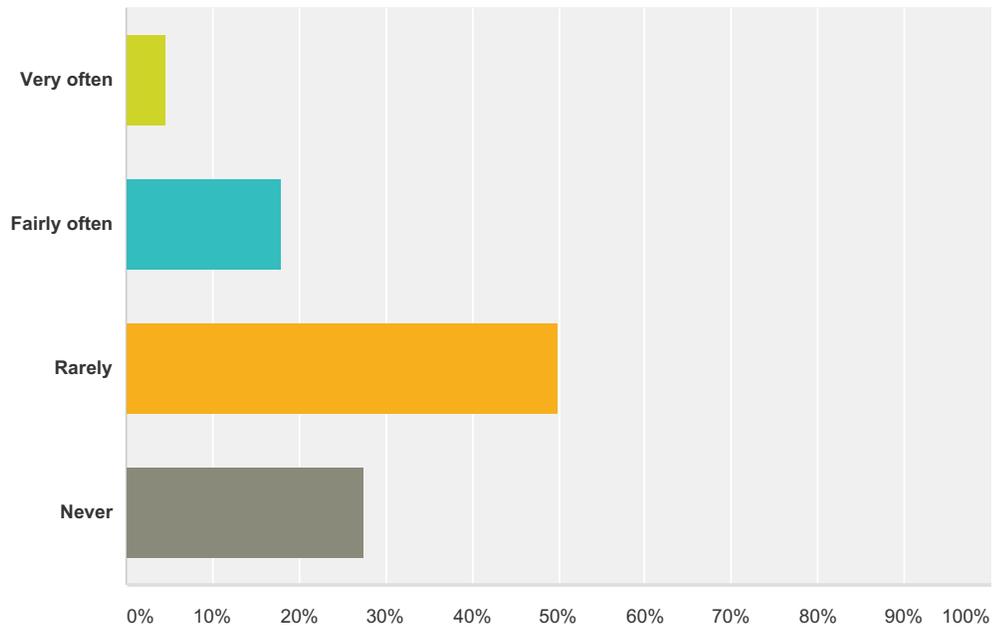
Answered: 1,021 Skipped: 289



Answer Choices	Responses
African	0.78% 8
American Indian/ Native American/ Alaskan Native	2.25% 23
Asian or Pacific Islander	5.78% 59
Black/ African American	0.78% 8
Hispanic/ Latino	4.41% 45
Slavic	2.15% 22
White/ Caucasian	86.88% 887
Middle Eastern	0.98% 10
Other	1.67% 17
If other, please specify	1.47% 15
Total Respondents: 1,021	

Q23 23. How often do you participate in community meetings? (optional)

Answered: 1,048 Skipped: 262



Answer Choices	Responses
Very often	4.68% 49
Fairly often	17.94% 188
Rarely	49.90% 523
Never	27.48% 288
Total	1,048

Q13 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?

Answered: 458 Skipped: 852

#	Responses	Date
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.	5/27/2015 3:31 PM
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.	5/27/2015 2:02 PM
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.	5/27/2015 11:40 AM
4	More pedestrian/bike over/underpasses over major roads, better lighting on roads	5/26/2015 1:34 PM
5	Improve mobile apps for arrival and departure times	5/26/2015 10:21 AM
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.	5/24/2015 12:22 PM
7	Increase transit and bike ridership to decompress the highways	5/23/2015 8:49 AM
8	Protected bike lanes on Barbur... And the ability to bike and ride to destinations southwest (I'm in Milwaukie).	5/22/2015 8:25 PM
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.	5/22/2015 8:04 PM
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	5/22/2015 6:42 PM
11	Bike boulevards/side street improvements to keep bikes off main roadways. General improvements to current bike/walkways.	5/22/2015 6:10 PM
12	Add two travel lanes to Hwy 217. Put any rapid transit underground. Do NOT remove any auto travel lanes.	5/22/2015 4:45 PM
13	include park and ride lots	5/22/2015 3:53 PM
14	Less cars on the road, less traffic, increased safety, faster commute times	5/22/2015 3:52 PM
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.	5/22/2015 3:50 PM
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	5/22/2015 2:54 PM
17	increase frequency and availability	5/22/2015 2:53 PM
18	Lake Oswego access???	5/22/2015 2:35 PM
19	Direct accessibility to Marquam Hill, ability to connect with South Waterfront, shortest travel times possible	5/22/2015 1:49 PM
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.	5/22/2015 1:37 PM

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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.	5/22/2015 1:21 PM
22	make some streets car less - it would be much safer than what we currently have	5/22/2015 1:18 PM
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	5/22/2015 12:51 PM
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.	5/22/2015 12:44 PM
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.	5/22/2015 12:31 PM
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.	5/22/2015 12:27 PM
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.	5/22/2015 12:21 PM
28	I would use the MAX to get to Marquam Hill. That would be a great alternative to the Trimet's 8 bus.	5/22/2015 12:11 PM
29	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.	5/22/2015 12:03 PM
30	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.	5/22/2015 12:03 PM
31	A bike path that is safe	5/22/2015 12:00 PM
32	LRT with underground station for Marquam Hill	5/22/2015 11:58 AM
33	If they had good direct routes from a 99W and Durham Road to Marquam Hill I would try to use them.	5/22/2015 11:57 AM
34	Ensure adequate park and ride access to support ridership	5/22/2015 11:57 AM
35	Improve bike lanes on Barbur Blvd.	5/22/2015 11:56 AM
36	Increase bus service, but don't add light rail. Add express lines to large employers like OHSU.	5/22/2015 11:56 AM
37	Less stops if traveling from outside areas (i.e. more direct, faster)	5/22/2015 11:55 AM
38	Guarded bike lanes--lived all over the country, cycled/commuted all my life. This has been the most dangerous place to ride.	5/22/2015 11:51 AM
39	Add bike lanes to highway 10 further west where there are none. Do more to separate cars and bikes when cars are traveling at speeds of greater than 25 mph.	5/22/2015 11:51 AM
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 car 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).	5/22/2015 11:50 AM
41	N/A	5/22/2015 11:45 AM
42	Eliminate the 94 Express going to downtown Tigard and restore 94 Express service for the whole length	5/22/2015 11:44 AM
43	Instead of mixed-use, consider the enjoyment of bike-only and walk-only lanes.	5/22/2015 11:39 AM

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44	I rarely travel in this area.	5/22/2015 11:39 AM
45	Trains are a good investment for high capacity areas as they remove traffic from the streets entirely and reduce carbon footprint.	5/22/2015 11:39 AM
46	Designated lanes for bus and bike on Barbur.	5/22/2015 11:34 AM
47	Increasing car traffic in this area is unsustainable for current roads. Changes need to be made to accommodate growing region.	5/22/2015 11:33 AM
48	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.	5/22/2015 11:33 AM
49	NA	5/22/2015 11:31 AM
50	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."	5/22/2015 11:29 AM
51	Look, I'd be happy just putting in more sidewalks, bike lanes, and street lights along the various roads in the SW area.	5/22/2015 11:26 AM
52	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.	5/22/2015 11:26 AM
53	Include some money for some pedestrian overpasses	5/22/2015 11:23 AM
54	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.	5/22/2015 11:22 AM
55	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.	5/22/2015 10:57 AM
56	Do not confuse motion with progress. Leave things alone. No taxes, bonds, or the like.	5/22/2015 10:43 AM
57	Get me out of my car and off of I-5 when I need to go to Tigard/Tualitin.	5/21/2015 12:18 PM
58	With a more direct high speed transit train option I would ride to work from Tigard.	5/21/2015 11:55 AM
59	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.	5/21/2015 11:37 AM
60	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!!!	5/21/2015 11:32 AM
61	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.	5/21/2015 9:01 AM
62	no opinion	5/21/2015 8:26 AM
63	More buses, more reliable. Rapid buses make sense, cheaper, faster, less infrastructure for TriMet to maintain and pay for.	5/21/2015 8:00 AM
64	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.	5/21/2015 7:50 AM
65	N/A	5/21/2015 7:13 AM
66	more safe bike lanes	5/20/2015 9:29 PM
67	keep rail off Highway 99!	5/20/2015 8:46 PM
68	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.	5/20/2015 7:40 PM

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69	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.	5/20/2015 7:14 PM
70	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!	5/20/2015 5:22 PM
71	Build the West-Side ByPass	5/20/2015 4:36 PM
72	Find a way to make the WES a more viable transit option for commuter.	5/20/2015 4:16 PM
73	reduce congestion on Pacific Hwy (99w)	5/20/2015 3:57 PM
74	I work in Tualatin and the 76,96 routes do not ran early or late enough to get to or home from work	5/20/2015 1:07 PM
75	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.	5/20/2015 12:07 PM
76	Sidewalks	5/20/2015 11:53 AM
77	Return line 94 to express service all the way to Sherwood, with transit along Pacific Hwy.	5/20/2015 11:09 AM
78	Don't know.	5/20/2015 11:03 AM
79	Yes	5/20/2015 10:59 AM
80	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.	5/20/2015 10:57 AM
81	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.	5/20/2015 10:52 AM
82	A bus-only lane or light rail along Barbur would be a good way to improve access to those areas.	5/20/2015 10:18 AM
83	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.	5/20/2015 10:07 AM
84	Lessens the number of cars on the road or lessens the distance they have to travel to connect with transit.	5/20/2015 9:36 AM
85	Lessens the number of cars on the road or lessens the distance they have to travel to connect with transit.	5/20/2015 9:36 AM
86	More frequent service, easier/less lengthy access to Marquam Hill	5/20/2015 9:04 AM
87	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.	5/20/2015 2:43 AM
88	Increase bike lanes	5/19/2015 9:02 PM
89	It won't. Doesn't involve areas we frequent.	5/19/2015 7:22 PM
90	need rail/train systems - fastest and clearly the way to go if you want to expedite commutes for large numbers of people. bus traffic is hopelessly slow, timing unreliable, and susceptible to traffic delays. 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.	5/19/2015 6:37 PM
91	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.	5/19/2015 6:08 PM

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92	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.	5/19/2015 3:31 PM
93	Increasing safe guards to ensure the safety of those that do not drive a personal vehicle (i.e. pedestrians, bicyclists, etc.).	5/19/2015 3:03 PM
94	Build actual side walks with separate bike lanes. Why does SW PDX have no sidewalks	5/19/2015 2:30 PM
95	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.	5/19/2015 2:22 PM
96	Would be interested in more frequent transit service along 72nd	5/19/2015 1:53 PM
97	The more comprehensive MAX coverage, the better.	5/19/2015 1:32 PM
98	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.	5/19/2015 1:26 PM
99	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.	5/19/2015 1:12 PM
100	Provide a Max line to the Tigard/SW Portland area.	5/19/2015 1:12 PM
101	Light rail would make it easier and faster.	5/19/2015 12:41 PM
102	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).	5/19/2015 12:21 PM
103	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.	5/19/2015 12:09 PM
104	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.	5/19/2015 10:26 AM
105	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).	5/19/2015 10:07 AM
106	better, faster options from North Portland	5/19/2015 9:56 AM
107	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.	5/19/2015 9:29 AM
108	Remove the island down the middle of 99W	5/19/2015 6:39 AM
109	have bike lanes between cities	5/18/2015 9:33 PM
110	Better roads.	5/18/2015 8:16 PM
111	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.	5/18/2015 7:55 PM
112	better/safer walking and bike options from nearby neighborhoods to the designated transit option (i.e. sidewalks)	5/18/2015 6:48 PM
113	it will noit help me at all.	5/18/2015 5:42 PM
114	Nice. I love that the area I'm in (Markham) apparently doesn't need better cycling options, even though it's fabulously dangerous.	5/18/2015 4:52 PM

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115	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.	5/18/2015 4:18 PM
116	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.	5/18/2015 3:22 PM
117	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.	5/18/2015 3:13 PM
118	Enhanced bicycling and walking infrastructure	5/18/2015 2:57 PM
119	Better cycling paths running east-west and north/south between SW Portland and Tigard/Tualatin	5/18/2015 2:48 PM
120	SEPARATE infrastructure for bicycles. Research has consistently shown this increases # of cyclists/cycling trip and reduces automobile trips.	5/18/2015 2:40 PM
121	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.	5/18/2015 2:35 PM
122	Protected bike lanes on Barbur from Portland city center to Tigard or, ideally, all the way to Tualatin.	5/18/2015 2:30 PM
123	Make it easier for me to get to places from home and to get home	5/18/2015 2:02 PM
124	Better walk and bike connections to all transit stops. Dedicated buffered or infrastructure protected bike lanes on Barbur.	5/18/2015 1:39 PM
125	Their own travel paths.	5/18/2015 1:14 PM
126	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.	5/18/2015 1:12 PM
127	faster, direct connection and more parking at transit center from downtown to Barbur Transit Center. More child friendly travel - seats guaranteed, seatbelts	5/18/2015 12:47 PM
128	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	5/18/2015 12:46 PM
129	no comments	5/18/2015 12:38 PM
130	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.	5/18/2015 12:33 PM
131	safe walking and biking routes	5/18/2015 12:17 PM
132	Sidewalks in areas without sidewalks (eg, SW Capitol Highway).	5/18/2015 12:11 PM
133	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	5/18/2015 11:40 AM
134	By reducing the number of cars on the road	5/18/2015 11:23 AM
135	n/a	5/18/2015 10:48 AM
136	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.	5/18/2015 10:46 AM
137	Increase frequency and use dedicated transit lanes	5/18/2015 10:42 AM
138	Make sure bikes have a place. Both Barbur and Capitol Hwy are so dangerous now, I won't ride on them.	5/18/2015 10:34 AM
139	Support local feeder service to WES & the new HCT project under consideration.	5/18/2015 10:34 AM
140	I never go there.	5/18/2015 9:42 AM
141	I never go there.	5/18/2015 9:41 AM

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142	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.	5/18/2015 9:39 AM
143	increase parking capacity at Barbur Transit Station	5/18/2015 9:33 AM
144	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.	5/18/2015 9:26 AM
145	Provide shorter wait times by increasing the number of buses that provide service between Sherwood and Barbur Transit Center.	5/18/2015 9:05 AM
146	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.	5/18/2015 9:01 AM
147	Light rail service through sw Portland. Increased sidewalks and bike lanes.	5/18/2015 8:55 AM
148	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.	5/18/2015 8:22 AM
149	Please also consider adding a sidewalk to Taylor's Ferry Road.	5/18/2015 8:12 AM
150	Please also consider adding a sidewalk to Taylor's Ferry Road.	5/18/2015 8:12 AM
151	Please also consider adding a sidewalk to Taylor's Ferry Road.	5/18/2015 8:11 AM
152	Please also consider adding a sidewalk to Taylor's Ferry Road.	5/18/2015 8:11 AM
153	Provide more options	5/18/2015 7:46 AM
154	Provide more options	5/18/2015 7:46 AM
155	Sidewalks?	5/18/2015 7:12 AM
156	Few roads with safe bike and walk lanes/side walks make it difficult to get around, especially in the Garden Home/Crestwood area.	5/18/2015 5:29 AM
157	more frequent buses and runs that are later.	5/18/2015 12:12 AM
158	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	5/17/2015 10:52 PM
159	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	5/17/2015 10:46 PM
160	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	5/17/2015 10:46 PM
161	The project should fund the most efficient option that maximizes ridership while providing pedestrian access improvements for the first/last mile for each station.	5/17/2015 9:06 PM
162	synchronize signals so buses can keep moving.	5/17/2015 8:36 PM
163	synchronize signals so buses can keep moving.	5/17/2015 8:36 PM
164	synchronize signals so buses can keep moving.	5/17/2015 8:35 PM
165	synchronize signals so buses can keep moving.	5/17/2015 8:35 PM
166	Trimet line 78 should run between Tigard TC and PCC Sylvania only. Line 76 becomes frequent service between Beaverton TC and Meridian Park Hospital	5/17/2015 7:35 PM
167	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.	5/17/2015 7:31 PM
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170	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.	5/17/2015 7:02 PM
171	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.	5/17/2015 7:02 PM
172	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.	5/17/2015 7:02 PM
173	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.	5/17/2015 7:02 PM
174	Increasing rapid transit to downtown	5/17/2015 6:59 PM
175	Increasing rapid transit to downtown	5/17/2015 6:58 PM
176	Increasing rapid transit to downtown	5/17/2015 6:56 PM
177	a safer way to bike across Barbur and I5.	5/17/2015 6:15 PM
178	More shelters, frequent bus service	5/17/2015 4:03 PM
179	More shelters, frequent bus service	5/17/2015 4:03 PM
180	Add better sidewalks and better pedestrian visibility. More pedestrian only lights. ADD PUBLIC RESTROOMS	5/17/2015 2:23 PM
181	Read answer #1 other	5/17/2015 1:45 PM
182	more.frequent.later.service.	5/17/2015 1:45 PM
183	more.frequent.later.service.	5/17/2015 1:45 PM
184	Fast safe reliable grade separated rail makes a valid backbone for both transportation and economic development.	5/17/2015 1:01 PM
185	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.	5/17/2015 12:49 PM
186	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.	5/17/2015 12:49 PM
187	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.	5/17/2015 12:48 PM
188	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.	5/17/2015 12:48 PM
189	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..	5/17/2015 12:21 PM
190	Rely exclusively on bus transit and reduce mass transit impact on existing auto, bike and walk resources.	5/17/2015 11:21 AM
191	Rely exclusively on bus transit and reduce mass transit impact on existing auto, bike and walk resources.	5/17/2015 11:21 AM
192	More light rail or trolleys.	5/17/2015 10:56 AM
193	close bus services to my home off Barrows Rd and 157th	5/17/2015 9:35 AM
194	Weekend service and extended weekday hours to Tualatin. In other words, expand the 96!	5/17/2015 9:27 AM
195	Weekend service and extended weekday hours to Tualatin. In other words, expand the 96!	5/17/2015 9:27 AM
196	Safer bus stops and more accessible park and rides	5/17/2015 7:49 AM
197	Safer bus stops and more accessible park and rides	5/17/2015 7:49 AM
198	Safer bus stops and more accessible park and rides	5/17/2015 7:49 AM
199	Safer bus stops and more accessible park and rides	5/17/2015 7:49 AM

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200	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.	5/17/2015 6:34 AM
201	Security on each train. More faster trains something like a expels service less stops. Be reliable!	5/17/2015 12:02 AM
202	Security on each train. More faster trains something like a expels service less stops. Be reliable!	5/16/2015 11:54 PM
203	Security on each train. More faster trains something like a expels service less stops. Be reliable!	5/16/2015 11:54 PM
204	Security on each train. More faster trains something like a expels service less stops. Be reliable!	5/16/2015 11:53 PM
205	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 of '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.	5/16/2015 11:42 PM
206	Connect to routes serving Tualatin, Sherwood, West Linn	5/16/2015 11:33 PM
207	Connect to routes serving Tualatin, Sherwood, West Linn	5/16/2015 11:32 PM
208	Connect to routes serving Tualatin, Sherwood, West Linn	5/16/2015 11:31 PM
209	Increased bus service!!!! Such limited options, even from major connecting area like I-5 and Bridgeport.	5/16/2015 8:24 PM
210	Improving walking conditions next to PCC Sylvania would be great.	5/16/2015 7:34 PM
211	Improving walking conditions next to PCC Sylvania would be great.	5/16/2015 7:34 PM
212	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.	5/16/2015 5:53 PM
213	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.	5/16/2015 5:53 PM
214	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.	5/16/2015 5:52 PM
215	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.	5/16/2015 5:52 PM
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218	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.	5/16/2015 5:51 PM
219	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.	5/16/2015 5:51 PM
220	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.	5/16/2015 5:50 PM

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221	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.	5/16/2015 5:50 PM
222	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.	5/16/2015 5:50 PM
223	Biking on roads is terrible. Already some trails that could be extended for a no road bike commute to downtown	5/16/2015 5:38 PM
224	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.	5/16/2015 5:08 PM
225	Easy to cross big streets or major highway	5/16/2015 4:46 PM
226	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	5/16/2015 3:59 PM
227	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!	5/16/2015 3:41 PM
228	Extend light rail to these areas.	5/16/2015 2:25 PM
229	Extend light rail to these areas.	5/16/2015 2:23 PM
230	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.	5/16/2015 2:01 PM
231	I am already taking transit. I am pretty happy with the available options.	5/16/2015 12:58 PM
232	I am already taking transit. I am pretty happy with the available options.	5/16/2015 12:58 PM
233	biking lane on capitol hwy and all of barbur	5/16/2015 12:38 PM
234	biking lane on capitol hwy and all of barbur	5/16/2015 12:38 PM
235	more direct access to OHSU, at later times of day, instead of requiring later users to connect through downtown	5/16/2015 12:37 PM
236	more direct access to OHSU, at later times of day, instead of requiring later users to connect through downtown	5/16/2015 12:36 PM
237	Connect to Oregon City Transit Center.	5/16/2015 12:35 PM
238	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.	5/16/2015 12:31 PM
239	I would have better access.	5/16/2015 12:23 PM
240	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!	5/16/2015 12:19 PM
241	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!	5/16/2015 12:17 PM
242	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!	5/16/2015 12:17 PM
243	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!	5/16/2015 12:15 PM
244	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!	5/16/2015 12:15 PM
245	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!	5/16/2015 12:12 PM

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246	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 sw barbur a safe street, a vision zero super star, make it possible for 8-80 to safely bike & walk!	5/16/2015 12:11 PM
247	Provide safe pedestrian routes to transit stops; provide safe bike routes..	5/16/2015 12:10 PM
248	Light rail with stops at OHSU and PCC is very important.	5/16/2015 12:08 PM
249	Analyse 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.	5/16/2015 11:39 AM
250	Better side walks and crossings	5/16/2015 11:19 AM
251	Better side walks and crossings	5/16/2015 11:19 AM
252	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.	5/16/2015 11:13 AM
253	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.	5/16/2015 11:12 AM
254	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.	5/16/2015 11:07 AM
255	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.	5/16/2015 11:07 AM
256	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.	5/16/2015 11:06 AM
257	what about sw Vista area?	5/16/2015 11:03 AM
258	what about sw Vista area?	5/16/2015 11:02 AM
259	I simply will not use transit in that area.	5/16/2015 10:59 AM
260	Provide safe pedestrian access to new transit locations.	5/16/2015 10:47 AM
261	Make bike/ped improvements to bridges on Barbur	5/16/2015 10:34 AM
262	light rail is the best	5/16/2015 10:25 AM
263	N/a	5/16/2015 10:22 AM
264	light rail is the best!	5/16/2015 10:17 AM
265	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	5/16/2015 10:15 AM
266	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	5/16/2015 10:07 AM
267	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	5/16/2015 10:04 AM
268	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	5/16/2015 10:04 AM
269	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	5/16/2015 10:02 AM
270	Bus access at significant locations such as retail and business	5/16/2015 10:01 AM
271	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	5/16/2015 10:01 AM

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272	Bus access at significant locations such as retail and business	5/16/2015 9:59 AM
273	Bus access at significant locations such as retail and business	5/16/2015 9:59 AM
274	Bus access at significant locations such as retail and business	5/16/2015 9:59 AM
275	Bus access at significant locations such as retail and business	5/16/2015 9:59 AM
276	N/a	5/16/2015 9:56 AM
277	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.	5/16/2015 9:55 AM
278	N/a	5/16/2015 9:55 AM
279	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.	5/16/2015 9:50 AM
280	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.	5/16/2015 9:50 AM
281	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.	5/16/2015 9:49 AM
282	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.	5/16/2015 9:49 AM
283	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.	5/16/2015 9:48 AM
284	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.	5/16/2015 9:47 AM
285	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.	5/16/2015 9:47 AM
286	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.	5/16/2015 9:46 AM
287	Direct access points to major connection points, not well services by bus lines.	5/16/2015 9:42 AM
288	Direct access points to major connection points, not well services by bus lines.	5/16/2015 9:42 AM
289	Provide E-W transit on Beef Bend Road	5/16/2015 9:24 AM
290	Provide E-W transit on Beef Bend Road	5/16/2015 9:21 AM
291	Provide E-W transit on Beef Bend Road	5/16/2015 9:20 AM
292	With the way traffic is now on 99W it would be necessary to develop a tunnel concept.	5/16/2015 9:06 AM
293	Increased bus service!!!! Such limited options, even from major connecting area like I-5 and Bridgeport.	5/16/2015 9:05 AM

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294	The corridor should deliver passengers to the centers of Tigard and Tualatin (though in fairness, neither has a center anymore). How they get around once there should be a local issue for those municipalities.	5/16/2015 8:59 AM
295	Increased bus service!!!! Such limited options, even from major connecting area like I-5 and Bridgeport.	5/16/2015 8:57 AM
296	Increased bus service!!!! Such limited options, even from major connecting area like I-5 and Bridgeport.	5/16/2015 8:53 AM
297	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.	5/16/2015 8:51 AM
298	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	5/16/2015 8:46 AM
299	I do not think the time and money to build tunnels is wise at this time. We already fear Earthquakes!	5/16/2015 8:36 AM
300	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	5/16/2015 8:36 AM
301	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.	5/16/2015 8:34 AM
302	Create multi use path similar to spring water corridor	5/16/2015 8:21 AM
303	I never go there.	5/16/2015 8:21 AM
304	Create multi use path similar to spring water corridor	5/16/2015 8:20 AM
305	Increased bus service!!!! Such limited options, even from major connecting area like I-5 and Bridgeport.	5/16/2015 8:20 AM
306	Create multi use path similar to spring water corridor	5/16/2015 8:20 AM
307	Increased bus service!!!! Such limited options, even from major connecting area like I-5 and Bridgeport.	5/16/2015 8:19 AM
308	Create multi use path similar to spring water corridor	5/16/2015 8:19 AM
309	Create multi use path similar to spring water corridor	5/16/2015 8:19 AM
310	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.	5/16/2015 8:16 AM
311	Don't know	5/16/2015 8:14 AM
312	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.	5/16/2015 8:10 AM
313	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.	5/16/2015 8:09 AM
314	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.	5/16/2015 8:09 AM
315	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.	5/16/2015 8:08 AM
316	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.	5/16/2015 8:07 AM
317	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.	5/16/2015 8:07 AM

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318	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.	5/16/2015 8:06 AM
319	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.	5/16/2015 8:06 AM
320	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.	5/16/2015 8:05 AM
321	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.	5/16/2015 8:04 AM
322	Favor light rail over rapid transit for climate change reasons	5/16/2015 7:49 AM
323	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.	5/16/2015 7:27 AM
324	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.	5/16/2015 7:25 AM
325	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.	5/16/2015 7:25 AM
326	I live downtown, and rarely travel to that area.	5/16/2015 7:01 AM
327	Leave it alone. Its fine. You just want to spend more money that you (WE) dont have.	5/16/2015 6:14 AM
328	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".	5/16/2015 5:36 AM
329	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".	5/16/2015 5:35 AM
330	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".	5/16/2015 5:35 AM
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332	Need investment in bus service that connects neighborhoods in Tigard; the nearest bus stop to my home is almost a mile away.	5/16/2015 4:05 AM
333	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.	5/16/2015 3:22 AM

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334	It takes a long time to get from Tualatin to BTC. And quicker travel time from Tigard to Portland	5/16/2015 1:36 AM
335	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	5/16/2015 12:32 AM
336	Protected or separated bike lanes, not buffered/door-zone bike lanes, and not multi-use-paths (unless they're at least 15' wide).	5/16/2015 12:18 AM
337	Provide dedicated bike/walk trails that connect to the greater metro area.	5/16/2015 12:04 AM
338	Provide rail options. Significantly improve pedestrian infrastructure and add or improve the safety of crossings on major roads.	5/15/2015 11:49 PM
339	Provide rail options. Significantly improve pedestrian infrastructure and add or improve the safety of crossings on major roads.	5/15/2015 11:48 PM
340	Adding bus lanes and bike lanes and more secured bus stops making car travel, bus travel and will increase bike safety	5/15/2015 11:35 PM
341	Adding bus lanes and bike lanes and more secured bus stops making car travel, bus travel and will increase bike safety	5/15/2015 11:35 PM
342	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	5/15/2015 11:23 PM
343	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	5/15/2015 11:22 PM
344	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	5/15/2015 11:21 PM
345	Protected or separated bike lanes, not buffered/door-zone bike lanes, and not multi-use-paths (unless they're at least 15' wide).	5/15/2015 11:21 PM
346	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.	5/15/2015 11:20 PM
347	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	5/15/2015 11:20 PM
348	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	5/15/2015 11:19 PM
349	A dedicated bike corridor would be excellent.	5/15/2015 11:13 PM
350	A dedicated bike corridor would be excellent.	5/15/2015 11:12 PM
351	I never go there.	5/15/2015 11:09 PM
352	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.	5/15/2015 11:03 PM
353	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.	5/15/2015 11:03 PM
354	A dedicated bike corridor would be excellent.	5/15/2015 10:59 PM
355	A dedicated bike corridor would be excellent.	5/15/2015 10:59 PM

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356	My two modes of transportation include TriMet and my bike. Any improvements that make this more viable will meet with my approval.	5/15/2015 10:57 PM
357	My two modes of transportation include TriMet and my bike. Any improvements that make this more viable will meet with my approval.	5/15/2015 10:56 PM
358	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	5/15/2015 10:54 PM
359	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	5/15/2015 10:54 PM
360	Need a way to get from Raleigh Hills to Tualatin in a reasonable amount of time. I wish this could happen by transit.	5/15/2015 10:54 PM
361	Need a way to get from Raleigh Hills to Tualatin in a reasonable amount of time. I wish this could happen by transit.	5/15/2015 10:54 PM
362	Don't know	5/15/2015 10:52 PM
363	Max service into southwest	5/15/2015 10:52 PM
364	Don't know	5/15/2015 10:51 PM
365	Max service into southwest	5/15/2015 10:50 PM
366	Don't know	5/15/2015 10:50 PM
367	Don't know	5/15/2015 10:50 PM
368	Don't know	5/15/2015 10:50 PM
369	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.	5/15/2015 10:49 PM
370	Max service into southwest	5/15/2015 10:49 PM
371	Frequent and late service	5/15/2015 10:48 PM
372	Don't know	5/15/2015 10:48 PM
373	Frequent and late service	5/15/2015 10:48 PM
374	Protected or separated bike lanes, not buffered/door-zone bike lanes, and not multi-use-paths (unless they're at least 15' wide).	5/15/2015 10:40 PM
375	Protected or separated bike lanes, not buffered/door-zone bike lanes, and not multi-use-paths (unless they're at least 15' wide).	5/15/2015 10:38 PM
376	Very convenient and makes traveling in Portland and neighboring towns easy	5/15/2015 10:22 PM
377	less traffic	5/15/2015 10:19 PM
378	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	5/15/2015 10:15 PM
379	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	5/15/2015 10:15 PM
380	Connection along the SW Corridor is very important. Too much traffic, we need transit options connecting residential, employment and service areas.	5/15/2015 10:15 PM
381	Connection along the SW Corridor is very important. Too much traffic, we need transit options connecting residential, employment and service areas.	5/15/2015 10:14 PM

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382	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	5/15/2015 10:14 PM
383	I never go there.	5/15/2015 10:12 PM
384	only if we get on with it; let's put up a bonding program	5/15/2015 10:10 PM
385	only if we get on with it; let's put up a bonding program	5/15/2015 10:09 PM
386	Take more cars off the road by offering fast and reliable transportation	5/15/2015 10:08 PM
387	More frequent service, better access from neighborhoods	5/15/2015 10:08 PM
388	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.	5/15/2015 10:08 PM
389	More frequent service, better access from neighborhoods	5/15/2015 10:07 PM
390	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.	5/15/2015 10:05 PM
391	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.	5/15/2015 10:02 PM
392	Reduce cars on Pacific Hwy. The only cost effective way to support increased commutes into Portland.	5/15/2015 10:01 PM
393	The train is faster and better than buses	5/15/2015 9:58 PM
394	The train is faster and better than buses	5/15/2015 9:58 PM
395	The train is faster and better than buses	5/15/2015 9:57 PM
396	The train is faster and better than buses	5/15/2015 9:57 PM
397	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.	5/15/2015 9:55 PM
398	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.	5/15/2015 9:51 PM
399	Increased service between Tualatin & Marquam Hill & downtown. Relieve commuter traffic along I-5.	5/15/2015 9:49 PM
400	Fast, reliable service. Max is preferred.	5/15/2015 9:47 PM
401	Clean buses	5/15/2015 9:45 PM
402	Clean buses	5/15/2015 9:45 PM
403	more service options outside of morning and afternoon commuting times. More evening and weekend service.	5/15/2015 9:43 PM
404	Na	5/15/2015 9:35 PM
405	Na	5/15/2015 9:35 PM
406	Na	5/15/2015 9:35 PM
407	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!!!!	5/15/2015 9:34 PM
408	Na	5/15/2015 9:34 PM
409	Na	5/15/2015 9:34 PM
410	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!!!!	5/15/2015 9:33 PM
411	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!!!!	5/15/2015 9:33 PM

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412	Na	5/15/2015 9:33 PM
413	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!!!!	5/15/2015 9:33 PM
414	Extend route 96 service times. I'd take it into the city for evening / weekend entertainment if I could.	5/15/2015 9:33 PM
415	I never go there.	5/15/2015 9:28 PM
416	I am concerned for safety crossing Tualatin Sherwood Rd using future bus line along that road at (hopefully) a stop at Avery St.	5/15/2015 9:24 PM
417	I am concerned for safety crossing Tualatin Sherwood Rd using future bus line along that road at (hopefully) a stop at Avery St.	5/15/2015 9:24 PM
418	sidewalks	5/15/2015 9:24 PM
419	sidewalks	5/15/2015 9:23 PM
420	I am concerned for safety crossing Tualatin Sherwood Rd using future bus line along that road at (hopefully) a stop at Avery St.	5/15/2015 9:22 PM
421	Faster and more efficient ways to commute from Tigard/Tualatin to downtown. Current busses are crowded and frequent, heavy rail takes too much time	5/15/2015 9:18 PM
422	If light rail is not a feasible option, re-establish limit stop express bus route.	5/15/2015 9:17 PM
423	If light rail is not a feasible option, re-establish limit stop express bus route.	5/15/2015 9:17 PM
424	Create safe biking and walking paths to light rail/major bus stops (like the 94). Increasing park/ride options.	5/15/2015 9:17 PM
425	Not sure	5/15/2015 9:17 PM
426	The entire area is car-filled, all the time. We need mass transit!	5/15/2015 9:17 PM
427	The entire area is car-filled, all the time. We need mass transit!	5/15/2015 9:17 PM
428	Not sure	5/15/2015 9:17 PM
429	Not sure	5/15/2015 9:17 PM
430	The entire area is car-filled, all the time. We need mass transit!	5/15/2015 9:17 PM
431	Better, cleaner stops. Buses that run on time.	5/15/2015 9:16 PM
432	If light rail is not a feasible option, re-establish limit stop express bus route.	5/15/2015 9:16 PM
433	By providing daily service to Portland on the #96 bus	5/15/2015 9:16 PM
434	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.	5/15/2015 9:15 PM
435	I take the 1 that runs rarely and otherwise have to walk 3/4 of a mile up a muddy trail.	5/15/2015 9:15 PM
436	Better, cleaner stops. Buses that run on time.	5/15/2015 9:15 PM
437	By providing daily service to Portland on the #96 bus	5/15/2015 9:15 PM
438	Light rail to Marquam and SW. Period. BRT is cheaper but not as attractive, as many cities have shown.	5/15/2015 9:10 PM
439	Extend BRT or LRT service to these communities	5/14/2015 4:15 PM
440	We need more pedestrian and bike traffic lanes in this area. We do not need expensive tunnels which will displace neighborhoods and homes.	5/14/2015 2:19 PM
441	We need more pedestrian and bike traffic lanes in this area. We do not need expensive tunnels which will displace neighborhoods and homes.	5/14/2015 2:18 PM
442	Light rail to Tigard, improved bike lanes/infrastructure on Tigard such as along Barbur.	5/13/2015 7:24 PM
443	Light rail to Tigard, improved bike lanes/infrastructure on Tigard such as along Barbur.	5/13/2015 7:17 PM
444	Wider roads, more lanes, and bike options	5/13/2015 5:45 PM

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445	Wider roads, more lanes, and bike options	5/13/2015 5:45 PM
446	Wider roads, more lanes, and bike options	5/13/2015 5:45 PM
447	Wider roads, more lanes, and bike options	5/13/2015 5:39 PM
448	Wider roads, more lanes, and bike options	5/13/2015 5:39 PM
449	Wider roads, more lanes, and bike options	5/13/2015 5:38 PM
450	sidewalks improvements!	5/12/2015 1:36 PM
451	sidewalks improvements!	5/12/2015 1:36 PM
452	sidewalks improvements!	5/12/2015 1:36 PM
453	sidewalks improvements!	5/12/2015 1:35 PM
454	sidewalks improvements!	5/12/2015 1:35 PM
455	sidewalks improvement,sidewalks improvement,sidewalks improvement !!!	5/12/2015 1:29 PM
456	sidewalks improvement,sidewalks improvement,sidewalks improvement !!!	5/12/2015 1:28 PM
457	separate bike/walk paths, not bike lanes light rail	5/10/2015 10:38 AM
458	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	5/9/2015 9:12 AM

Q14 14. What more would you want to learn about the project in upcoming outreach and discussions with Tigard and Tualatin community members?

Answered: 246 Skipped: 1,064

#	Responses	Date
1	Cost Redevelopment 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.	5/26/2015 4:24 PM
2	May 12th Forum: The plan would need to address keeping businesses open on Capitol highway	5/26/2015 10:15 AM
3	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.	5/26/2015 10:15 AM
4	Redevelopment 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.	5/22/2015 8:04 PM
5	Cost How can I stop you from wasting money on this whole thing?	5/22/2015 4:45 PM
6	Other how many Portland weirdos will the project keep busy	5/22/2015 3:53 PM
7	Timeline Timeline. Realistic plans.	5/22/2015 3:50 PM
8	Parking What would be the parking locations along the route?	5/22/2015 1:34 PM
9	Parking Is there a "Park and Ride" station construction in the works?	5/22/2015 1:21 PM
10	How would this project impact transit fares in the future?	5/22/2015 12:58 PM
11	Other I live in Portland, so I'm not sure what has or hasn't been communicated to them.	5/22/2015 12:31 PM
12	Cost All related costs and potential cost overruns	5/22/2015 12:21 PM
13	Other Don't know.	5/22/2015 11:57 AM
14	Will there be express bus service to OHSU?	5/22/2015 11:56 AM
15	Other N/A	5/22/2015 11:45 AM
16	Other none.	5/22/2015 11:39 AM
17	Cost traffic How will this impact traffic now, costs to consumers.	5/22/2015 11:33 AM
18	Construction Impacts Concerned about construction impacts near the PCC campus. Don't want to see the greenspaces out there imperiled.	5/22/2015 11:33 AM
19	Other NA	5/22/2015 11:31 AM
20	Other 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.	5/22/2015 11:29 AM
21	Other Nothing	5/22/2015 10:43 AM
22	long-term capacity traffic What will auto traffic look like in the SW Corridor in 5 - 10 - 15 years without improved transit in the SW Corridor.	5/21/2015 12:18 PM
23	long-term capacity How the plan would encourage people to use the system and positives for people to use the system.	5/21/2015 11:37 AM

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24	Other Why all of you refuse to listen to the people.	5/21/2015 11:32 AM
25	Anti-HCT 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? Does the public feedback really matter? They'll do whatever they plan to do anyway.	5/21/2015 9:01 AM
26	Other don't live there	5/21/2015 8:26 AM
27	Cost How to avoid the excess cost of light rail and tunnels.	5/21/2015 8:00 AM
28	Cost The costs incurred to date; future costs of project through completion and beyond	5/21/2015 7:13 AM
29	bike/ped/trail biking options	5/20/2015 9:29 PM
30	long-term capacity Will transit stations be built large enough to handle the amount of autos expected?	5/20/2015 7:14 PM
31	Anti-HCT mode 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.	5/20/2015 5:22 PM
32	Access/alternative routes Build the West-Side ByPass	5/20/2015 4:36 PM
33	Cost cost, disruptions and final route	5/20/2015 3:57 PM
34	Access/alternative routes Can you make the WES more effective? Such as making it an artery to downtown.	5/20/2015 1:07 PM
35	Construction Impacts Ridership 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.	5/20/2015 12:07 PM
36	Cost Cost-benefit analysis, including environmental impacts over the expected lifetime of the transit system.	5/20/2015 11:09 AM
37	Other Don't know.	5/20/2015 11:03 AM
38	Access/alternative routes I live in Multnomah Village and frequent many businesses in Tigard, so improved transit access between those areas would be great.	5/20/2015 10:18 AM
39	Alignment choice possible routes	5/20/2015 9:04 AM
40	After nearly five years, have heard enough.	5/19/2015 7:22 PM
41	Parking Will there be a parking garage built in Hillsdale for drivers who want to park there and catch the mass transit.	5/19/2015 6:25 PM
42	Access/alternative routes New bus route	5/19/2015 3:31 PM
43	Construction Impacts Environmental impacts associated to the project. Addressing misinformation about increased crime rates associated to MAX projects.	5/19/2015 3:03 PM
44	Construction Impacts Cost Ridership Clear discussion of available alternatives, outlining side by side comparison of costs, construction impacts and ridership impacts.	5/19/2015 2:22 PM
45	Cost Costs and who pays them. Will they result in increased fares?	5/19/2015 1:53 PM
46	Why isn't the AORTA 6-mile deep tunnel with it's South Waterfront north portal being considered?	5/19/2015 1:26 PM
47	bike/ped/trail I want to know what you are doing to promote bicycling and more healthful forms of transportation (walking, mass-transit, biking).	5/19/2015 12:21 PM
48	Anti-HCT Why are they opposed to mass transit?	5/19/2015 12:09 PM
49	traffic 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.	5/19/2015 9:56 AM
50	traffic how traffic on barbura would be effected by both dedicated lanes for buses or light rail	5/18/2015 9:33 PM
51	Will the residents have a vote?	5/18/2015 8:16 PM
52	How it will affect Multnomah Village	5/18/2015 7:55 PM
53	long-term capacity Project viability given measures passed in the cities to limit the project.	5/18/2015 2:30 PM

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54	Timeline What the actual plans are	5/18/2015 2:02 PM
55	Cost I would like to know how it's being paid for. There's too much waste at the city, metro, state and federal levels.	5/18/2015 1:12 PM
56	Anti-HCT Other None. I strongly oppose the plan	5/18/2015 12:46 PM
57	Other no comments	5/18/2015 12:38 PM
58	Anti-HCT Why they are so against it	5/18/2015 11:23 AM
59	long-term capacity traffic How bad traffic will become if transit options are not offered.	5/18/2015 11:00 AM
60	Other n/a	5/18/2015 10:48 AM
61	?	5/18/2015 10:42 AM
62	Anti-HCT What do Tigard and Tualatin have against light rail vs. BRT?	5/18/2015 10:34 AM
63	Don't know.	5/18/2015 9:42 AM
64	Don't know.	5/18/2015 9:41 AM
65	Engagement/updates status updates on how the project is progressing	5/18/2015 9:39 AM
66	n/a	5/18/2015 9:05 AM
67	Anti-HCT 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?	5/18/2015 9:01 AM
68	Alignment choice More details about the route.	5/18/2015 7:12 AM
69	None. I strongly oppose the plan	5/17/2015 10:52 PM
70	None. I strongly oppose the plan	5/17/2015 10:46 PM
71	None. I strongly oppose the plan	5/17/2015 10:46 PM
72	Alignment choice Cost Specific station locations, their accessibility by all and the comparative costs.	5/17/2015 9:06 PM
73	Alignment choice Timeline When and what are new route decisions.	5/17/2015 7:31 PM
74	Alignment choice Timeline When and what are new route decisions.	5/17/2015 7:30 PM
75	When and what are new route decisions.	5/17/2015 7:30 PM
76	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.	5/17/2015 7:02 PM
77	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.	5/17/2015 7:02 PM
78	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.	5/17/2015 7:02 PM
79	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.	5/17/2015 7:02 PM
80	long-term capacity Slow the growth. It's a tad to fast.	5/17/2015 1:45 PM
81	see above	5/17/2015 1:45 PM
82	see above	5/17/2015 1:45 PM
83	Engagement/updates what i might do to combat NIMBYism and the 'I got mine - to heck with you' attitudes so typical of Oregon	5/17/2015 1:01 PM
84	Timeline Meeting times and dates	5/17/2015 12:21 PM
85	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.	5/17/2015 11:21 AM
86	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.	5/17/2015 11:21 AM

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87	Access/alternative routes Where is Wilsonville in all this planning?	5/17/2015 6:34 AM
88	Costs now and in the future for operating. Safety protection.	5/17/2015 12:02 AM
89	Costs now and in the future for operating. Safety protection.	5/16/2015 11:54 PM
90	Costs now and in the future for operating. Safety protection.	5/16/2015 11:54 PM
91	Cost Costs now and in the future for operating. Safety protection.	5/16/2015 11:53 PM
92	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!!!	5/16/2015 11:42 PM
93	Will there be a parking structure in Hillsdale for people who drive there to catch the mass transit to Marquam Hill and/or downtown?	5/16/2015 9:06 PM
94	bike/ped/trail More about bike lanes and walking paths.	5/16/2015 5:08 PM
95	Anti-HCT None. I strongly oppose the plan	5/16/2015 3:59 PM
96	Access/alternative routes When it's going to expand to Wilsonville	5/16/2015 3:41 PM
97	Alignment choice More info about routes and schedules	5/16/2015 2:01 PM
98	cost v ridership tradeoffs	5/16/2015 12:37 PM
99	Cost Ridership cost v ridership tradeoffs	5/16/2015 12:36 PM
100	Access/alternative routes When will light rail run between downtown Portland and Wilsonville?	5/16/2015 12:31 PM
101	Alignment choice Timeline I would like to know if they support the project and where they would like it to go.	5/16/2015 12:23 PM
102	Engagement/updates I'd like to know what Tidard and Tualatin think are important for access in their communities.	5/16/2015 12:08 PM
103	Parking Will there be a parking structure in Hillsdale for people who drive there to catch the mass transit to Marquam Hill and/or downtown?	5/16/2015 11:47 AM
104	Access/alternative routes 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)	5/16/2015 11:39 AM
105	Alignment choice bike/ped/trail Redevelopment 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	5/16/2015 11:07 AM
106	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	5/16/2015 11:07 AM
107	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	5/16/2015 11:06 AM
108	Access/alternative routes nothing until some plan for adequate transit service for SW Vista area is considered	5/16/2015 11:03 AM
109	nothing until some plan for adequate transit service for SW Vista area is considered	5/16/2015 11:02 AM
110	Redevelopment traffic Will it reduce auto traffic on 99W? Will it improve business development and quality development in Tigard and Tualatin?	5/16/2015 10:59 AM
111	N/a	5/16/2015 10:22 AM
112	Parking Will there be a parking structure in Hillsdale for people who drive there to catch the mass transit to Marquam Hill and/or downtown?	5/16/2015 10:12 AM
113	None. I strongly oppose the plan	5/16/2015 10:07 AM

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114	Alignment choice Maps of options for Tri- Met travel	5/16/2015 10:01 AM
115	Maps of options for Tri- Met travel	5/16/2015 9:59 AM
116	Maps of options for Tri- Met travel	5/16/2015 9:59 AM
117	Maps of options for Tri- Met travel	5/16/2015 9:59 AM
118	Maps of options for Tri- Met travel	5/16/2015 9:59 AM
119	N/a	5/16/2015 9:56 AM
120	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.	5/16/2015 9:55 AM
121	N/a	5/16/2015 9:55 AM
122	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.	5/16/2015 9:50 AM
123	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.	5/16/2015 9:50 AM
124	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.	5/16/2015 9:49 AM
125	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.	5/16/2015 9:49 AM
126	Affect current routes Construction Impacts 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.	5/16/2015 9:48 AM
127	Engagement/updates 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?	5/16/2015 9:47 AM
128	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?	5/16/2015 9:47 AM
129	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?	5/16/2015 9:46 AM
130	Alignment choice Exact placement of surface access points	5/16/2015 9:42 AM
131	Exact placement of surface access points	5/16/2015 9:42 AM
132	How long would it take from start to finish.	5/16/2015 9:06 AM
133	When will light rail run between downtown Portland and Wilsonville?	5/16/2015 8:51 AM
134	None. I strongly oppose the plan	5/16/2015 8:46 AM
135	None. I strongly oppose the plan	5/16/2015 8:36 AM
136	Don't know.	5/16/2015 8:21 AM
137	When will light rail run between downtown Portland and Wilsonville?	5/16/2015 8:16 AM
138	Yes	5/16/2015 8:14 AM
139	When will light rail run between downtown Portland and Wilsonville?	5/16/2015 8:10 AM
140	When will light rail run between downtown Portland and Wilsonville?	5/16/2015 8:09 AM

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141	I wanted to be able to give input regarding the future of the Tigard/Tualatin/Lake Grove area.	5/16/2015 8:08 AM
142	How they will improve services to all westside!	5/16/2015 8:07 AM
143	How they will improve services to all westside!	5/16/2015 8:07 AM
144	How they will improve services to all westside!	5/16/2015 8:06 AM
145	How they will improve services to all westside!	5/16/2015 8:06 AM
146	How they will improve services to all westside!	5/16/2015 8:05 AM
147	Affect current routes 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?	5/16/2015 7:27 AM
148	Construction Impacts 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?	5/16/2015 7:25 AM
149	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?	5/16/2015 7:25 AM
150	Engagement/updates emails, Portland Tribune, Business Journal, Oregon Live	5/16/2015 7:01 AM
151	Affect current routes coordination of connections between corridors and intersecting bus routes	5/16/2015 6:59 AM
152	Anti-HCT Just how much area residents and business owners hate the project.	5/16/2015 6:14 AM
153	Alignment choice 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.	5/16/2015 5:36 AM
154	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.	5/16/2015 5:35 AM
155	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.	5/16/2015 5:35 AM
156	Alignment choice 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.	5/16/2015 5:34 AM
157	Affect current routes Will investment in the SW Corridor Plan result in a reduction or enhancement of local bus service in Tigard? When would this occur?	5/16/2015 4:05 AM
158	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.	5/16/2015 3:22 AM
159	Access/alternative routes how to cut down travel times from King City to Portland	5/16/2015 1:36 AM
160	AS these two city are growing and become more important	5/16/2015 12:32 AM
161	long-term capacity 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.	5/16/2015 12:04 AM
162	It sounds like a max line is a for gone conclusion. If so why? Why aren't there more options with out max trains	5/15/2015 11:35 PM
163	It sounds like a max line is a for gone conclusion. If so why? Why aren't there more options with out max trains	5/15/2015 11:35 PM
164	AS these two city are growing and become more important	5/15/2015 11:23 PM
165	AS these two city are growing and become more important	5/15/2015 11:22 PM

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166	AS these two city are growing and become more important	5/15/2015 11:21 PM
167	AS these two city are growing and become more important	5/15/2015 11:20 PM
168	AS these two city are growing and become more important	5/15/2015 11:19 PM
169	Don't know.	5/15/2015 11:09 PM
170	I would like to see the light rail tunnel project fast tracked, as it is urgently needed.	5/15/2015 11:03 PM
171	I would like to see the light rail tunnel project fast tracked, as it is urgently needed.	5/15/2015 11:03 PM
172	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.	5/15/2015 10:57 PM
173	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.	5/15/2015 10:56 PM
174	Why choose lrv or brt when more lane miles for vehicles with more frequent bus service and express lines would serve more people for cheaper	5/15/2015 10:54 PM
175	Why choose lrv or brt when more lane miles for vehicles with more frequent bus service and express lines would serve more people for cheaper	5/15/2015 10:54 PM
176	Don't know	5/15/2015 10:52 PM
177	options, issues	5/15/2015 10:52 PM
178	Don't know	5/15/2015 10:51 PM
179	options, issues	5/15/2015 10:50 PM
180	Don't know	5/15/2015 10:50 PM
181	Don't know	5/15/2015 10:50 PM
182	Don't know	5/15/2015 10:50 PM
183	Alignment choice I would like to know what hours light rail/bus rapid transit plans to run. WES is very, very limited.	5/15/2015 10:49 PM
184	Will there be a parking garage in the Hillsdale area for people who want to park there when connecting to the mass transit access?	5/15/2015 10:49 PM
185	Alignment choice options, issues	5/15/2015 10:49 PM
186	Don't know	5/15/2015 10:48 PM
187	Parking Will there be a parking garage in the Hillsdale area for people who want to park there when connecting to the mass transit access?	5/15/2015 10:44 PM
188	Parking Will there be a parking garage in the Hillsdale area for people who want to park there when connecting to the mass transit access?	5/15/2015 10:41 PM
189	long-term capacity To see how this will affect the future generations	5/15/2015 10:22 PM
190	none	5/15/2015 10:19 PM
191	Cost 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?	5/15/2015 10:18 PM
192	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?	5/15/2015 10:15 PM
193	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?	5/15/2015 10:14 PM
194	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?	5/15/2015 10:14 PM
195	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?	5/15/2015 10:13 PM

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196	Don't know.	5/15/2015 10:12 PM
197	Timeline Completion timeline	5/15/2015 10:08 PM
198	Timeline Timing	5/15/2015 10:08 PM
199	I would like to know what hours light rail/bus rapid transit plans to run. WES is very, very limited.	5/15/2015 10:08 PM
200	Timing	5/15/2015 10:07 PM
201	I would like to know what hours light rail/bus rapid transit plans to run. WES is very, very limited.	5/15/2015 10:05 PM
202	I would like to know what hours light rail/bus rapid transit plans to run. WES is very, very limited.	5/15/2015 10:02 PM
203	bike/ped/trail Cost Timeline Timeline, cost, impact to peds, cars, cyclists laid out clearly.	5/15/2015 10:01 PM
204	Affect current routes How this project relates with the whole train system.	5/15/2015 9:58 PM
205	How this project relates with the whole train system.	5/15/2015 9:58 PM
206	How this project relates with the whole train system.	5/15/2015 9:57 PM
207	How this project relates with the whole train system.	5/15/2015 9:57 PM
208	What would make people that live in those two communities, but work downtown, eschew using their car for a daily commute?	5/15/2015 9:55 PM
209	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.	5/15/2015 9:51 PM
210	Cost Funding, timing, location and impacts in Tualatin. Does it extend to downtown Tualatin or just to Bridgeport or Cabella's?	5/15/2015 9:49 PM
211	Cost Cost of each option.	5/15/2015 9:47 PM
212	Need more buses	5/15/2015 9:45 PM
213	Need more buses	5/15/2015 9:45 PM
214	This is the most important to me! I travel from Salem, and am looking for a southern Max connection.	5/15/2015 9:45 PM
215	Less tunnels, more above ground.	5/15/2015 9:43 PM
216	Na	5/15/2015 9:35 PM
217	Na	5/15/2015 9:35 PM
218	Na	5/15/2015 9:35 PM
219	no comments.	5/15/2015 9:34 PM
220	Na	5/15/2015 9:34 PM
221	Na	5/15/2015 9:34 PM
222	no comments.	5/15/2015 9:33 PM
223	no comments.	5/15/2015 9:33 PM
224	Na	5/15/2015 9:33 PM
225	no comments.	5/15/2015 9:33 PM
226	Don't know.	5/15/2015 9:28 PM
227	Timeline traffic Project timing. I currently commute by car from inner NW to Tualatin daily. It's getting worse over past 10 years.	5/15/2015 9:24 PM
228	Project timing. I currently commute by car from inner NW to Tualatin daily. It's getting worse over past 10 years.	5/15/2015 9:24 PM
229	Project timing. I currently commute by car from inner NW to Tualatin daily. It's getting worse over past 10 years.	5/15/2015 9:22 PM

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230	Parking How far would the light rail extend? What are the plans for park&ride lots?	5/15/2015 9:17 PM
231	None	5/15/2015 9:17 PM
232	None	5/15/2015 9:17 PM
233	None	5/15/2015 9:17 PM
234	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.	5/15/2015 9:16 PM
235	Engagement/updates Everything	5/15/2015 9:15 PM
236	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.	5/15/2015 9:15 PM
237	Construction Impacts 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.	5/14/2015 2:19 PM
238	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.	5/14/2015 2:18 PM
239	Access/alternative routes If there could be high-speed underground train options to connect to downtown	5/13/2015 5:45 PM
240	If there could be high-speed underground train options to connect to downtown	5/13/2015 5:45 PM
241	If there could be high-speed underground train options to connect to downtown	5/13/2015 5:45 PM
242	If there could be high-speed underground train options to connect to downtown	5/13/2015 5:39 PM
243	If there could be high-speed underground train options to connect to downtown	5/13/2015 5:39 PM
244	If there could be high-speed underground train options to connect to downtown	5/13/2015 5:38 PM
245	long-term capacity 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.	5/10/2015 10:38 AM
246	Cost How we can stop this waste	5/9/2015 9:12 AM

Q15 15. What else do you want to tell decision makers?

Answered: 575 Skipped: 735

#	Responses	Date
1	Thank you for your work!	5/28/2015 11:06 AM
2	Outreach 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.	5/27/2015 3:31 PM
3	bike/ped/trail Equity Health Livability Safety 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.	5/27/2015 2:02 PM
4	Mode Other 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.	5/27/2015 11:40 AM
5	Key Destination PCC positive "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"	5/26/2015 4:34 PM
6	Cost Mode 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.	5/26/2015 4:33 PM
7	Construction impacts Hillsdale negative trimet 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.	5/26/2015 4:33 PM
8	Business Hillsdale positive 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.	5/26/2015 4:32 PM
9	Direct Access Key Destination Marquam Hill Naito positive South Portland Absolutely MUST serve OHSU directly with a tunnel. Anything else (surface Barbur or Naito) would be a complete waste of time and effort.	5/26/2015 4:32 PM
10	Congestion Cost Key Destination The idea that you will spend ~ Billion dollars on a tunnel and only impact cars to OHSU by an estimated three percent is ridiculous.	5/26/2015 4:31 PM
11	Congestion Key Destination Marquam Hill positive 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.	5/26/2015 4:31 PM

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12	<p>bike/ped/trail Safety 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.</p>	5/26/2015 4:30 PM
13	<p>bike/ped/trail Safety 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.</p>	5/26/2015 4:29 PM
14	<p>bike/ped/trail For future study long-term capacity Marquam Hill Quotable Traffic Impacts "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. 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. 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>	5/26/2015 4:27 PM
15	<p>Congestion 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>	5/26/2015 4:26 PM
16	<p>Business Direct Access Hillsdale LOS negative 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>	5/26/2015 4:25 PM
17	<p>Key Destination PCC positive Connecting PSU, OHSU and PCC (ideally with a tunnel) would be a great investment in empowering people with education.</p>	5/26/2015 4:25 PM
18	<p>Business Construction impacts negative 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>	5/26/2015 4:24 PM
19	<p>Cost Direct Access long-term capacity Marquam Hill positive 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>	5/26/2015 4:23 PM
20	<p>bike/ped/trail Direct Access Naito positive South Portland "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. 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>	5/26/2015 4:23 PM

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21	<p>Cost Hillsdale Key Destination Livability Parking PCC Redevelopment 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>	5/26/2015 4:22 PM
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>	5/26/2015 4:21 PM
23	<p>Other bigger is not better</p>	5/26/2015 4:20 PM
24	<p>Cost 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.</p>	5/26/2015 4:20 PM
25	<p>Cost long-term capacity 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.</p>	5/26/2015 4:20 PM
26	<p>Construction impacts Hillsdale negative 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.</p>	5/26/2015 4:19 PM
27	<p>Marquam Hill positive Ross Island South Portland Access to the Ross Island bridge should be a top priority, followed by improvements to Marquam Hill</p>	5/26/2015 4:19 PM
28	<p>Direct Access Key Destination Marquam Hill Parking positive 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.</p>	5/26/2015 4:18 PM
29	<p>Business Construction impacts Cost Hillsdale negative 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.</p>	5/26/2015 4:18 PM
30	<p>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.</p>	5/26/2015 4:17 PM
31	<p>bike/ped/trail Safety tualatin 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.</p>	5/26/2015 4:17 PM
32	<p>Congestion Key Destination 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.</p>	5/26/2015 4:16 PM
33	<p>Cost Quotable 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.</p>	5/26/2015 4:15 PM
34	<p>Cost Mode May 12th Forum: This is way too expensive for the planned benefits. Just run more buses.</p>	5/26/2015 4:14 PM

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35	Cost May 12th Forum: does not seem to make financial sense... 1.3B... wow. money might be better spent in other ways	5/26/2015 4:14 PM
36	Congestion Key Destination Marquam Hill Parking positive Quotable 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.	5/26/2015 4:13 PM
37	Other 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)	5/26/2015 3:40 PM
38	May 12th Forum: I would possibly support a Marquam -> Barbur Transit center tunnel.	5/26/2015 3:39 PM
39	Cost May 12th Forum: As interesting as it is, the potential ridership just does not seem to justify the high cost.	5/26/2015 3:39 PM
40	Housing affordability Redevelopment May 12th Forum: Strongly support equitable development/redevelopment on and near new line – mix of uses and in corners served affordable housing is critical.	5/26/2015 3:38 PM
41	Hillsdale Mode 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.	5/26/2015 3:38 PM
42	Barbur Blvd. Hillsdale negative South Portland 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!!	5/26/2015 3:38 PM
43	bike/ped/trail May 12th Forum: Strongly support use of money on bike, pedestrian and connectivity to major line on Barbur	5/26/2015 3:37 PM
44	Cost For future study long-term capacity May 12th Forum: A longer baseline – 40 years – is needed to adequately evaluate such an expensive project	5/26/2015 3:36 PM
45	Cost Safety May 12th Forum: High cost, but secure, fast transit for patients and employees is critical.	5/26/2015 3:36 PM
46	May 12th Forum: Gradients are pretty steep for surface routes.	5/26/2015 3:35 PM
47	Cost May 12th Forum: How about cost overruns?	5/26/2015 3:34 PM
48	Construction impacts negative May 12th Forum: Huge negative impact in neighborhoods	5/26/2015 3:34 PM
49	Cost May 12th Forum: Unnecessary expense	5/26/2015 3:33 PM
50	Construction impacts negative May 12th Forum: Assuming the vibrations will not bring my house down, and if it does that I will be compensated.	5/26/2015 3:24 PM
51	May 12th Forum: The biggest employer in PDX is here!	5/26/2015 3:23 PM
52	May 12th Forum: When you add the VA, Shiners', etcetera, its ever more people to move	5/26/2015 3:23 PM
53	Cost May 12th Forum: Benefits 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)	5/26/2015 3:21 PM
54	Cost Benefits 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)May 12th Forum:	5/26/2015 3:20 PM
55	May 12th Forum: Has a combination of elevated structure/c&c tunnel been considered the elevated portion tunnel to OHSU at max 100 feet depth	5/26/2015 3:19 PM
56	Hillsdale negative Redevelopment 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	5/26/2015 3:17 PM
57	May 12th Forum: Why did we build the tram in the first place to access "Pill Hill"?	5/26/2015 3:15 PM
58	For future study May 12th Forum: Concerned about using today's technologies to plan for 15-20 years out	5/26/2015 3:14 PM

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59	Hillsdale negative Parking May 12th Forum: Limited options for people outside of Hillsdale to utilize station (no park and ride)	5/26/2015 3:02 PM
60	Hillsdale positive May 12th Forum: Serving civic institution in Hillsdale – schools, library, farmers market	5/26/2015 3:02 PM
61	Hillsdale LOS 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.	5/26/2015 3:01 PM
62	bike/ped/trail 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	5/26/2015 2:59 PM
63	Cost 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	5/26/2015 2:59 PM
64	Construction impacts Hillsdale negative Redevelopment 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.	5/26/2015 2:15 PM
65	Cost Hillsdale Livability negative Parking Redevelopment 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.	5/26/2015 2:14 PM
66	Hillsdale negative Parking 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.	5/26/2015 2:14 PM
67	Cost May 12th Forum: Lower long-term operating costs	5/26/2015 2:13 PM
68	May 12th Forum: Marquam Hill tunnel (2.5 mile) tunnel excludes dense neighborhoods between underground stations	5/26/2015 2:13 PM
69	Hillsdale negative Parking 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.	5/26/2015 2:13 PM
70	May 12th Forum: Upset the neighborhood – short term and long term	5/26/2015 2:12 PM
71	Ridership May 12th Forum: Increases transit ridership more than other options – (Respondent commented) Are you dreaming?	5/26/2015 2:12 PM
72	May 12th Forum: Variable geology of West Hills could be very problematic	5/26/2015 2:11 PM
73	Cost May 12th Forum: How will this project be funded? ½ Federal government/municipal bond – increased property taxes a serious issue	5/26/2015 2:11 PM
74	Congestion Hillsdale negative May 12th Forum: Extra congestion in Hillsdale area	5/26/2015 2:06 PM
75	Cost May 12th Forum: Is it worth the cost to local taxpayers?	5/26/2015 2:05 PM
76	Cost May 12th Forum: Lots of expense!! Could be spent on other needs	5/26/2015 2:04 PM
77	May 12th Forum: Will it have geological unsettlement above the tunnel?	5/26/2015 2:03 PM
78	long-term capacity 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”)	5/26/2015 1:56 PM
79	For future study long-term capacity May 12th Forum: We need to think 50 years from now to accommodate people and not think short-sighted	5/26/2015 11:30 AM
80	Cost May 12th Forum: No mention regarding unknown, unforeseen additional expenses	5/26/2015 11:29 AM
81	Livability May 12th Forum: Build underground to keep livability options above ground, i.e.: we can't keep paving to accommodate more people	5/26/2015 11:29 AM
82	Construction impacts negative May 12th Forum: Causes construction and environmental effect on water etcetera	5/26/2015 10:44 AM
83	Parking May 12th Forum: Parking to access (this person probably means access to parking)	5/26/2015 10:43 AM
84	Construction impacts negative May 12th Forum: Concerns regarding seismic issues (during construction and upon completion)	5/26/2015 10:43 AM

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85	Equity Housing affordability Livability May 12th Forum: Long term effects on housing affordability (where will students, elderly, low-income) live?	5/26/2015 10:42 AM
86	May 12th Forum: Environmental disruption	5/26/2015 10:42 AM
87	Cost Political 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, temporary traffic control cost and impacts to current traffic patterns, and neighborhood political outcry.	5/26/2015 10:36 AM
88	Hillsdale LOS negative 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.	5/26/2015 10:29 AM
89	May 12th Forum: Rapid bus transit much more flexible than light rail	5/26/2015 10:29 AM
90	Business Hillsdale Mode negative May 12th Forum: My biggest reservation is disruption to the Hillsdale businesses. Second is noise from BRT which would be much worse than LRT.	5/26/2015 10:28 AM
91	Cost Ridership May 12th Forum: Seems cost doesn't translate to benefit in additional riders	5/26/2015 10:27 AM
92	For future study May 12th Forum: I think as much longer period – 40 – year is needed to assess such an expensive project.	5/26/2015 10:26 AM
93	Business Hillsdale positive May 12th Forum: Support of Hillsdale Business Association	5/26/2015 10:25 AM
94	Business Hillsdale May 12th Forum: Economic impacts in Hillsdale	5/26/2015 10:24 AM
95	Livability 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.	5/26/2015 10:23 AM
96	Cost May 12th Forum: Too much cost	5/26/2015 10:23 AM
97	May 12th Forum: Light rail preferred	5/26/2015 10:22 AM
98	Business negative May 12th Forum: A devastating decision for the businesses, schools, and town center as a whole.	5/26/2015 10:22 AM
99	May 12th Forum: Density doesn't support it	5/26/2015 10:21 AM
100	Traffic Impacts 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	5/26/2015 10:21 AM
101	May 12th Forum: Improve active transit networks	5/26/2015 10:21 AM
102	Cost May 12th Forum: Cost is not worth this conversation	5/26/2015 10:20 AM
103	May 12th Forum: Bus service should be improved	5/26/2015 10:20 AM
104	Other May 12th Forum: Sowe (sp?) Wilson – Library – fireplaces (?) creek crossing	5/26/2015 10:19 AM
105	Congestion May 12th Forum: Impacts to the traffic from Beaverton to Portland (and back).	5/26/2015 10:18 AM
106	Direct Access May 12th Forum: Less direct to OHSU	5/26/2015 10:18 AM
107	May 12th Forum: Demand for rapid transit in area. More frequent surface transit in area would be more effective.	5/26/2015 10:17 AM
108	Hillsdale negative Parking May 12th Forum: Limited options for people outside of Hillsdale to utilize station (no park and ride)	5/26/2015 10:17 AM
109	Parking Redevelopment 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.	5/26/2015 10:16 AM
110	Other May 12th Forum:	5/26/2015 10:15 AM
111	Other May 12th Forum:	5/26/2015 10:15 AM
112	May 12th Forum: Sufficient build/no build improvement	5/26/2015 10:14 AM
113	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.	5/26/2015 10:14 AM

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114	long-term capacity May 12th Forum: Think long term.	5/26/2015 10:13 AM
115	Hillsdale long-term capacity negative 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.	5/26/2015 10:12 AM
116	Barbur Blvd. Hillsdale Parking 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.	5/26/2015 10:12 AM
117	Construction impacts May 12th Forum: Environmental disruption	5/26/2015 10:11 AM
118	Construction impacts Hillsdale negative May 12th Forum: Causes construction impacts to Hillsdale town center and nearby schools zones and environmental	5/26/2015 10:11 AM
119	Ridership May 12th Forum: Increases transit ridership more than other options	5/26/2015 10:10 AM
120	Parking May 12th Forum: Parking concerns to access	5/26/2015 10:10 AM
121	May 12th Forum: Enlarge bus transportation to other areas of SW along 35th to L.O. for example	5/26/2015 10:09 AM
122	bike/ped/trail Cost Ross Island 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.	5/26/2015 10:07 AM
123	May 12th Forum: Enlarge bus transportation to other areas of SW along 35th to L.O. for example	5/26/2015 9:55 AM
124	Key Destination PCC positive PCC is the largest college in the state of Oregon and should have light rail service.	5/24/2015 12:22 PM
125	Direct Access Housing affordability Key Destination Livability PCC positive Redevelopment 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.	5/24/2015 11:58 AM
126	Business Direct Access Hillsdale Key Destination Livability Marquam Hill positive Redevelopment 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.	5/24/2015 3:26 AM
127	Congestion Key Destination Marquam Hill positive Ridership 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.	5/23/2015 10:09 AM
128	Mode Ridership 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.	5/22/2015 8:25 PM
129	Congestion Cost Direct Access Marquam Hill positive 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 pollution- and should runs more reliably than buses. Think Paris Metro...	5/22/2015 6:42 PM
130	Congestion Light rail does not lessen vehicle traffic. It just makes it more congested.	5/22/2015 5:02 PM
131	Cost 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?	5/22/2015 4:45 PM

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132	Direct Access Marquam Hill need more convenient access and the light rail is a great option	5/22/2015 3:53 PM
133	More rails, less vehicles on the roads! cheaper for road maintenance and more environmentally friendly	5/22/2015 3:52 PM
134	bike/ped/trail Livability Quotable Safety 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.	5/22/2015 3:50 PM
135	May 12th Forum: Enlarge bus transportation to other areas of SW along 35th to L.O. for example	5/22/2015 3:24 PM
136	Hillsdale May 12th Forum: Mostly concerned about Hillsdale	5/22/2015 3:23 PM
137	Barbur Blvd. Construction impacts Mode negative 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.	5/22/2015 3:23 PM
138	Livability negative PCC May 12th Forum: Equity – getting students to PCC is critical, but if we can do without tunnel.	5/22/2015 3:22 PM
139	Cost 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	5/22/2015 3:21 PM
140	long-term capacity May 12th Forum: I think a longer term of assessment – 40 – years is needed to evaluate such an expensive project.	5/22/2015 3:21 PM
141	May 12th Forum: Other needs are more important	5/22/2015 3:20 PM
142	May 12th Forum: The tunnel projects are “pie in the sky” opportunities	5/22/2015 3:20 PM
143	Equity Housing affordability May 12th Forum: Please include housing affordability as a priority	5/22/2015 3:19 PM
144	Livability May 12th Forum: Over 34,000 folks (students and employees) will be serviced better with HCT.	5/22/2015 3:19 PM
145	May 12th Forum: Light rail has not been successful in Portland	5/22/2015 3:18 PM
146	May 12th Forum: This is serving only one segment of society – students and faculty at PCC	5/22/2015 3:17 PM
147	Equity Livability negative PCC May 12th Forum: This is serving only one segment of society – students and faculty at PCC	5/22/2015 3:12 PM
148	negative PCC May 12th Forum: Buses currently serve PCC fairly well	5/22/2015 3:10 PM
149	Cost May 12th Forum: Increases project cost by \$224 million compared to the Barbur surface option – respondent commented – \$ could be better used elsewhere	5/22/2015 3:07 PM
150	bike/ped/trail negative PCC May 12th Forum: Would include walk/bike improvements on Barbur east of SW 53rd Ave – respondent commented – Can be had without a tunnel	5/22/2015 3:06 PM
151	Ridership May 12th Forum: Increases ridership compared to the Barbur option – respondent commented – not enough	5/22/2015 3:05 PM
152	negative PCC Redevelopment May 12th Forum: Could create opportunities for redevelopment on PCC Sylvania campus – respondent commented – No more so than other options	5/22/2015 3:05 PM
153	Direct Access PCC May 12th Forum: Provides direct access to PCC Sylvania campus – respondent commented – Capitol is better	5/22/2015 3:03 PM
154	Travel Time May 12th Forum: Offers similar travel time as Barbur alternative – respondent commented – No significant difference	5/22/2015 3:03 PM
155	Hillsdale May 12th Forum: Not relevant to Hillsdale	5/22/2015 3:02 PM
156	May 12th Forum: Homeowners?	5/22/2015 3:01 PM
157	May 12th Forum: Homeowners?	5/22/2015 2:55 PM
158	Direct Access Key Destination PCC May 12th Forum: There is already direct access to PCC Sylvania Campus!	5/22/2015 2:54 PM
159	bike/ped/trail Livability Safety 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.	5/22/2015 2:54 PM
160	Environment May 12th Forum: Disruption to natural spring water and Nature Park.	5/22/2015 2:47 PM

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161	Construction impacts May 12th Forum: Homeowners/residents of 53rd Ave	5/22/2015 2:46 PM
162	Key Destination long-term capacity 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.	5/22/2015 2:39 PM
163	Key Destination long-term capacity PCC May 12th forum: PCC likely to experience significance growth by 2050	5/22/2015 2:37 PM
164	May 12th forum: Parking concerns to access	5/22/2015 2:36 PM
165	Cost Multnomah residents already have a high tax rate. They can not afford more tax burden.	5/22/2015 2:35 PM
166	Parking May 12th forum: Parking concerns to access	5/22/2015 2:35 PM
167	Housing affordability Livability 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.	5/22/2015 2:32 PM
168	bike/ped/trail Congestion Key Destination long-term capacity Marquam Hill South Portland trimet 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!!	5/22/2015 2:29 PM
169	long-term capacity Naito positive South Portland In the longer term the tunnel is the best option, BUT you MUST include the bicycle/pedestrian upgrades on naito and barber as well,	5/22/2015 1:37 PM
170	It would also help with bad weather conditions on the hill.	5/22/2015 1:34 PM
171	Cost Marquam Hill negative 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.	5/22/2015 1:29 PM
172	Travel Time trimet 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.	5/22/2015 1:21 PM
173	Travel Time 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).	5/22/2015 1:18 PM
174	Cost For future study Key Destination Marquam Hill negative Ridership trimet 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? 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. 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).	5/22/2015 12:58 PM
175	Outreach Please continue with community outreach/meeting but INCLUDE all members of community not just those Tigard and Tualatin communities.	5/22/2015 12:51 PM
176	Construction impacts negative The temporary construction disruption to neighborhoods and affected streets outweigh the long term benefits of this plan!	5/22/2015 12:44 PM
177	Key Destination There are already more than enough transit options for OHSU/Marquam Hill.	5/22/2015 12:40 PM
178	Key Destination Livability Parking Travel Time trimet 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.	5/22/2015 12:31 PM

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179	<p>bike/ped/trail Cost For future study Livability long-term capacity Quotable 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.</p>	5/22/2015 12:27 PM
180	<p>Cost Keeping within budget would be helpful</p>	5/22/2015 12:21 PM
181	<p>bike/ped/trail Livability Ross Island Safety South Portland 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.</p>	5/22/2015 12:03 PM
182	<p>bike/ped/trail Why not have bike lane on hwy 43?</p>	5/22/2015 12:03 PM
183	<p>bike/ped/trail 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</p>	5/22/2015 12:00 PM
184	<p>Definitely needed the LRT with underground station not the cut and cover</p>	5/22/2015 11:58 AM
185	<p>Direct Access 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.</p>	5/22/2015 11:57 AM
186	<p>Livability long-term capacity Population density has already exceeded reasonable commuting infrastructure in the area. I would love to see a light rail solution serve the community here.</p>	5/22/2015 11:57 AM
187	<p>Key Destination Marquam Hill positive Travel Time Help OHSU commuters get to work quicker.</p>	5/22/2015 11:56 AM
188	<p>Construction impacts Key Destination Marquam Hill negative Safety 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?</p>	5/22/2015 11:50 AM
189	<p>Direct Access Key Destination Marquam Hill Parking positive 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.</p>	5/22/2015 11:48 AM
190	<p>Congestion Key Destination Livability Marquam Hill positive 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.</p>	5/22/2015 11:47 AM
191	<p>Key Destination 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</p>	5/22/2015 11:45 AM
192	<p>N/A</p>	5/22/2015 11:45 AM
193	<p>Congestion Traffic Impacts tualatin 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.</p>	5/22/2015 11:44 AM
194	<p>west corridor has the need today.</p>	5/22/2015 11:44 AM
195	<p>Marquam Hill positive 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.</p>	5/22/2015 11:39 AM
196	<p>Other Thank you for planning ahead.</p>	5/22/2015 11:39 AM
197	<p>Key Destination 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").</p>	5/22/2015 11:38 AM

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198	Be assertive and aspirational with active transportation and mass transit goals - we are years behind and whatever you do is likely not enough.	5/22/2015 11:34 AM
199	Ridership Travel Time 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.	5/22/2015 11:33 AM
200	I like that you are thinking about this! Improving non-car options from SW is a great step in the right direction!	5/22/2015 11:33 AM
201	Other NA	5/22/2015 11:31 AM
202	long-term capacity Think long term.	5/22/2015 11:29 AM
203	Mode Ridership 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.	5/22/2015 11:27 AM
204	Hillsdale negative Quotable Redevelopment Ridership Safety Tigard tualatin 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.	5/22/2015 11:26 AM
205	Environment Traffic is killing productivity and the environment	5/22/2015 11:23 AM
206	Parking Travel Time 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.	5/22/2015 11:22 AM
207	negative Get out and stay out of Tigard and Tualatin.	5/22/2015 10:43 AM
208	Cost 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.	5/21/2015 4:30 PM
209	Key Destination Marquam Hill Parking positive Travel Time 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.	5/21/2015 3:43 PM
210	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".	5/21/2015 12:18 PM
211	Traffic Impacts No project should eliminate driving lanes. Portland metro access is some of the worst I have seen in the nation.	5/21/2015 11:55 AM
212	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.	5/21/2015 11:37 AM
213	Freedom to move about wherever and whenever without complicated trip planning and additional restriction is paramount. LISTEN TO THE PEOPLE!	5/21/2015 11:32 AM
214	For future study long-term capacity 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.	5/21/2015 10:48 AM
215	bike/ped/trail Construction impacts Cost Livability negative 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.	5/21/2015 10:11 AM
216	Cost For future study Political Tigard Traffic Impacts Travel Time 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)? Does the public feedback really matter? They'll do whatever they plan to do anyway.	5/21/2015 9:01 AM
217	please. No more light rail.	5/21/2015 8:00 AM

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218	Cost 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.	5/21/2015 7:53 AM
219	Congestion Cost 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.	5/21/2015 7:13 AM
220	No more light rail; buses are much cheaper and can more easily adjust routes as needs change.	5/20/2015 11:29 PM
221	Business rail is bad for residential areas, but may be good for business and institutional areas.	5/20/2015 8:46 PM
222	bike/ped/trail Livability Please do more projects like Oleson Road, that make walking and biking safer (Taylors Ferry would be a candidate)	5/20/2015 7:14 PM
223	Hillsdale PCC 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.	5/20/2015 5:36 PM
224	Your River Terrace project has great internal infrastructure, but the roads surrounding are a joke; Bull Mt., Beef Bend, and 150th.	5/20/2015 5:22 PM
225	Build the West-Side ByPass	5/20/2015 4:36 PM
226	Cost Mode I do not think the expense of a tunnel is worth it. Flexibility of BRT is preferable.	5/20/2015 4:25 PM
227	Congestion Tigard tualatin Tigard and Tualatin need light rail to help ease congestion. the current road system is not adequate.	5/20/2015 3:57 PM
228	Stop allowing OHSU to run the show.	5/20/2015 3:35 PM
229	Equity Livability tualatin 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. 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.	5/20/2015 2:46 PM
230	The 96 bus route is effective, but it does not run early, late or frequent enough.	5/20/2015 1:07 PM
231	Cost Use cost-benefit analysis. AORTA's 6-mile tunnel option will return MUCH more benefit per dollar spent. Existing proposals are marginal at best.	5/20/2015 12:07 PM
232	Tigard tualatin Anybody ever consider Light Rail From Tigard or Tualatin (perhaps along existing rail line), thru Lake Oswego up to south Waterfront ?	5/20/2015 11:51 AM
233	Cost For future study 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.	5/20/2015 11:03 AM
234	bike/ped/trail Cost For future study Key Destination negative PCC 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.	5/20/2015 10:57 AM
235	Cost 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.	5/20/2015 10:52 AM
236	South Portland Please continue to support improved transit options to Multnomah Village.	5/20/2015 10:18 AM
237	Parking 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.	5/20/2015 10:07 AM
238	Cost long-term capacity 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.	5/20/2015 9:36 AM

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239	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.	5/20/2015 9:36 AM
240	Cost long-term capacity tunnels are more expensive but are better long term	5/20/2015 9:05 AM
241	Cost Direct Access Marquam Hill Mode Tigard 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.	5/20/2015 9:04 AM
242	Direct Access Key Destination PCC positive 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.	5/20/2015 8:42 AM
243	Mode Give sw our Max!!!	5/20/2015 8:34 AM
244	Marquam Hill positive Travel Time 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.	5/19/2015 4:32 PM
245	Key Destination Marquam Hill positive Tigard 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.	5/19/2015 3:31 PM
246	Make your decisions based on the communities needs and desires.	5/19/2015 3:03 PM
247	Barbur Blvd. Fix Barbur Capitol intersection. Nightmare no matter the direction.	5/19/2015 2:30 PM
248	trimet More bus service as opposed to other alternatives.	5/19/2015 2:22 PM
249	long-term capacity Consider the long range region-wide benefits of this project, not just local short term issues.	5/19/2015 1:26 PM
250	Cost Please don't overspend. Raising taxes every year isn't a reasonable option to pay for excesses.	5/19/2015 1:12 PM
251	Marquam Hill Marquam Hill is very hard to get to for sick people who are not traveling during rush hour bus schedules.	5/19/2015 12:41 PM
252	it would be nice if a route could be started from Gresham to marquum 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.	5/19/2015 12:39 PM
253	Environment long-term capacity Safety 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.	5/19/2015 12:21 PM
254	why not connect at PSU for collaboraations are ongoing, and how will tram get overwhelmed by the new orange line	5/19/2015 12:17 PM
255	Cost Parking 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.	5/19/2015 12:09 PM
256	Key Destination Marquam Hill positive trimet 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.	5/19/2015 11:16 AM
257	Naito positive South Portland I prefer the Naito option	5/19/2015 11:00 AM
258	Barbur Blvd. bike/ped/trail Cost Safety 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	5/19/2015 10:26 AM

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259	Cost Direct Access Key Destination Marquam Hill 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).	5/19/2015 10:07 AM
260	long-term capacity I'm concerned that building more transit options will not have an impact on people who embrace suburban car culture.	5/19/2015 9:56 AM
261	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.	5/19/2015 9:29 AM
262	Barbur Blvd. negative South Portland 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	5/19/2015 6:39 AM
263	The land between barbura and I-5 is sorely under utilized. Recailm some land and build the light rail/dedicated bus lanes	5/18/2015 9:33 PM
264	Political Tigard Tigard voted no. Will you force Tigard to accept your vision?	5/18/2015 8:16 PM
265	Stop trying to attract more people to Portland! We are overwhelmed here as it is	5/18/2015 7:55 PM
266	Barbur Blvd. bike/ped/trail Cost Livability negative Safety South Portland 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. 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.	5/18/2015 4:52 PM
267	Other Tunnels??? Quit dreaming!	5/18/2015 3:22 PM
268	Barbur Blvd. long-term capacity 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.	5/18/2015 2:57 PM
269	Barbur Blvd. bike/ped/trail Quotable Safety 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!	5/18/2015 2:30 PM
270	Cost 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!!!!	5/18/2015 1:41 PM
271	long-term capacity think 50 years of population growth with diminishing reliability on fuel	5/18/2015 1:14 PM
272	Cost 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.	5/18/2015 1:12 PM
273	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).	5/18/2015 12:46 PM
274	Other no commentw	5/18/2015 12:38 PM
275	Other This process is too slow. Speed it up.	5/18/2015 12:11 PM
276	We need to give people options, rather than force everyone to drive because it is the only transportation mode that gets significant public investment.	5/18/2015 11:00 AM
277	bike/ped/trail Livability What about improving walk/bike improvements on Taylors Ferry so that we can get to transit? Major reason I still drive.	5/18/2015 10:48 AM
278	Tunnels are sexy but are often more trouble than they're worth	5/18/2015 10:42 AM
279	I need really frequent and fast bus service from the MAX to SW recreational facilities and parks.	5/18/2015 9:42 AM

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280	I need really frequent and fast bus service from the MAX to SW recreational facilities and parks.	5/18/2015 9:41 AM
281	tualatin Please, please, please build a light rail line between Tualatin and Portland.	5/18/2015 9:39 AM
282	trimet Discontinuing route 38 in Mr Park is a major mistake and will drive most current riders into their cares	5/18/2015 9:22 AM
283	negative South Portland trimet 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.	5/18/2015 9:21 AM
284	Barbur Blvd. bike/ped/trail Livability Safety In any bike/walk project, design in separated lanes with physical barriers from autos whenever possible, and use Dutch model intersections. 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.)	5/18/2015 9:20 AM
285	Other n/a	5/18/2015 9:05 AM
286	Cost Direct Access Quotable 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).	5/18/2015 9:02 AM
287	Tigard tualatin 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?	5/18/2015 8:22 AM
288	bike/ped/trail Livability Safety I am a 45 minute walk from Barbur Transit Center, with few sidewalks. I would like to be safe in walking to public transit.	5/18/2015 7:12 AM
289	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).	5/17/2015 10:52 PM
290	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).	5/17/2015 10:46 PM
291	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).	5/17/2015 10:46 PM
292	Cost LOS 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.	5/17/2015 9:06 PM
293	bike/ped/trail Marquam Hill Linking marquam hill tunnel with bike/ped improvements is a false dichotomy. Tunnel doesn't preclude the other things.	5/17/2015 2:31 PM
294	Stop adding light rail without adding buses that feed to the major transit centers. Add some damn toilets.	5/17/2015 2:23 PM
295	Other 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	5/17/2015 1:45 PM
296	Other fares too high	5/17/2015 1:45 PM
297	Other fares too high	5/17/2015 1:45 PM
298	Other GO FOR IT!	5/17/2015 1:01 PM
299	Other Thanks for considering my thoughts.	5/17/2015 12:49 PM
300	Other Thanks for considering my thoughts.	5/17/2015 12:49 PM
301	Other Thanks for considering my thoughts.	5/17/2015 12:48 PM
302	Other Thanks for considering my thoughts.	5/17/2015 12:48 PM
303	Business Livability positive Redevelopment 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.	5/17/2015 12:21 PM
304	Quotable No tunnels. Juice isn't worth the squeeze	5/17/2015 11:26 AM

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305	Business Cost Mode negative 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.	5/17/2015 11:21 AM
306	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.	5/17/2015 11:21 AM
307	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?	5/17/2015 8:44 AM
308	Congestion Construction impacts Equity negative 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?	5/17/2015 8:43 AM
309	negative PCC Do not tunnel through the recently remodeled PCC Sylvania Campus!	5/17/2015 6:34 AM
310	For future study 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.	5/17/2015 5:00 AM
311	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.	5/17/2015 2:00 AM
312	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.	5/17/2015 1:46 AM
313	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.	5/17/2015 1:46 AM
314	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.	5/17/2015 1:46 AM
315	Make it safe. Save Money.	5/17/2015 12:02 AM
316	Make it safe. Save Money.	5/16/2015 11:54 PM
317	Make it safe. Save Money.	5/16/2015 11:54 PM
318	Safety Make it safe. Save Money.	5/16/2015 11:53 PM

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319	Political 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' , 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?	5/16/2015 11:42 PM
320	Sidewalks along busy roads. It is dangerous walking from Capitol up Sunset when the sidewalk ends. Hope sidewalks are extended	5/16/2015 10:38 PM
321	Livability Safety Sidewalks along busy roads. It is dangerous walking from Capitol up Sunset when the sidewalk ends. Hope sidewalks are extended	5/16/2015 10:37 PM
322	The most important decision is how to allow Tigard/Tualatin citizens reach downtown Portland the fast and reliable way possible.	5/16/2015 8:25 PM
323	The most important decision is how to allow Tigard/Tualatin citizens reach downtown Portland the fast and reliable way possible.	5/16/2015 8:25 PM
324	The most important decision is how to allow Tigard/Tualatin citizens reach downtown Portland the fast and reliable way possible.	5/16/2015 8:25 PM
325	Tigard Travel Time tualatin The most important decision is how to allow Tigard/Tualatin citizens reach downtown Portland the fast and reliable way possible.	5/16/2015 8:24 PM
326	The most important decision is how to allow Tigard/Tualatin citizens reach downtown Portland the fast and reliable way possible.	5/16/2015 8:24 PM
327	The most important decision is how to allow Tigard/Tualatin citizens reach downtown Portland the fast and reliable way possible.	5/16/2015 8:24 PM
328	The most important decision is how to allow Tigard/Tualatin citizens reach downtown Portland the fast and reliable way possible.	5/16/2015 8:24 PM
329	The most important decision is how to allow Tigard/Tualatin citizens reach downtown Portland the fast and reliable way possible.	5/16/2015 8:24 PM
330	No more light rail and fixed route! Increase bus service, it's flexible, routes can be changed/added when demographics shift, etc.	5/16/2015 8:24 PM
331	The most important decision is how to allow Tigard/Tualatin citizens reach downtown Portland the fast and reliable way possible.	5/16/2015 8:24 PM
332	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.	5/16/2015 5:53 PM
333	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.	5/16/2015 5:53 PM
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337	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.	5/16/2015 5:52 PM
338	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.	5/16/2015 5:51 PM

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339	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.	5/16/2015 5:51 PM
340	negative Other 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.	5/16/2015 5:50 PM
341	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.	5/16/2015 5:50 PM
342	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.	5/16/2015 5:50 PM
343	bike/ped/trail Safety I'd bike every day if I had a safe route to take with my kid	5/16/2015 5:38 PM
344	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.	5/16/2015 5:08 PM
345	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).	5/16/2015 3:59 PM
346	Don't forget about Wilsonville please!	5/16/2015 3:41 PM
347	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.	5/16/2015 2:25 PM
348	Direct Access Key Destination PCC positive Redevelopment Ridership 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.	5/16/2015 2:23 PM
349	trimet 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.	5/16/2015 2:01 PM
350	Other I'm glad we're doing this!	5/16/2015 12:37 PM
351	Other I'm glad we're doing this!	5/16/2015 12:36 PM
352	Other The southern metro east/west connection is overdue.	5/16/2015 12:35 PM
353	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.	5/16/2015 12:31 PM
354	Light rail is very important and this line would be a great addition to the Portland system.	5/16/2015 12:23 PM
355	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!	5/16/2015 12:19 PM
356	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!	5/16/2015 12:17 PM
357	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!	5/16/2015 12:17 PM
358	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!	5/16/2015 12:15 PM

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359	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!	5/16/2015 12:15 PM
360	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!	5/16/2015 12:12 PM
361	Business Outreach trimet 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!	5/16/2015 12:11 PM
362	Other We should not support car use over transit.	5/16/2015 12:10 PM
363	Mode I think rail is more preferable than bus.	5/16/2015 12:08 PM
364	bike/ped/trail Congestion Marquam Hill positive 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.	5/16/2015 11:39 AM
365	Other What if I need to urinate?	5/16/2015 11:19 AM
366	Other What if I need to urinate?	5/16/2015 11:19 AM
367	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.	5/16/2015 11:07 AM
368	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.	5/16/2015 11:07 AM
369	Redevelopment 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.	5/16/2015 11:06 AM
370	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.	5/16/2015 11:03 AM
371	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.	5/16/2015 11:02 AM
372	Cost Mode 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.	5/16/2015 10:59 AM
373	Direct Access Key Destination Marquam Hill PCC positive Access to PCC Sylvania should be part of any corridor proposal. Access to Marquam Hill also needs to be enhanced.	5/16/2015 10:47 AM
374	Environment think about air pollution - light rail doesn't pollute	5/16/2015 10:25 AM
375	Keep the construction low impact on the environment, and ask the Treasurer to issue State Bonds to cover the cost!	5/16/2015 10:22 AM
376	Environment think about air pollution which is greatly reduced by light rail vs. buses	5/16/2015 10:17 AM
377	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).	5/16/2015 10:07 AM
378	We need to relieve the congestion on I5 and 217 by providing better options for that	5/16/2015 10:04 AM
379	We need to relieve the congestion on I5 and 217 by providing better options for that	5/16/2015 10:04 AM
380	We need to relieve the congestion on I5 and 217 by providing better options for that	5/16/2015 10:02 AM
381	Latest thinking on results of survey due in April for proposed route changes	5/16/2015 10:01 AM

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382	Congestion For future study We need to relieve the congestion on I5 and 217 by providing better options for that	5/16/2015 10:01 AM
383	N/ A	5/16/2015 9:59 AM
384	N/ A	5/16/2015 9:59 AM
385	N/ A	5/16/2015 9:59 AM
386	N/ A	5/16/2015 9:59 AM
387	Keep the construction low impact on the environment, and ask the Treasurer to issue State Bonds to cover the cost!	5/16/2015 9:56 AM
388	For future study 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.	5/16/2015 9:55 AM
389	Construction impacts Cost Environment Keep the construction low impact on the environment, and ask the Treasurer to issue State Bonds to cover the cost!	5/16/2015 9:55 AM
390	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.	5/16/2015 9:50 AM
391	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.	5/16/2015 9:50 AM
392	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.	5/16/2015 9:49 AM
393	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.	5/16/2015 9:49 AM
394	Business Congestion positive Quotable 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.	5/16/2015 9:48 AM
395	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.	5/16/2015 9:47 AM
396	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.	5/16/2015 9:47 AM
397	Barbur Blvd. trimet 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.	5/16/2015 9:46 AM
398	Safety 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.	5/16/2015 9:24 AM
399	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.	5/16/2015 9:21 AM
400	Livability Safety 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.	5/16/2015 9:20 AM
401	No more light rail and fixed route! Increase bus service, it's flexible, routes can be changed/added when demographics shift, etc.	5/16/2015 9:05 AM
402	Barbur Blvd. bike/ped/trail Livability Naito Redevelopment South Portland 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.	5/16/2015 8:59 AM

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403	No more light rail and fixed route! Increase bus service, it's flexible, routes can be changed/added when demographics shift, etc.	5/16/2015 8:57 AM
404	No more light rail and fixed route! Increase bus service, it's flexible, routes can be changed/added when demographics shift, etc.	5/16/2015 8:53 AM
405	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.	5/16/2015 8:51 AM
406	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).	5/16/2015 8:46 AM
407	We want More Mass a Transit and fewer cars for sure!	5/16/2015 8:36 AM
408	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).	5/16/2015 8:36 AM
409	Cost Direct Access Hillsdale Key Destination Marquam Hill PCC positive Redevelopment 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.	5/16/2015 8:34 AM
410	I need really frequent and fast bus service from the MAX to SW recreational facilities and parks.	5/16/2015 8:21 AM
411	No more light rail and fixed route! Increase bus service, it's flexible, routes can be changed/added when demographics shift, etc.	5/16/2015 8:20 AM
412	Mode Redevelopment No more light rail and fixed route! Increase bus service, it's flexible, routes can be changed/added when demographics shift, etc.	5/16/2015 8:19 AM
413	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.	5/16/2015 8:16 AM
414	Develop and maintain cross connecting buses.	5/16/2015 8:14 AM
415	Mode 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.	5/16/2015 8:14 AM
416	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.	5/16/2015 8:14 AM
417	Barbur Blvd. Cost Mode 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.	5/16/2015 8:13 AM

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418	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.	5/16/2015 8:10 AM
419	tualatin 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.	5/16/2015 8:09 AM
420	Barbur Blvd. For future study negative Redevelopment Tigard tualatin 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.	5/16/2015 8:09 AM
421	Equity Tigard 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!	5/16/2015 8:08 AM
422	routes on Westside need to leave from and to downtown after midnight	5/16/2015 8:07 AM
423	routes on Westside need to leave from and to downtown after midnight	5/16/2015 8:07 AM
424	routes on Westside need to leave from and to downtown after midnight	5/16/2015 8:06 AM
425	routes on Westside need to leave from and to downtown after midnight	5/16/2015 8:06 AM
426	routes on Westside need to leave from and to downtown after midnight	5/16/2015 8:05 AM
427	Decrease road traffic entering Portland downtown from inner SW during rush hour.	5/16/2015 8:04 AM
428	Cost 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.	5/16/2015 8:00 AM
429	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.	5/16/2015 8:00 AM
430	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.	5/16/2015 8:00 AM
431	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. 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.	5/16/2015 7:27 AM
432	Have a smart budget :-)	5/16/2015 7:27 AM
433	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. 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.	5/16/2015 7:25 AM

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434	bike/ped/trail trimet 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. 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.	5/16/2015 7:25 AM
435	Keep building it. They will come.	5/16/2015 7:01 AM
436	re-routing of some routes to pass through more centralized transit hubs	5/16/2015 6:59 AM
437	Congestion Tigard Emphasis getting cars off the 99w corridor through Tigard.	5/16/2015 6:37 AM
438	Pick an alternative to driving down 99w. Have better connections to Portland.	5/16/2015 6:33 AM
439	Cost Other 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.	5/16/2015 6:14 AM
440	Prioritize service to low-income people - not the already affluent.	5/16/2015 5:54 AM
441	Prioritize service to low-income people - not the already affluent.	5/16/2015 5:53 AM
442	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.	5/16/2015 5:36 AM
443	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.	5/16/2015 5:35 AM
444	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.	5/16/2015 5:35 AM
445	Marquam Hill Mode Parking positive 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.	5/16/2015 5:34 AM
446	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.	5/16/2015 4:05 AM
447	Construction impacts negative 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.	5/16/2015 3:22 AM
448	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.	5/16/2015 1:15 AM
449	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.	5/16/2015 12:32 AM
450	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.	5/16/2015 12:23 AM

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451	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).	5/16/2015 12:18 AM
452	Hillsdale negative Redevelopment 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.	5/16/2015 12:04 AM
453	bike/ped/trail Cost Mode Safety 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.	5/15/2015 11:35 PM
454	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.	5/15/2015 11:35 PM
455	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.	5/15/2015 11:31 PM
456	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.	5/15/2015 11:28 PM
457	Direct Access Equity Key Destination Livability trimet 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.	5/15/2015 11:27 PM
458	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.	5/15/2015 11:23 PM
459	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.	5/15/2015 11:22 PM
460	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.	5/15/2015 11:21 PM
461	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).	5/15/2015 11:21 PM
462	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.	5/15/2015 11:20 PM
463	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.	5/15/2015 11:19 PM
464	I need really frequent and fast bus service from the MAX to SW recreational facilities and parks.	5/15/2015 11:09 PM

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465	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.	5/15/2015 10:57 PM
466	Redevelopment 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.	5/15/2015 10:56 PM
467	Mode Ridership trimet Push TriMet to stop lrv\bprt 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	5/15/2015 10:54 PM
468	Push TriMet to stop lrv\bprt 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	5/15/2015 10:54 PM
469	Equity Bridlemile residents need better links to transit	5/15/2015 10:54 PM
470	Bridlemile residents need better links to transit	5/15/2015 10:54 PM
471	Keep the 43 on Corbett	5/15/2015 10:52 PM
472	Keep the 43 on Corbett	5/15/2015 10:51 PM
473	Keep the 43 on Corbett	5/15/2015 10:50 PM
474	Keep the 43 on Corbett	5/15/2015 10:50 PM
475	trimet Keep the 43 on Corbett	5/15/2015 10:50 PM
476	Please expand service past 9-10pm!	5/15/2015 10:49 PM
477	Keep the 43 on Corbett	5/15/2015 10:48 PM
478	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.	5/15/2015 10:42 PM
479	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).	5/15/2015 10:40 PM
480	bike/ped/trail Congestion long-term capacity Mode Quotable 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).	5/15/2015 10:38 PM
481	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.	5/15/2015 10:38 PM

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482	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.	5/15/2015 10:38 PM
483	Congestion Hillsdale negative Parking 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.	5/15/2015 10:24 PM
484	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.	5/15/2015 10:24 PM
485	Llvability It will make a lot of people travel between cities for their hops and schools way easier	5/15/2015 10:22 PM
486	thank you for making this possible for a safer travel for everyone	5/15/2015 10:19 PM
487	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.	5/15/2015 10:18 PM
488	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.	5/15/2015 10:15 PM
489	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.	5/15/2015 10:14 PM
490	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.	5/15/2015 10:14 PM
491	Cost long-term capacity 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.	5/15/2015 10:13 PM
492	I need really frequent and fast bus service from the MAX to SW recreational facilities and parks.	5/15/2015 10:12 PM

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493	Equity Keep needs of elderly in mind	5/15/2015 10:10 PM
494	Keep needs of elderly in mind	5/15/2015 10:09 PM
495	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!	5/15/2015 10:08 PM
496	Bike lane safety. Shorter commute time.	5/15/2015 10:08 PM
497	Bike lane safety. Shorter commute time.	5/15/2015 10:08 PM
498	Bike lane safety. Shorter commute time.	5/15/2015 10:08 PM
499	Please expand service past 9-10pm!	5/15/2015 10:08 PM
500	Bike lane safety. Shorter commute time.	5/15/2015 10:07 PM
501	Bike lane safety. Shorter commute time.	5/15/2015 10:07 PM
502	Bike lane safety. Shorter commute time.	5/15/2015 10:07 PM
503	Bike lane safety. Shorter commute time.	5/15/2015 10:07 PM
504	Key Destination Marquam Hill PCC positive Tigard tualatin 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!	5/15/2015 10:07 PM
505	bike/ped/trail Travel Time Bike lane safety. Shorter commute time.	5/15/2015 10:06 PM
506	bike/ped/trail Bike lane safety. Shorter commute time.	5/15/2015 10:06 PM
507	Please expand service past 9-10pm!	5/15/2015 10:05 PM
508	Please expand service past 9-10pm!	5/15/2015 10:02 PM
509	Mode 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.	5/15/2015 10:01 PM
510	Redevelopment 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.	5/15/2015 9:55 PM
511	Business 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.	5/15/2015 9:53 PM
512	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.	5/15/2015 9:53 PM
513	Barbur Blvd. For future study Political Tigard Traffic Impacts 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!	5/15/2015 9:51 PM
514	Congestion tualatin Reliability of buses on 96 is an issue. Afternoon commute from downtown Portland to Tualatin is extremely congested.	5/15/2015 9:49 PM
515	Tigard MAX MAX MAX! Please don't do the branch option in Tigard - that's just silly.	5/15/2015 9:47 PM
516	Cost Buses less expensive than a new project which will cost more that we will not even know until it is finished.	5/15/2015 9:45 PM
517	Buses less expensive than a new project which will cost more that we will not even know until it is finished.	5/15/2015 9:45 PM
518	How does WES impact the SW Corridor Plan? And might it run more frequently?	5/15/2015 9:44 PM
519	How does WES impact the SW Corridor Plan? And might it run more frequently?	5/15/2015 9:44 PM

SW Corridor May 2015 Survey

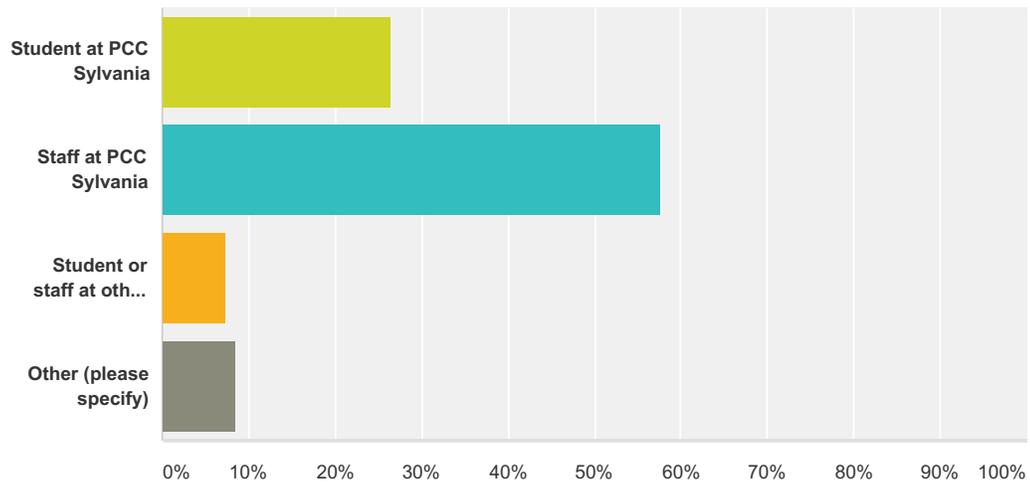
520	I like the improvements I'm seeing out there so far!	5/15/2015 9:43 PM
521	Na	5/15/2015 9:35 PM
522	Na	5/15/2015 9:35 PM
523	Na	5/15/2015 9:35 PM
524	BRT is absolutely unacceptable with the current Tri-Met buses. Rock-hard seats with no padding and very little vehicle suspension cushioning, combined with Portland's atrocious highways and streets make even short rides miserable, and destructive to people's spines.	5/15/2015 9:34 PM
525	ENFORCING SPEEDING BIKERS while RIDING AND RACING A BYCYCLE on city sidewalks FOM MY REAR!!!!	5/15/2015 9:34 PM
526	Na	5/15/2015 9:34 PM
527	Na	5/15/2015 9:34 PM
528	ENFORCING SPEEDING BIKERS while RIDING AND RACING A BYCYCLE on city sidewalks FOM MY REAR!!!!	5/15/2015 9:33 PM
529	ENFORCING SPEEDING BIKERS while RIDING AND RACING A BYCYCLE on city sidewalks FOM MY REAR!!!!	5/15/2015 9:33 PM
530	Na	5/15/2015 9:33 PM
531	ENFORCING SPEEDING BIKERS while RIDING AND RACING A BYCYCLE on city sidewalks FOM MY REAR!!!!	5/15/2015 9:33 PM
532	tualatin Tualatin / Sherwood bus route is long overdue. By maybe a decade.	5/15/2015 9:33 PM
533	Mode 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.	5/15/2015 9:32 PM
534	Sw corridor should have bus routes that go to Hillsboro. The blue line is too slow we need a faster route.	5/15/2015 9:30 PM
535	Travel Time Sw corridor should have bus routes that go to Hillsboro. The blue line is too slow we need a faster route.	5/15/2015 9:29 PM
536	trimet Sw corridor should have bus routes that go to Hillsboro. The blue line is too slow we need a faster route.	5/15/2015 9:29 PM
537	Environment Travel Time I need really frequent and fast bus service from the MAX to SW recreational facilities and parks.	5/15/2015 9:28 PM
538	Equity Start building. SW burbs are currently a TriMet dead zone.	5/15/2015 9:24 PM
539	Start building. SW burbs are currently a TriMet dead zone.	5/15/2015 9:24 PM
540	cross walks	5/15/2015 9:24 PM
541	bike/ped/trail Livability cross walks	5/15/2015 9:23 PM
542	trimet Start building. SW burbs are currently a TriMet dead zone.	5/15/2015 9:22 PM
543	bike/ped/trail Mode Safety Please consider bus rapid transit as alternative to rail. Also consider bicycle safety.	5/15/2015 9:18 PM
544	The past express bus option was pretty effective, but has yet to be Re-established.	5/15/2015 9:17 PM
545	The past express bus option was pretty effective, but has yet to be Re-established.	5/15/2015 9:17 PM
546	As I'm sure you're aware, light rail is so much more convenient & attractive than a bus ride!	5/15/2015 9:17 PM
547	None	5/15/2015 9:17 PM
548	Cost Get at making mass transit options possible NOW. In another 5 years, they would cost double the \$\$!	5/15/2015 9:17 PM
549	Get at making mass transit options possible NOW. In another 5 years, they would cost double the \$\$!	5/15/2015 9:17 PM
550	None	5/15/2015 9:17 PM

SW Corridor May 2015 Survey

551	None	5/15/2015 9:17 PM
552	Get at making mass transit options possible NOW. In another 5 years, they would cost double the \$\$!	5/15/2015 9:17 PM
553	Read #14	5/15/2015 9:16 PM
554	The past express bus option was pretty effective, but has yet to be Re-established.	5/15/2015 9:16 PM
555	bike/ped/trail Livability Ridership Safety 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.	5/15/2015 9:15 PM
556	Read #14	5/15/2015 9:15 PM
557	Key Destination Build the tunnels. Prioritize OHSU. Start today!	5/15/2015 9:10 PM
558	There are cheaper, more effective ways than drilling into a volcano. Think creatively and work WITH neighbors rather than destroying neighborhoods.	5/14/2015 2:19 PM
559	Construction impacts negative There are cheaper, more effective ways than drilling into a volcano. Think creatively and work WITH neighbors rather than destroying neighborhoods.	5/14/2015 2:18 PM
560	Livability 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.	5/13/2015 7:24 PM
561	Direct Access Livability Tigard Travel Time 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.	5/13/2015 7:17 PM
562	we need better driving roads	5/13/2015 5:45 PM
563	we need better driving roads	5/13/2015 5:45 PM
564	we need better driving roads	5/13/2015 5:45 PM
565	we need better driving roads	5/13/2015 5:39 PM
566	we need better driving roads	5/13/2015 5:39 PM
567	we need better driving roads	5/13/2015 5:38 PM
568	Use the I-5 R/W (with structures) as the least impact to Barbur Blvd.	5/12/2015 7:36 AM
569	Use the I-5 R/W (with structures) as the least impact to Barbur Blvd.	5/12/2015 7:36 AM
570	Cost 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.	5/11/2015 9:36 PM
571	Cost Mode 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.	5/11/2015 9:36 PM
572	engage the community more and listen to our opinions	5/10/2015 10:38 AM
573	Cost Stop wasting our money on "dreaming" about things that cannot change the reality of the way we live	5/9/2015 9:12 AM
574	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.	5/8/2015 4:24 PM
575	bike/ped/trail Cost Livability Safety 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	5/8/2015 3:28 PM

Q1 Are you a student or staff person at PCC?

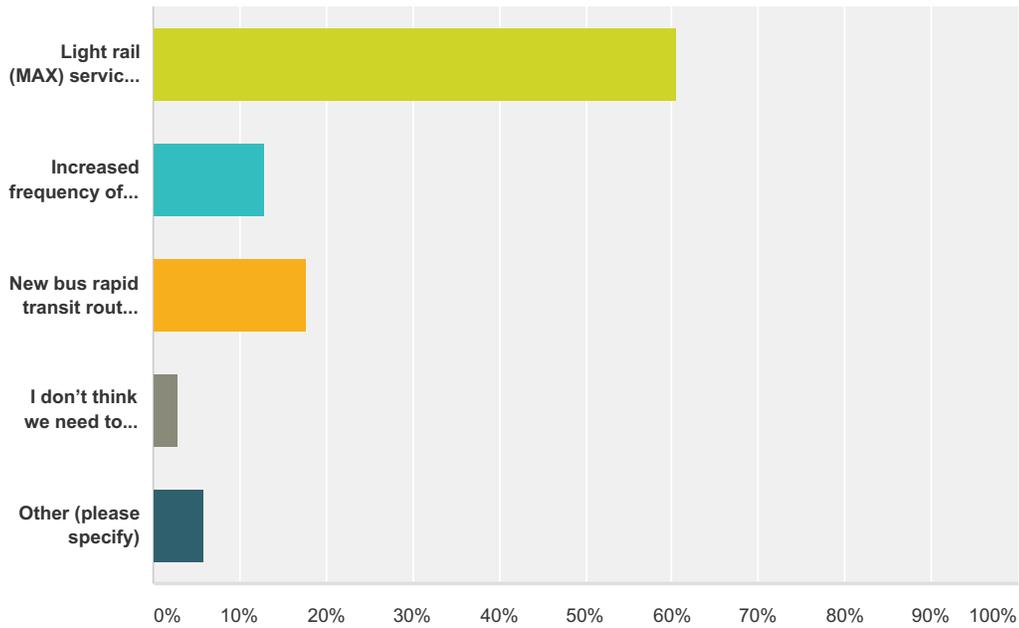
Answered: 676 Skipped: 0



Answer Choices	Responses
Student at PCC Sylvania	26.48% 179
Staff at PCC Sylvania	57.54% 389
Student or staff at other PCC campus	7.40% 50
Other (please specify)	8.58% 58
Total	676

Q2 Which do you think is the most viable way to improve transit service directly to the PCC Sylvania campus? (pick one)
Pages 2 and 3 of this Summary of PCC Connection Options briefly describes options being considered. You can read more detailed information in the PCC Technical Updates and PCC Key Issues Memo documents.

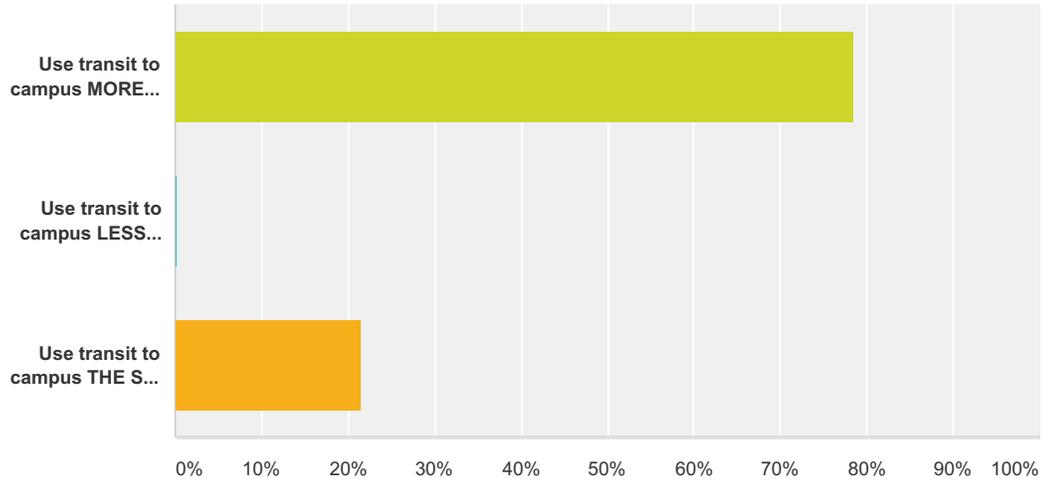
Answered: 674 Skipped: 2



Answer Choices	Responses
Light rail (MAX) service directly to campus via an underground transit tunnel.	60.53% 408
Increased frequency of local bus lines #44 and #78	12.91% 87
New bus rapid transit route directly to campus via Capitol Hwy. Bus rapid transit is a type of bus system that can carry more passengers, has more frequent service than local buses, and often runs in its own lane.	17.80% 120
I don't think we need to improve transit service to PCC Sylvania campus	2.82% 19
Other (please specify)	5.93% 40
Total	674

Q3 If there were improved transit service to PCC Sylvania campus would you likely: (pick one)

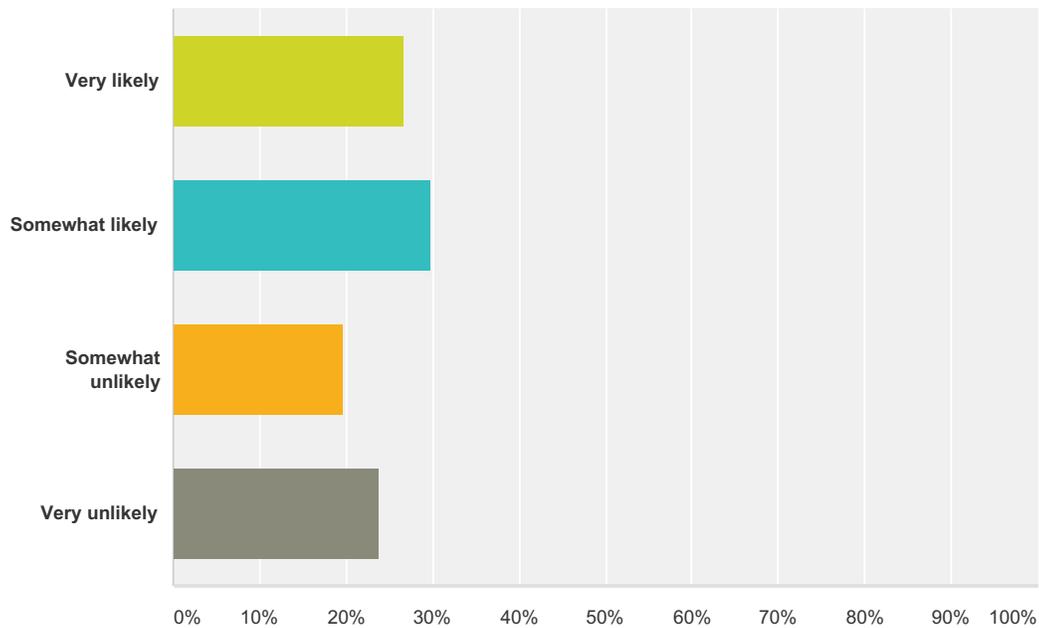
Answered: 668 Skipped: 8



Answer Choices	Responses
Use transit to campus MORE OFTEN than you use it now	78.44% 524
Use transit to campus LESS than you use it now	0.15% 1
Use transit to campus THE SAME AMOUNT that you use it now	21.41% 143
Total	668

Q4 If a future light rail line were to run along Barbur Blvd. and not have a transit station on campus, there would potentially be walk and bike improvements made to SW 53rd Ave. north of campus to facilitate walking or biking from a transit stop on SW 53rd and Barbur Blvd to campus. Page 4 of this Summary of PCC Connection Options briefly describes options being considered. You can read more detailed information in the PCC Technical Updates and PCC Key Issues Memo documents. If these walk and bike improvements were made on SW 53rd, how likely are you to use them?

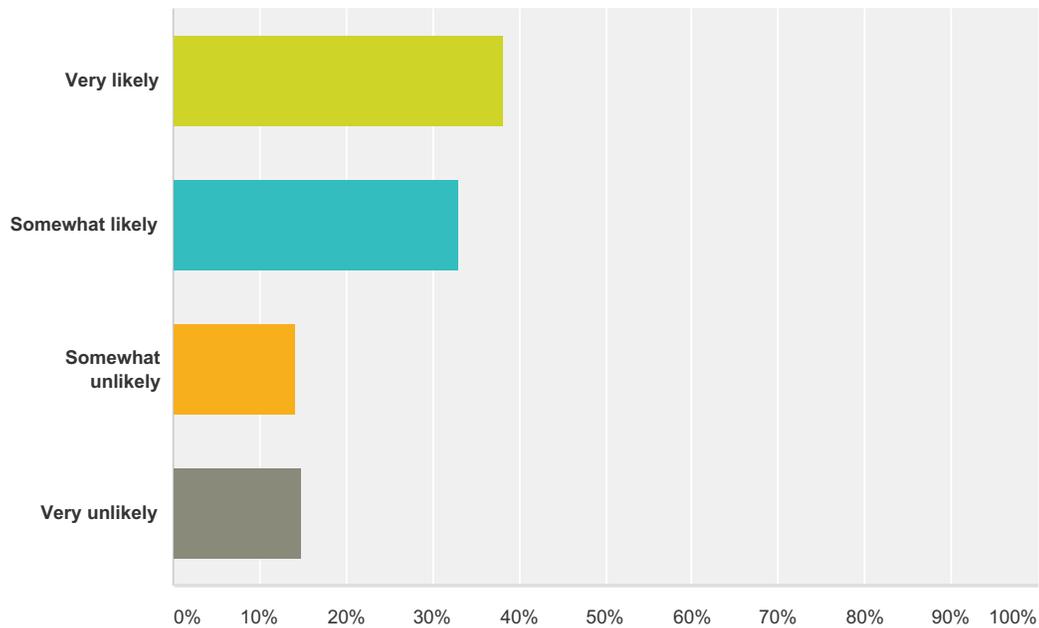
Answered: 671 Skipped: 5



Answer Choices	Responses
Very likely	26.68% 179
Somewhat likely	29.96% 201
Somewhat unlikely	19.67% 132
Very unlikely	23.70% 159
Total	671

Q5 If a future light rail line were to run along Barbur Blvd. and not have a transit station on campus, there would potentially be a frequent bus, automated shuttle or other mechanized connection from Barbur Blvd directly to campus running on or near Capitol Hwy, SW 53rd Ave, or Lesser Road. Page 4 of this Summary of PCC Connection Options briefly describes options being considered. You can read more detailed information in the PCC Technical Updates and PCC Key Issues Memo documents. If these shuttle options were available, how likely are you to use a shuttle to get from a transit station on Barbur to campus?

Answered: 672 Skipped: 4



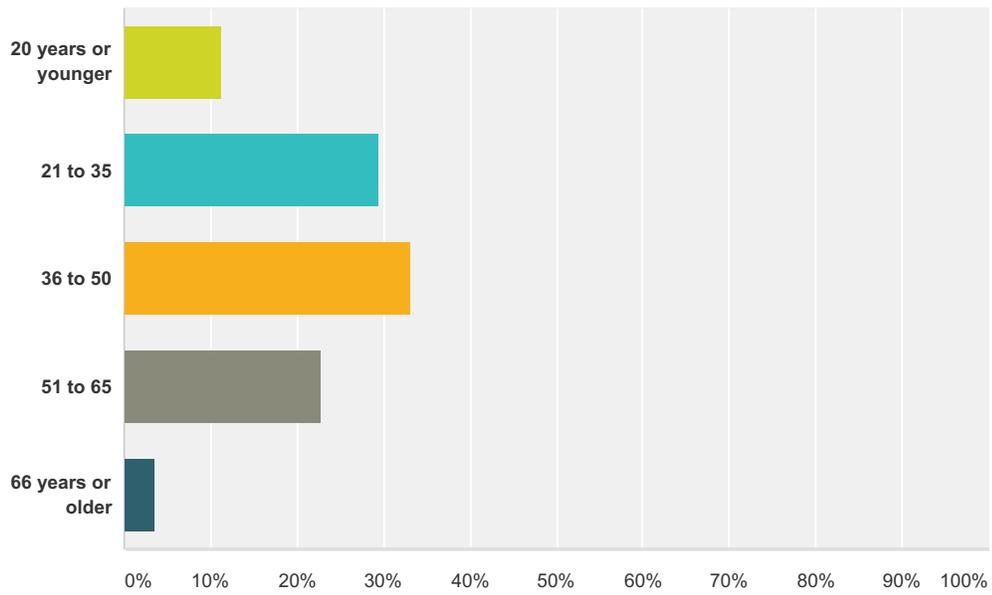
Answer Choices	Responses
Very likely	38.24% 257
Somewhat likely	32.89% 221
Somewhat unlikely	14.14% 95
Very unlikely	14.73% 99
Total	672

**Q6 Is there anything else you'd like to tell
decision makers?**

Answered: 233 Skipped: 443

Q7 What is your age? (optional)

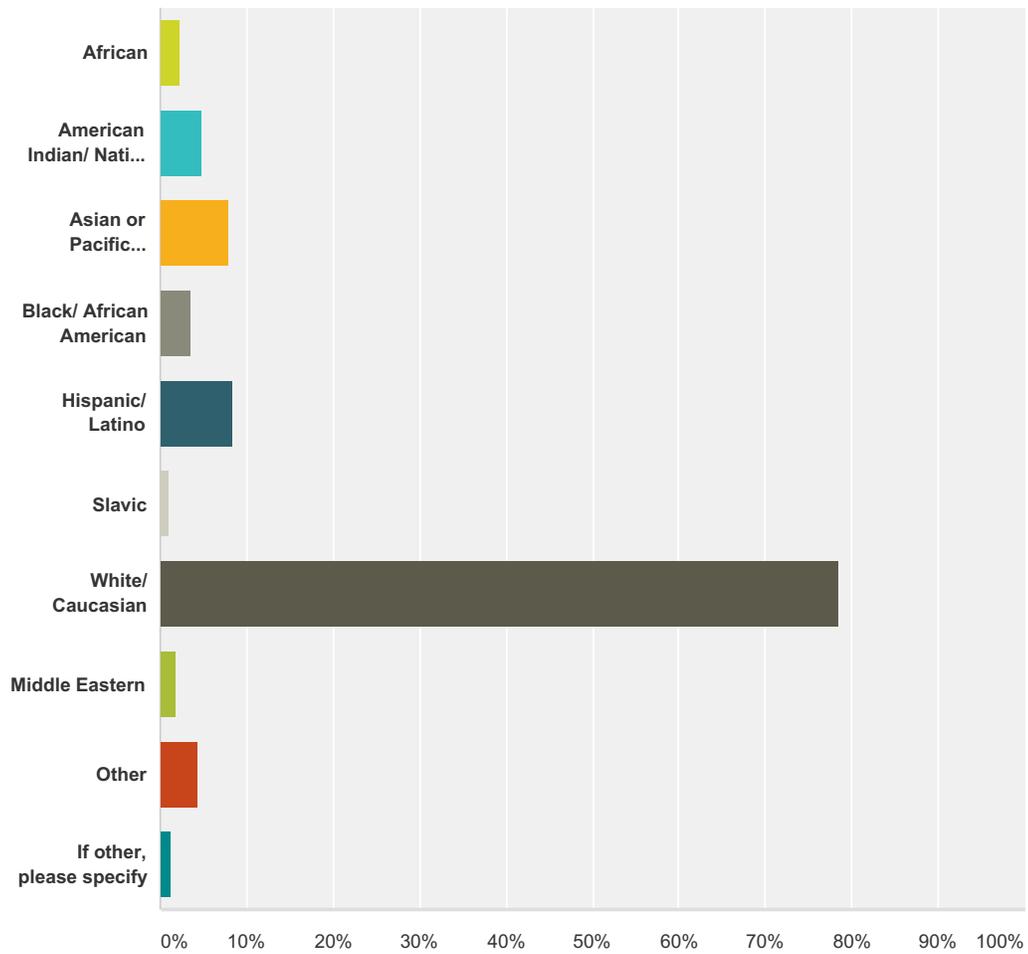
Answered: 670 Skipped: 6



Answer Choices	Responses	
20 years or younger	11.19%	75
21 to 35	29.40%	197
36 to 50	33.13%	222
51 to 65	22.69%	152
66 years or older	3.58%	24
Total		670

Q8 What is your ethnicity? Check all that apply (optional)

Answered: 634 Skipped: 42



Answer Choices	Responses	
African	2.21%	14
American Indian/ Native American/ Alaskan Native	4.73%	30
Asian or Pacific Islander	7.89%	50
Black/ African American	3.63%	23
Hispanic/ Latino	8.36%	53
Slavic	1.10%	7
White/ Caucasian	78.55%	498
Middle Eastern	1.89%	12
Other	4.42%	28
If other, please specify	1.26%	8

Total Respondents: 634

Q9 To be entered into a drawing for a Starbucks gift card or tickets to the Oregon Zoo, please provide your name and phone number or email address below. (optional)

Answered: 442 Skipped: 234

Q6 Is there anything else you'd like to tell decision makers?

Answered: 233 Skipped: 443

#	Responses	Date
1	There are a lot of roads with great bike lines and sharrows in SW, yet there are a lot of places where the connections between these areas are quite dangerous. Travel in SW could be improved by improving the existing connections, in addition to offering new forms of transit.	10/7/2015 1:15 PM
2	I am in wheelchair so I would need a transit system that would allow me to not have to travel up Barber or Capitol by myself . the rote would need to be wheelchair accessible and wheelchair safe.	10/7/2015 12:28 PM
3	many students and staff come from the SW Beaverton area, better transit is needed from that direction as well	10/6/2015 5:26 PM
4	It would be awesome if there were a light rail line... NOT a streetcar! But yikes, would enough people stop driving and take transit instead? Or would a multi-lane street like Barbur just become even more crowded with one lane each direction? We don't really have a comparable situation to look at in Portland? (Interstate Ave probably never had the amount of traffic Barbur and that area of SW has?) In italian you say, "In bocca al lupo"~good luck!!	10/6/2015 1:50 PM
5	I would like to see more transit to pcc but it really wouldn't help me because I live way out in Newberg	10/6/2015 1:37 PM
6	It's fantastic that you're working to improve the mass transit options.	10/6/2015 1:25 PM
7	Staff and students being eligible for discounted or free transit passes.	10/6/2015 11:58 AM
8	Please increase the number of shuttles coming to campus	10/6/2015 10:24 AM
9	A direct Shuttle from the Tigard WES to the Sylvania Campus would be an improvement.	10/6/2015 10:00 AM
10	The cost difference of these options is enormous and for the benefit gained not even close to worth it. Use the money for something that actually helps the students in the pursuit of education. give them more full time faculty to advise them, give them better options than high priced books, give them better trained instructors for DL that actually work to maintain rigor, Help us create thinkers and not assembly line workers	10/6/2015 9:09 AM
11	Tualatin needs better access to buses that go to PCC. You have to transfer at least 2 or 3 times just to get to PCC from Tualatin which takes an hour when you can drive there in 10 minutes	10/6/2015 8:22 AM
12	The long bored tunnel seems like an excellent option and should be pursued.	10/6/2015 7:51 AM
13	If they are going to take out traffic lanes on Barbur I would be against whatever they do, none of this will help my transit, if you don't come from downtown then none of the transit options is much good	10/6/2015 7:50 AM
14	I want a transportation option that is fast, efficient and good use of my time.	10/6/2015 7:39 AM
15	I'm coming from Tualatin, and I'd really like to use a more direct route to the Sylvania campus from where I live.	10/6/2015 6:50 AM
16	PCC Sylvania is a loooong way for many students and employees. The PCC shuttles do help, but not enough, and not consistently. SW Corridor can help.	10/5/2015 9:07 PM
17	My transit totals might not increase much because I currently take the shuttle to work every day. More frequent access to other parts of the town would help me get around.	10/5/2015 8:24 PM
18	Light rail Max from Beaverton TC to Sylvania near Hall Blvd with some transits along way - please consider this for people who live in beaverton and west of it	10/5/2015 8:02 PM
19	Quality shelters would be an absolute must if frequent bus/shuttle service is chosen. Winter rain is not fun to stand in. Please also consider smokers when designing this.	10/5/2015 7:58 PM
20	I do not live in Portland and come from Damascus area to Sylvania, so this would not help me at all, but I wish it would. It might others who actually live in the Portland area.	10/5/2015 7:55 PM
21	There needs to be better transportation options to link the East side and Sylvania. It is insane that SE residents (Moreland, Brooklyn, Sellwood) have to travel downtown to go to the Sylvania campus.	10/5/2015 6:18 PM
22	The PCC shuttles work very well now, just add more routes so we can more between campuses faster.	10/5/2015 6:05 PM
23	Please don't rush your decision. Consider carefully to make the best choice.	10/5/2015 5:58 PM

SWCP Sept 2015 survey

24	I don't believe a tunnel for a Max train to Sylvania is cost effective for tax payers or students. I believe more frequent bus services, better express busses from key areas, and more expensive parking permits would do more to facilitate mass transit to Sylvania. Right now parking is too cheap and there's little incentive to take mass transit if you don't have too. In addition, very few classes are taught during the summer term, so 3 months of the year the Max train/tunnel would see very little use. Express busses could be scaled down during Summer.	10/5/2015 5:51 PM
25	Enlarge Faculty Parking at Sylvania	10/5/2015 5:43 PM
26	Light rail is useless. Very expensive, and only helps people who live near a light rail station. As much as they want us to use public transit, even with more frequent buses, those of us in Tigard need to transfer buses, which takes a ridiculous amount of time. What we need is a parking structure. The excuse that 'the neighbors won't allow it' or 'the neighborhood isn't zoned for it' doesn't hold water anymore. I've been hearing that for the whole 18 years I've been at Sylvania. We need to emphasize that Sylvania cannot grow without a parking structure. It can be built underground so it doesn't mar the neighborhood, if that is the issue.	10/5/2015 5:13 PM
27	Light rail would be a smart, innovative improvement in infrastructure and access and would improve connectivity to an otherwise somewhat underconnected campus location.	10/5/2015 5:02 PM
28	I live closest to Sylvania (15 minute drive on a bad day), south of the campus, but if I take Trimet, it takes me 2-3 times as long to get to Sylvania as it does to any other campus.	10/5/2015 4:53 PM
29	Really only interested in light rail if it takes us to the campus. Thanks.	10/5/2015 4:50 PM
30	If making bike lanes, sidewalks and roadways for getting more students at Sylvania campus, I won't vote for it. If city has other plan for southwest, I am interested in city plan. Bikers are driving day and night everywhere and anytime. Basically it will create a headache if we do not beam up the street lights.	10/5/2015 4:45 PM
31	Extend Max to Forest Grove.	10/5/2015 4:26 PM
32	I will never use public transportation because I need to have my car to run errands after work. Public transportation is too inconvenient.	10/5/2015 4:23 PM
33	The most time consuming and stressful part of a total public transit trip is making connections. The more time you change buses the longer it all takes. Any option that minimizes transfers will have the greatest impact. Also, as a car owner, I don't have the money to buy a bus pass. It is either car or bus, not both. I am not likely to use any of these options unless PCC gives employees cheaper options for buying a pass.	10/5/2015 4:20 PM
34	I would be unlikely to use the light rail because of where I live - Tigard.	10/5/2015 4:19 PM
35	Something needs to be done to improve Tri Met's mass transit system to the PCC Sylvania Campus. I've taken the Tri Met Bus from our PCC Downtown Center to Sylvania and it took me nearly an hour each way to do it. Hence, I now drive rather than ride Tri Met so I can get to my meetings at Sylvania in a timely manner. Riding a new light rail system to the PCC Sylvania Campus or taking light rail to 53rd Ave and Barbur Blvd and then catching a frequent bus, automated shuttle or some other mechanized connection to the PCC Sylvania Campus could be a viable, much needed solution that would significantly reduce traffic congestion in and around our large PCC Sylvania Campus. Thank you for considering these much needed mass transit transportation improvement options!	10/5/2015 4:16 PM
36	Because of the frequent delays of trimet bus, light rail would be more desirable.	10/5/2015 4:12 PM
37	I would love to see a direct bus line from Tualatin to Sylvania	10/5/2015 4:08 PM
38	Bike / Walk improvements are vital regardless of what transportation option is decided upon. Capitol Highway is dangerous for pedestrians and cyclists. My student was hit by a car in a crosswalk last year coming to PCC.	10/5/2015 3:52 PM
39	easy access is key - but you know that	10/5/2015 3:50 PM
40	If the shuttle or bus from a nearby station ran often enough it would be used a lot. If not then people will avoid it because they cannot be late for class	10/5/2015 3:47 PM
41	This plan is an ill conceived boon-doggle. You'll ruin the neighborhood around PCC-SY if you try to add more transit options.	10/5/2015 3:46 PM
42	Would Light rail transportation improvements to PCC campuses significantly raise costs to PCC campuses, students, and employees if so, over what period of time in years would those costs be extended to? And would this create a more viable solution to address the currently over burdened traffic overhead and congestion, to & from campus as well as on campus?	10/5/2015 3:42 PM
43	Have the transit times coincide more with our class schedules. Have enough to accommodate the influx of students	10/5/2015 3:38 PM
44	Have the transit times coincide more with our class schedules. Have enough to accommodate the influx of students	10/5/2015 3:37 PM
45	Extend Haines and connect to PCC G street	10/5/2015 3:36 PM

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46	Increase ADA compliant transportation options for Staff and students with disabilities. Improve unreliable shuttle service. Provide safer pedestrian pathways from transit with ADA features	10/5/2015 3:34 PM
47	Thank you.	10/5/2015 3:34 PM
48	No	10/5/2015 3:34 PM
49	We also need more parking on campus	10/5/2015 3:33 PM
50	Fewer transfers and faster travel time would making taking transit more appealing to me.	10/5/2015 3:33 PM
51	We definitely need options!	10/5/2015 3:30 PM
52	Since SY is located right in the midst of a residential area, I think it makes the most sense to do the light rail directly to a stop on the campus. The neighborhood around the campus is not really conducive to more bus traffic. More bike paths might be helpful too.	10/5/2015 3:29 PM
53	I had never car commuted in my professional life in Portland (16 years) before I started working at Sylvania.	10/5/2015 3:27 PM
54	DO IT	10/5/2015 12:58 PM
55	More bike racks near the bus stops! I've asked the bus driver if they could wait a minute and gone to lock my bike up near the bus stop when the bus' bike rack was full.	10/4/2015 11:47 AM
56	More buses going into the neighborhoods around Barbur Blvd. I currently walk 2 miles to the bus stop every day, and elect to just walk to school since it's only 2.6 miles away and I can't part with \$2.50 for .6 miles, but some days I am so tired I do. There are just a lot of hills around this neighborhood!	10/3/2015 9:46 PM
57	Max transit to sylvania would be an affordable sustainable option that is badly needed, but a quick connection to campus critical. Biking/ walking is too much of a barrier for light/ occasional transit users like myself.	10/1/2015 2:35 PM
58	Please don't cancel buses to accommodate max lines. Accessibility over frequency please. Walking 2 miles to the nearest max stop versus a direct bus route is a major hindrance rather than improvement.	10/1/2015 1:35 PM
59	I take the 78 everyday to and from class, it is always overcrowded and inconvenient wait times.	10/1/2015 1:05 PM
60	No not at this time.	10/1/2015 1:04 PM
61	Price	10/1/2015 12:32 PM
62	N/A	10/1/2015 11:37 AM
63	Max to pcc waste of money	10/1/2015 11:27 AM
64	N/A	10/1/2015 10:56 AM
65	N/A	10/1/2015 10:51 AM
66	Extending the #44 to Bridgeport is very important to me. I most definitely would ride that bus rather than drive!	9/30/2015 4:50 PM
67	Don't spend money we don't have.	9/30/2015 1:31 PM
68	cost	9/30/2015 1:27 PM
69	i would advise against using tax payer dollars	9/30/2015 1:21 PM
70	make wait times between connecting buss's less	9/30/2015 1:20 PM
71	I live extremely close to Sylvania, however, I have to walk along a two lane highway with no sidewalk and no path (usually a huge ditch as well), then hike through the woods to get there. I don't feel safe walking down Haines and Lesser and hiking through the woods after dark for night classes. We really need more sidewalks in the neighborhood.	9/30/2015 1:07 PM
72	The orange line is awesome, makes my commute 1 hr shorter!	9/30/2015 1:00 PM
73	dont max a max line that strays from barbur blvd	9/30/2015 12:58 PM
74	You're doing great!	9/30/2015 12:41 PM
75	Underground tunnels for the win!	9/30/2015 12:39 PM
76	It feels wasteful of me to drive to campus without car pooling, but it seems like the only reasonable option. I wonder how freely we might share rides if we got a much higher participation rate in Drive Less Connect (or something similar) and it had an easier, more intuitive, on-the-fly interface.	9/30/2015 12:35 PM
77	More available buses on routes, express bus routes from major hub locations like Downtown Portland, Beaverton, Southeast, or having a new type of shuttle service for Tri-Met riders that travel more frequently than our own shuttle service.	9/30/2015 12:33 PM

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78	Morning bus transit on weekdays often run VERY late- to the point where bus transit times are so unreliable that I must choose a much less convenient route.	9/30/2015 12:27 PM
79	No	9/30/2015 12:17 PM
80	Yeah, I'd use it if it were there, but you're goddamn morons if you think this is anything close to financially viable or sensible. The WES, the 78, and the 44 are fine. If anything, just make the WES more frequent.	9/30/2015 12:16 PM
81	Please keep students and staff frequently updated on decision making and changes made throughout the whole decision making process. We appreciate having our input taken into consideration.	9/30/2015 12:12 PM
82	Ensure the timing of the buses are better aligned with the common start and ending time of classes to ensure the bus is a reliable and efficient option.	9/30/2015 11:50 AM
83	I want more and faster ways to get to campus because even though I can drive, I want to help lower the pollution levels.	9/29/2015 10:27 PM
84	Could there be more busses on the same route to eliminate crowding in busses.	9/29/2015 1:22 PM
85	Do it!!!	9/29/2015 1:05 PM
86	Tri-Met is a very important service for the residents of the Portland area. It has never failed to be a very important service to me personally, and I am very thankful for it. Any attempt to give more funding/support to Tri-Met is a good endeavor.	9/29/2015 12:55 PM
87	It would be awesome if transportation was made more accessible from campus to campus !	9/29/2015 12:45 PM
88	That increased public transit is needed at sylvania	9/29/2015 12:43 PM
89	The problems might be solved by increasing the number of shuttle buses	9/29/2015 12:40 PM
90	No.	9/29/2015 12:35 PM
91	PLEASE GET MORE TRIMET STICKERS TO SELL EACH TERM!!! Many students go without because of short supply.	9/29/2015 12:31 PM
92	Nope	9/29/2015 12:26 PM
93	A light rail coming directly from downtown would be the most effective way to improve transit to PCC sylvania. The shuttle that is offered through PCC does not run often enough to be a good use of transportation for all students.	9/29/2015 12:12 PM
94	I live in a city very far away, outside trimet areas. Making the 8pm connection from pcc sylvania and oregon city transit center is important.	9/29/2015 12:01 PM
95	I live in a city very far away, outside trimet areas. Making the 8pm connection from pcc sylvania and oregon city transit center is important.	9/29/2015 12:00 PM
96	I would be concerned that there would be increased crime on campus if the light rail came here. I would support it off of Barbur though.	9/29/2015 8:59 AM
97	The problem with the light rail option is how much is that going to effect other routes to school? traffic is terrible in the morning and in the afternoon as it, how much worse is going to be, with this under-construction? and what about other bus lines, are they going to be effected by this? Is the 78 and the 44 route going to be discontinued from campus? Will this sort of solution. cause more problems, then there already are? I feel that just introducing a rapid line on Pacific Highway would just be more cost efficient and less of a hassle then to put in a new light rail.	9/26/2015 2:40 PM
98	Traffic has increased significantly during the 30 years we have lived in our current home. MAX has helped considerably - as a mass transit supporter, any additional service would be welcomed. I have always believed a MAX line from downtown along Barbur to Tigard (or preferably to Newberg) would be a welcome addition.	9/26/2015 9:40 AM
99	It takes me about 30 minutes to drive each way from Aloha. Right now it would take almost 2 hours to bus to campus during the day, and 3 hours to get home at night. If transit is to be a viable option it needs to be at least reasonably close to drive times. All these options appear to run from downtown, so they are not likely to help from my location.	9/25/2015 8:09 PM
100	I think it's a FANTASTIC idea to get a max to Sylvania. It will surely help Tigard businesses thrive, however I worry it will drive up housing costs even more... and push the lower middle class even further towards Tuallin.	9/25/2015 1:34 PM
101	Ok, price tag, time table to completion (it's likely to take many years & run wildly over budget), impact to my paycheck based upon the inevitable bond measure & rise in taxes (that'll never go away once the project is completed), &, seriously??? A tunnel underneath Barbour/Capital. etc.??? Is this the cover of Popular Science or something??? You gonna use mag-lev trains or something?	9/25/2015 10:56 AM

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102	The WES's hours of operation should be extended in consideration of students who use the service to get to PCC Sylvania. It is the fastest method between any MAX line and the campus, and if it were to run longer than two three-hour windows each day, more students and faculty would be able to take advantage of it.	9/24/2015 1:34 PM
103	Whatever the turn out is, I would love to see more renewable energy used.	9/24/2015 8:35 AM
104	I would like to have a much larger learning garden at the sylvania campus. There is that large field there that isn't used much. A portion of that field could be turned into a very beautiful and productive garden. I would be happy to take on a project like that.	9/23/2015 10:05 PM
105	Please consider those elderly or impaired that have mobility difficulties. Walking and bike improvements will not offer beneficial options.	9/23/2015 9:02 PM
106	Consider the issues walking up or down the hill in the dark & during poor weather conditions. Direct access to the campus is better.	9/23/2015 8:08 PM
107	I am a full time PCC faculty member and recently bought a home along the 53rd path being proposed. I can share there are so many concerns about displacement and impacts to the community and home owners. Increased bus transit options seem to have fewer impacts on removing families from their lives/homes for a couple of years and loss of property/loss of property values, etc.. If light rail is picked the Steering Committee should NOT DO THE CUT & COVER TUNNEL as this would displace many many homeowners in the adjacent community and decrease their reputation/support of PCC as a presence in their community. The Far SW Neighborhood is very much against tunneling and hoping for a vote on this matter so their voices as home owners are heard. If a light rail tunnel is the path, the consideration should be for the other tunnel option that's digging deeper (can't recall name) and displacing fewer homes.	9/23/2015 3:02 PM
108	Very interested in no transfer or 1 transfer MAX service between PSU and Sylvania	9/23/2015 1:42 PM
109	Today's focus should not be on oil based products. Think along the lines of less pollution, light rail and greater virtual access to PCC which can be implemented now and at low cost.	9/23/2015 10:27 AM
110	Hope you can offer the transit often and match the timing if shuttle is needed to go to campus from the station.	9/23/2015 9:33 AM
111	I've avoided classes at Sylvania in the past due to inconvenience. Problem is especially bad due to constant traffic throughout the day in Portland. Sylvania is PCCs "main" campus, and for many it is a huge hassle to not have its resources/class options within reach.	9/23/2015 8:50 AM
112	A lot of PCC's classes are at Sylvania only. Students from other campuses are having a hard time to transit to other campuses. Even though there are PCC shuttles bus and bus 78 to get there. They are not that convinient because of either not having frequent drives there or taking to long to get to campus. That prevents a lot of students to choosing the major/classes they wanted, which only has at sylvania and then end up dropping out of school. I think the Max line to get to campus is a good ideaz. For whatever decision you are going to make though, please think about the students. For community college students, they have a lot more responsibilities as some of them are non-traditional students. So, I trust your decision because we voted for you to be here to make the decision for us :)	9/23/2015 8:29 AM
113	Besides the students, PCC provides employment to many in our city. The light rail should service all campuses. Sylvania is a start.	9/22/2015 11:38 PM
114	It is vital that something is done to better the transit system to the Sylvania Campus. When I ride, It takes an hour and a half to get to Sylvania when the PCC shuttle buses are not in service. Being that many students take classes year round, this improvement is sure to benefit.	9/22/2015 10:39 PM
115	Travel to PCC Sylvania is challenging and I prefer to bike or take public transportation. It's good for the environment, the city, my soul, and PCC.	9/22/2015 9:38 PM
116	Drivers must be on time	9/22/2015 9:34 PM
117	Are there any plans for it to be like the Blue line to Hillsboro - where the Max is underground - most od SW Portland is hillside and could be manageable	9/22/2015 9:30 PM
118	I take the PCC shuttle between Sylvania and SE Center, and occasionally take the bus. I rarely drive there.	9/22/2015 9:11 PM
119	This should be a direct line from downtown to the neighborhood in which PCC Sylvania resides.	9/22/2015 9:01 PM
120	though I am an alumni, I still believe transit directly to the campus is needed. I live in Milwaukie so most of it would not affect me.	9/22/2015 8:43 PM
121	Need to continue it to Wilsonville, Wes is nice for business but that is it	9/22/2015 6:01 PM
122	What ever improvements are made should help students coming from a variety of areas, not just one. The 78 is so over crowded sometimes that people aren't able to get on.	9/22/2015 5:36 PM

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123	Yes to max and bike options! I am a student that goes between Sylvania and rock creek and I bike to and from work but find it easier to drive to campus. I would love improved options and safety.	9/22/2015 5:12 PM
124	There aren't enough viable transit options to get to PCC Sylvania, with lines like the 44 and 78 becoming extremely congested at times. A light rail or additional bus line would help tremendously.	9/22/2015 5:02 PM
125	There is great need for improving the transit. I live in NE Portland. It frequently takes 1 1/2 hours for me to get to Sylvania Campus or to get home from Sylvania. When there is no traffic congestion it only takes 20 minutes.	9/22/2015 4:33 PM
126	The PCC shuttles are great and I love them. A max would be even more great!	9/22/2015 4:26 PM
127	Nowadays a lot of students and staff members use public transit. When making your decision think about what is more efficient for those using public and not PCC.	9/22/2015 3:55 PM
128	I live on sw 53rd Avenue for 30 yrs. And it was promised in writing that they would never open the entrance on 53rd to any traffic. Why send all your students up our street? We are a little residential street and do not deserve all the traffic you are proposing. We don't want your train, bikers, walkers etc. Run your train down the freeway like on hwy 84, Build an off campus parking structure and shuddle your students from there. Why disrupt Barbur blvd, 53rd and all the residents when you can go down the freeway on I-5? I am asking you to leave sw 53rd alone and out of all your plans. We are not a commercial street. If not I think you owe us all a fair price for our homes with compensation move to buy our property for your college.	9/22/2015 3:54 PM
129	Make transit to SE Portland easier. I have to transfer 3 buses to get to school.	9/22/2015 3:47 PM
130	The growth of Portland's SE neighborhoods in recent years is far outpacing the infrastructure of those neighborhoods. The west side is quite ripe for improvements in preparation for continued growth in the Portland metro area. This light rail plan would set the stage for years of growth with a more sustainable transit future similar to what the Tillikum Crossing has provided with service to Milwaukee via the Orange line, while simultaneously providing improvements to the roads in the surrounding neighborhoods, and providing access to PCC Sylvania as the need for higher education in the district increases.	9/22/2015 3:25 PM
131	Having the MAX station right on campus would make taking transit even easier in times of cold or wet weather.	9/22/2015 3:23 PM
132	No	9/22/2015 2:52 PM
133	A light rail line with a transit center on campus would greatly assist students commuting to the college, especially in the winter months when the weather impacts students' ability to get to and from classes. It would also decrease excessive on-campus parking and congestion.	9/22/2015 2:45 PM
134	No need to spend all that money on MAX for such a short distance to PCC. I would like to see that money go to programs to help people in our community.	9/22/2015 2:44 PM
135	I much prefer Grimes to deiving, but have always had to drive to Sylvania because of transit times.	9/22/2015 2:17 PM
136	Please improve!!! I was in the #78 bus for first day of fall term and there were so many students on the bus it almost didn't make it up the hill and the frequency alone makes me either need to be 25 minutes early or 10 minutes late	9/22/2015 2:12 PM
137	The more that can be done to reduce the number of transfers it takes to get to campus, the more likely I am to use public transit.	9/22/2015 1:59 PM
138	Ian past being a student at pic but when I was a couple of years ago this would have revolutionized my ability to take more classes.	9/22/2015 1:49 PM
139	N/A	9/22/2015 1:47 PM
140	Please bring Light Rail to PCC Sylvania.	9/22/2015 1:45 PM
141	N/A	9/22/2015 1:45 PM
142	No	9/22/2015 1:43 PM
143	Concerns: 1. What is the environmental impact? 2. Will the nature area managed by the PCC SY Biology department be destroyed? 3. Will any houses be demolished?	9/22/2015 12:09 PM
144	Thank you	9/22/2015 11:31 AM
145	I take Trimet every day ... so any more convenience would be great. I fully support the MAX improvements, but I'm not sure about the cost to benefit of getting the rails out this way.	9/22/2015 10:06 AM
146	Add more PCC shuttle buses so they run more frequently and align their schedules to better match class starting times.	9/22/2015 9:58 AM

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147	Can you connect WES to campus? This would mean commuters from Wilsonville/Tualatin/Tigard would have to take WES to Beaverton and back out again. WES commuters should have a direct line access or a stop that would connect change over to the light rail to PCC.	9/22/2015 9:49 AM
148	I would use the max from Sylvania to Downtown more!	9/22/2015 9:09 AM
149	The southwest corridor is getting more crowded every year and a transit system would help tremendously	9/22/2015 8:24 AM
150	It is very exciting to see that something is finally being done to connect PCC Sylvania to public transit in a more systematic way. This will make a huge impact on the growth of Sylvania campus and our connections to the community.	9/22/2015 7:55 AM
151	Keep the light rail projects moving along, some of the best mass transit in the country!	9/22/2015 5:18 AM
152	I do think transit options to Sylvania can be improved, but most of the time when I come to and from campus, I have my two young children with me so it is much easier for me to drive.	9/22/2015 12:53 AM
153	I rely on public transit to get to work. I need reliable transit, and MAX would be most reliable!	9/21/2015 10:54 PM
154	Make sure a MAX service will have good connections to the Hillsboro/Beaverton area.	9/21/2015 10:20 PM
155	Please consider a new transit option!	9/21/2015 8:45 PM
156	Light rail to campus would be fantastic! Don't make us walk up that hill to PCC - people really won't do it. And walking down at night is a scary proposition.	9/21/2015 8:30 PM
157	The long- or short-bored tunnels appear to be the best options.	9/21/2015 4:59 PM
158	I think that question 2 should allow you to make more than one selection, to which I would say light rail and more frequent buses	9/21/2015 4:54 PM
159	Light rail is the most expensive and least flexible way of implementing mass transit. Bus service is the easiest and most flexible.	9/21/2015 3:59 PM
160	Bring light rail close to PCC Sylvania. We have 30,000 students.	9/21/2015 3:48 PM
161	A tunnel seems costly and time-consuming. Surface rapid transit seems much more practical--and needed!	9/21/2015 3:47 PM
162	nope	9/21/2015 3:39 PM
163	Metro absolutely must do something to improve the north/south corridor in SW Portland, e.g. I-5 and/or Barbur Blvd. The traffic continues to get worse.	9/21/2015 3:30 PM
164	The construction of an underground train would severely disrupt homeowners near by, possibly forcing some people to move out. This is something that should be highly considered. Also, affordable student housing near Sylvania and other campuses would limit the distance that students would need to travel in order to get to campus and I also think should be considered.	9/21/2015 3:29 PM
165	With orange max on Eastside, I would not be able to commute on this proposed light rail to Sylvania by using the Tillikum Bridge. This would be fantastic and fast. Traffic-avoiding and I could not be happier but I am disabled and cannot walk here from Barbur Blvd.	9/21/2015 3:12 PM
166	I have been a bike commuter from inner SE to Sylvania for a long time. Barbur is much more safe than it used to be (thank you!!) but the ability to take my bus on light rail (like when commuting to Cascade Campus) would make me much more likely to NOT drive my car, even on wet and stormy days.	9/21/2015 3:10 PM
167	Make it available and we will use it!	9/21/2015 3:04 PM
168	What a wonderful opportunity to make it easier for students to connect to campus. Let's hope a light rail system works and that we can get Rock Creek connected soon too.	9/21/2015 2:55 PM
169	Sylvania is PCC....but we are too far away from the "real" Portland, its culture, its issues, etc.	9/21/2015 2:33 PM
170	I live in Newberg, and I would like to see light rail come out to Yamhill County. Having said that, when I use Tri-Met in the Portland area, I mostly use MAX vs. other transit options.	9/21/2015 2:28 PM
171	The main problem with using the bus, for me, is the number of connections. I find that the more often I have to change buses/trains, the longer my trip takes, especially if buses are not running on time. Right now it takes 3 buses to get to Sylvania from my home in the Hawthorne District. That means 1.5 hours of travel -- or I can drive it in 30 minutes or less. So I drive. I would love to take Light Rail instead.	9/21/2015 2:28 PM
172	For those of us who don't live near bus lines, having adequate parking available near Max stations would open up access to efficient public transit.	9/21/2015 2:27 PM

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173	It depends on the timing. I teach many night classes and find that there are few bus/transit options available to me that will allow me to commute from N. Portland in a timely manner.	9/21/2015 2:26 PM
174	I don't think a huge construction project is necessary. PCC also has shuttle service, but why doesn't it stop at any TriMet transit centers? I don't see Lesser Rd as a viable option in its current state. Driving through there on garbage day is major congestion. It seems an easier option would be to extend Haines Rd up the edge of Lesser Park and connect it to G st on the PCC campus and then make that the start of a rapid transit route that goes to the existing Tigard WES TC	9/21/2015 2:24 PM
175	We need to extend MAX all the way to McMinnville.	9/21/2015 2:20 PM
176	I bike commute most days in any event.	9/21/2015 2:19 PM
177	Solving the transit and the parking issue is very important. If we were to convert some of the parking space into a transit station we could cut down on overall traffic and solve the parking issues we have here.	9/21/2015 2:11 PM
178	my voice is never heard so i do not know why i bother filling out these forms?	9/21/2015 2:08 PM
179	Creating a better bike path option would be excellent as well. Trying to cycle on Barbur Blvd. is daunting.	9/21/2015 2:07 PM
180	Public transportation improvement is a must. Max train transportation system can expand to make a convenient, sustainable way to commuting to Portland people not only PCC population. It's a positive progressive way of city planning.	9/21/2015 2:05 PM
181	I would love to see a light rail option to this neighborhood. Transit options here in the Barbur/Capitol Hwy area are discouragingly limited.	9/21/2015 1:56 PM
182	I frequently bike commute and travel on Barbur between downtown and Sylvania. Improvements to bike lanes would be welcome. The pavement is very uneven and at points the bike lane disappears and forces me into traffic. I assume others would bike it if it didn't feel so dangerous. It would also be a more pleasant and healthful experience if there were more trees along Barbur as well.	9/21/2015 1:56 PM
183	I support adding transportation options!	9/21/2015 1:42 PM
184	No	9/21/2015 1:36 PM
185	Improving accessibility of the Sylvania campus to bikers by making a frequent shuttle available between the Capitol/Barbur intersection and campus is something that could be done much sooner than the other options and have an immediate impact on commuters who just can't make it up that final steep hill!	9/21/2015 1:34 PM
186	Please bring the MAX to Sylvania campus!	9/21/2015 1:32 PM
187	Make the route and option accessible to people with disabilities.	9/21/2015 1:31 PM
188	Again this does not address the West side commuter congestion. If the option is to commute downtown then to campus, the travel times would be out of the question.	9/21/2015 1:26 PM
189	Bringing traffic up SW 53rd would change the flavor of the supportive surrounding neighborhood. Just FYI.	9/21/2015 1:26 PM
190	I think if the max stop was at SW 53rd and Barbur, they would likely need to put in sidewalks on 53rd. I have gotten off the bus and walked up the hill there to campus, and it is pretty dangerous as there is nowhere to walk on the side of the street and people take that turn up to Pomona very fast. It is also a very residential area where I could see the neighborhood not supporting a lot more traffic (though I suppose I can't speak for them, I just know they have been very vocal in the past). A shuttle would make me feel safer, as well as sidewalks.	9/21/2015 1:26 PM
191	Direct stop on campus please :)	9/21/2015 1:25 PM
192	Please build the Max line along Barbur Blvd as soon as possible!	9/21/2015 1:25 PM
193	Given the way Portland is set to grow in the next 20-30 years and given that I've seen Seattle face the ramifications of its failure to act 30 years ago on its future growth and transit needs, I think we should start underground/off-street trams or trains on multiple corridors, not just this one.	9/21/2015 1:25 PM
194	I would like to see cycling and walking connections be vastly improved. I live about two miles from campus and cycle to campus regularly, often using the SW 53rd and SW 55th holes thru the fence. I also use SW 49th, but making cyclists climb the extra 80+ feet to reach the 49th Ave entrance is just cruel - most people aren't gonna do it. SY campus was designed for cars so now we need to retrofit it for bikes. Thanks.	9/21/2015 1:24 PM
195	PCC can best cut down the staggeringly high rate of commuting by single-occupancy vehicle and its attendant carbon emission (automobiles are the largest source of greenhouse gas emissions at Sylvania) through either a MAX line or a high quality, grade-separated BRT line.	9/21/2015 1:19 PM

SWCP Sept 2015 survey

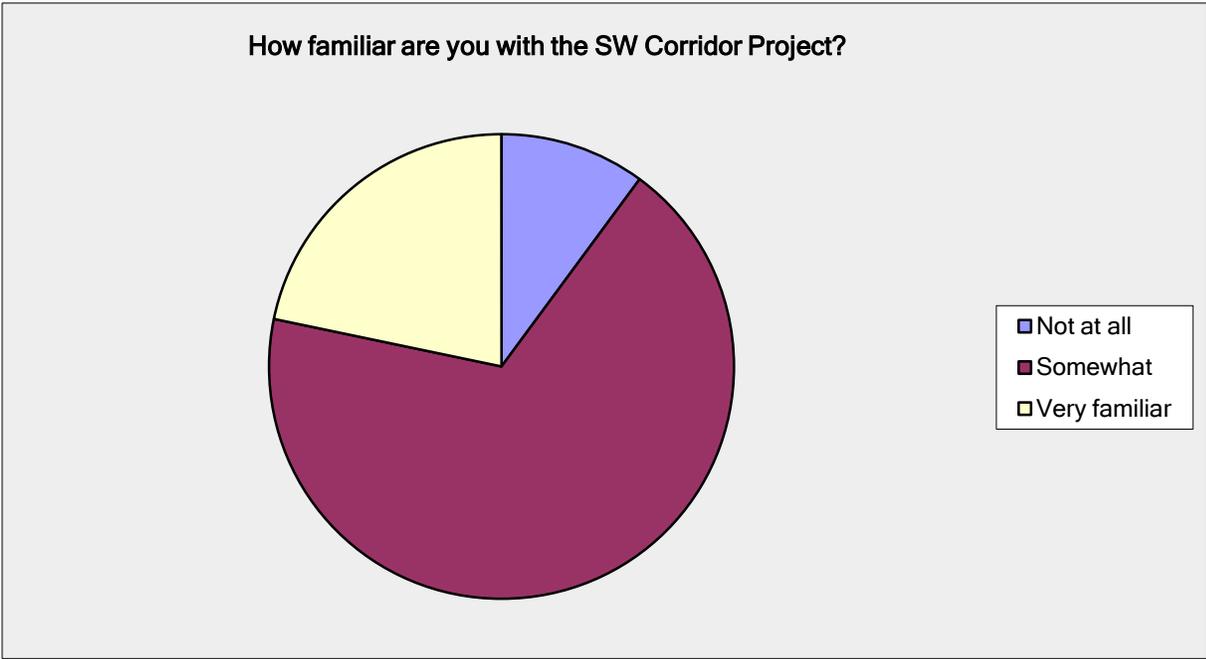
196	PCC is a huge, and viable educational institution that is poised to grow and provide the kind of jobs that people will need in the next 10 to 50 years. The need to connect to higher ed in urban areas, particularly one that will have health professions and health care options in this day of the Affordable Health Care Act, is paramount. Direct access is the only way to get it done right.	9/21/2015 1:19 PM
197	A light rail line to Barbur would drastically improve my access to the wider Portland Metro area. It would make PCC Sylvania much more accessible and I believe more students would be able to study at this campus.	9/21/2015 1:18 PM
198	It takes about 2 1/2 hours (minimum) for me to travel from Hillsboro to PCC Sylvania on Tri-met Anything that reduces the number of transfers required would be great. Until that time comes, I will continue to drive.	9/21/2015 1:16 PM
199	Request Trimet to run buses more often at the time PCC has more students. It'd be for classes at 8, 10, 2 pm and so on, for example. It's an idea for short time solution.	9/21/2015 1:15 PM
200	I support any improvements to the transit situation to SYL campus.	9/21/2015 1:15 PM
201	Sounds extremely expensive. Why not build parking garage to make parking easier.	9/21/2015 1:13 PM
202	Currently, there is a 44 bus stop in front of my apartment building. I commute via public transit every day. More frequent 44 runs would be great. If the Max were to stop in front of my building, I would definitely take Max. That is not in any of the plans, however. I don't have a car, so busing to a Max stop would take more time and be more complicated for me. I do support a Max stop on (or under?) the campus, though. I think it would make commuting from downtown and beyond a more attractive option for many. Max is great!	9/21/2015 1:12 PM
203	I live in the Chemeketa CC district, so until they install rapid transit for those of us south of Newberg, no amount of local improvements will ease my commute.	9/21/2015 1:12 PM
204	SY campus is in a hilly neighborhood. If the MAX station is not located on campus, the shuttle should be equipped to hand MULTIPLE wheelchairs (like not just two or not just certain shuttles at certain times).	9/21/2015 1:06 PM
205	If a lightrail won't be close enough to walk or bike, then I would continue to take the 44 and would hope for more frequent service.	9/21/2015 1:06 PM
206	I drive to Sylvania from NE Portland almost every day, spending sometimes more than an hour on I-5 Northbound. This is not by choice, but by necessity. The bus route simply takes too much time to be practical, and the PCC shuttle doesn't operate during the summer months and leaves at inconvenient times for my work schedule. Occasionally I bike the 26 miles, but this is hard to do (and dangerous) in the winter when Barbur Blvd is dark and wet. Please strongly consider building a light rail option to PCC Sylvania. The people who go to school and work here desperately need a fast, convenient connection to the rest of the city. Thank you.	9/21/2015 1:05 PM
207	Just make the light rail run to SY campus..	9/21/2015 12:59 PM
208	No	9/21/2015 12:58 PM
209	I think that Max to Sylvania is the way to go. It would decrease traffic on I5. If it went to campus, I would take it every day. If to a stop, I'd take it when the weather was good.	9/21/2015 12:57 PM
210	I am unlikely to use transit connections from Barber Blvd. because I travel north to PCC. I think the rapid transit bus is more viable, but would prefer a Max line.	9/21/2015 12:54 PM
211	The dig and backfill method is not going to make Tri-Met or PCC popular among the neighborhood, despite the cost savings. But it could make for some great Teddy Roosevelt/Panama Canal style photo shoots.	9/21/2015 12:54 PM
212	Hurry up! Don't let Tigard and other burbs deter progress. Buss rapid transit seems like a good bridge to a future light rail line with a faster implementation time and lower cost. I have use similar services in other cities and liked it a lot .	9/21/2015 12:53 PM
213	I travel from North Portland to Sylvania Campus almost daily, and using public transit is very difficult. However, from my experience with the max, I don't envision a max ride from North Portland being faster than the bus already is. It's 1.5-2 hours on the bus.	9/21/2015 12:53 PM
214	I love the fact that you are considering solutions to improve transit! Making it as easy as possible to load/unload (multiple) bikes would make a difference for whatever you decide.	9/21/2015 12:51 PM
215	PLEASE bring Light Rail to campus, hopefully in a way that connects with Tualatin or at least Tigard Transit Center. Sometimes the buses feel almost like a lost cause. Rail is the way to go.	9/21/2015 12:51 PM
216	While I realize the high cost of such an endeavor, I would greatly appreciate light rail access to PCC Sylvania. Thank you!	9/21/2015 12:51 PM
217	any efficient way to get from Washington to Sylvania?	9/21/2015 12:50 PM
218	I currently walk to work.	9/21/2015 12:49 PM

SWCP Sept 2015 survey

219	I currently drive from my home near RC campus to SY daily. It is not an awful commute; however, I worry about vehicle emissions and pollution with all the cars on 26, 217, and 99. I really would like a more streamlined commute that is more energy efficient. We have to plan now for the future; we can't wait.	9/21/2015 12:48 PM
220	Light rail direct to PCC Sylvania would be awesome, lightrail down 99 with improved bike/pedestrian pathways from 53rd and Barbur would be great, and the third option, with frequent shuttles from Barbur Blvd. would do. Also making transit more affordable to students, staff and faculty would be great. It's hard to get folks who already pay car insurance and car payments to also pay \$100 for transit each month. I have never saved that much in gas, and I drive a beater. There has to be an incentive.	9/21/2015 12:47 PM
221	In my situation, I am very unlikely to use transit to get to Sylvania. I drive my car.	9/21/2015 12:47 PM
222	There are no good routes to PCC Sylvania from out in SE Portland, so it's hard to even consider public transit.	9/21/2015 12:47 PM
223	I wish I could've voted for more than one option on question 2---improving multiple transit modes to SY would be ideal. Long-term: Light rail would be my preference. Short term: Better bus service.	9/21/2015 12:47 PM
224	I don't use public transit now because it takes 2.5 hrs to get to Sylvania but only 20 min by car.	9/21/2015 12:46 PM
225	PCC enhances development in Portland and should be considered a major destination of great importance. The service now, while it does exist and is used, is awkward enough that I rarely use it. Every new transfer adds time, which is of the essence. At most I can handle one transfer if there is frequent service for both of the steps in the journey.	9/21/2015 12:46 PM
226	Don't forget about the great work that has already been done in setting up the PCC shuttle system! It's efficient and reliable.	9/21/2015 12:46 PM
227	Please approve options to improve traffic along Barbur Blvd/Hwy 99/I5 in this region.	9/21/2015 12:46 PM
228	NO RAIL! Light rail is very expensive, inflexible and BREAKS DOWN TOO MUCH!	9/21/2015 12:46 PM
229	All other options other than increase in current bus service seems too expensive and too far in the future.	9/21/2015 12:46 PM
230	I commute from Vancouver and decided to buy a car because the time and expense isn't viable during the summer when there are no pcc shuttles running.	9/21/2015 12:45 PM
231	Would be nice to have shuttle service extend down to Multnomah Village area. The Hillsdale and Village neighborhood could take advantage of a shuttle service. Way back when, the old passenger train line actually ran through Mult Vill.	9/21/2015 12:45 PM
232	Don't forget the folks on the other side of the hill. Mountain Park and Lake Oswego are not well connected to transit and we could really use it.	9/21/2015 12:44 PM
233	A tunnel and MAX stop is too expensive! Spend this money on Portland road improvements!	9/21/2015 12:43 PM

WPPNA Southwest Corridor Transportation Survey

How familiar are you with the SW Corridor Project?		
Answer Options	Response Percent	Response Count
Not at all	10.1%	7
Somewhat	68.1%	47
Very familiar	21.7%	15
<i>answered question</i>		69
<i>skipped question</i>		0

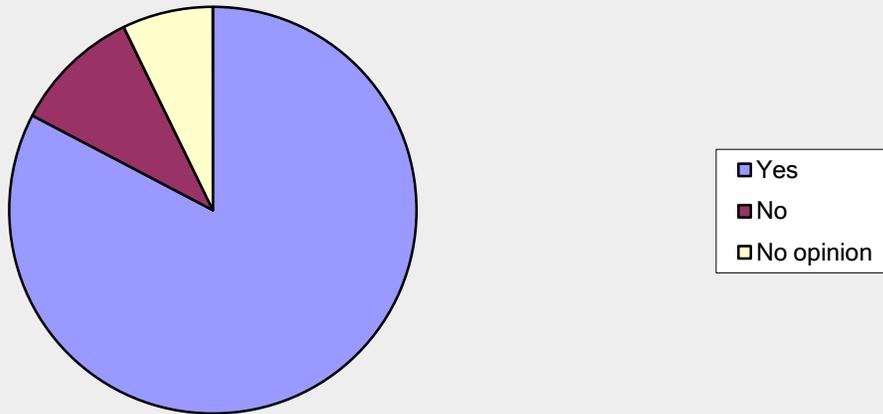


WPPNA Southwest Corridor Transportation Survey

Do you support the idea of High Capacity Transit (HCT) for the SW Corridor connecting Sherwood/Tualatin to downtown and points East (airport)?

Answer Options	Response Percent	Response Count
Yes	82.6%	57
No	10.1%	7
No opinion	7.2%	5
<i>answered question</i>		69
<i>skipped question</i>		0

Do you support the idea of High Capacity Transit (HCT) for the SW Corridor connecting Sherwood/Tualatin to downtown and points East (airport)?

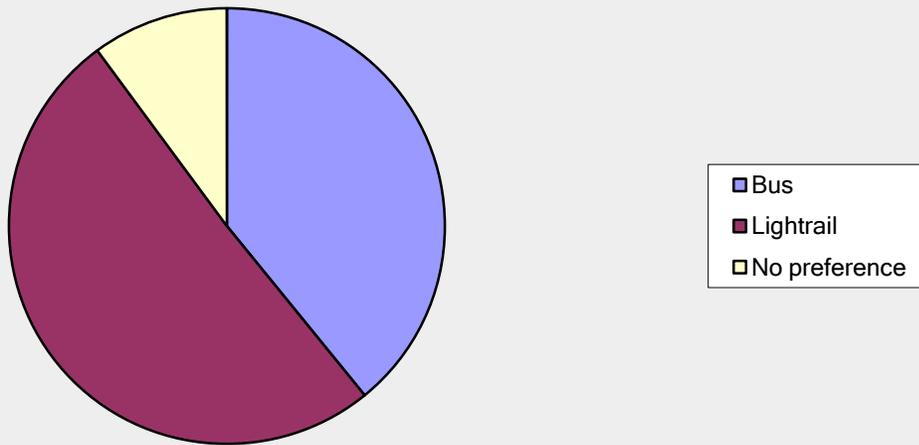


WPPNA Southwest Corridor Transportation Survey

Do you have a general preference for Bus Rapid Transit (BRT) or Light Rail (LRT) as a mode for the HCT?

Answer Options	Response Percent	Response Count
Bus	39.1%	27
Lightrail	50.7%	35
No preference	10.1%	7
<i>answered question</i>		69
<i>skipped question</i>		0

Do you have a general preference for Bus Rapid Transit (BRT) or Light Rail (LRT) as a mode for the HCT?

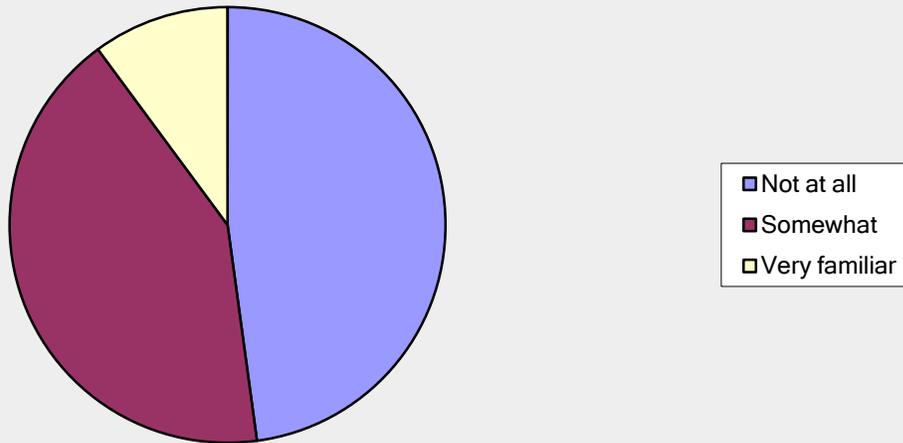


WPPNA Southwest Corridor Transportation Survey

How familiar are you with PCCs future visions for the Sylvania Campus?

Answer Options	Response Percent	Response Count
Not at all	47.8%	33
Somewhat	42.0%	29
Very familiar	10.1%	7
<i>answered question</i>		69
<i>skipped question</i>		0

How familiar are you with PCCs future visions for the Sylvania Campus?

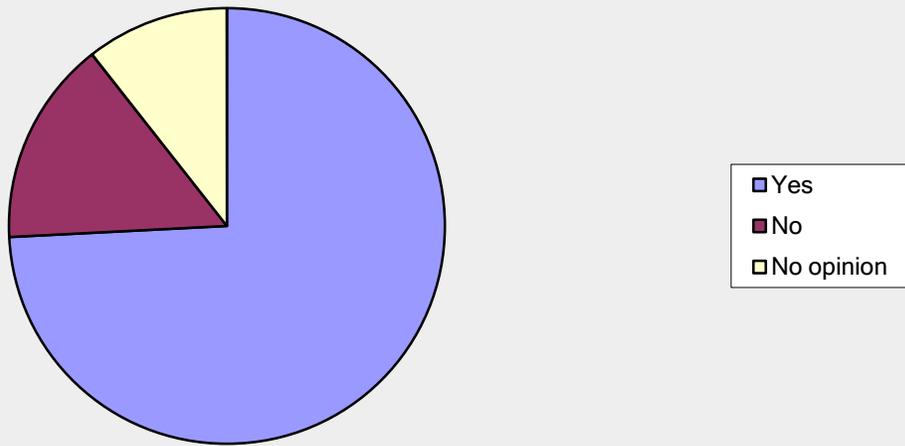


WPPNA Southwest Corridor Transportation Survey

Do you support a High Capacity Transit connection to PCC Sylvania and the West Portland Park area?

Answer Options	Response Percent	Response Count
Yes	74.2%	49
No	15.2%	10
No opinion	10.6%	7
<i>answered question</i>		66
<i>skipped question</i>		3

Do you support a High Capacity Transit connection to PCC Sylvania and the West Portland Park area?

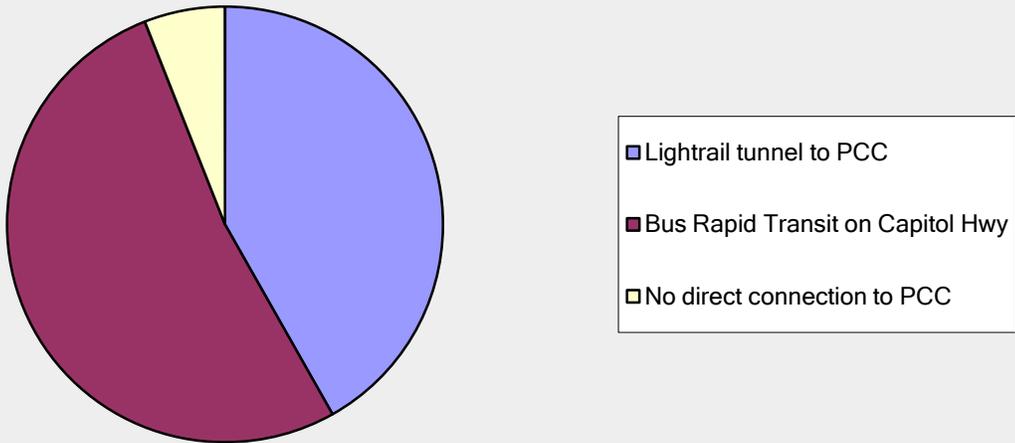


WPPNA Southwest Corridor Transportation Survey

Which of the following options would you prefer as a HCT option for West Portland Park neighborhood:

Answer Options	Response Percent	Response Count
Lightrail tunnel to PCC	41.8%	28
Bus Rapid Transit on Capitol Hwy	52.2%	35
No direct connection to PCC	6.0%	4
<i>answered question</i>		67
<i>skipped question</i>		2

Which of the following options would you prefer as a HCT option for West Portland Park neighborhood:

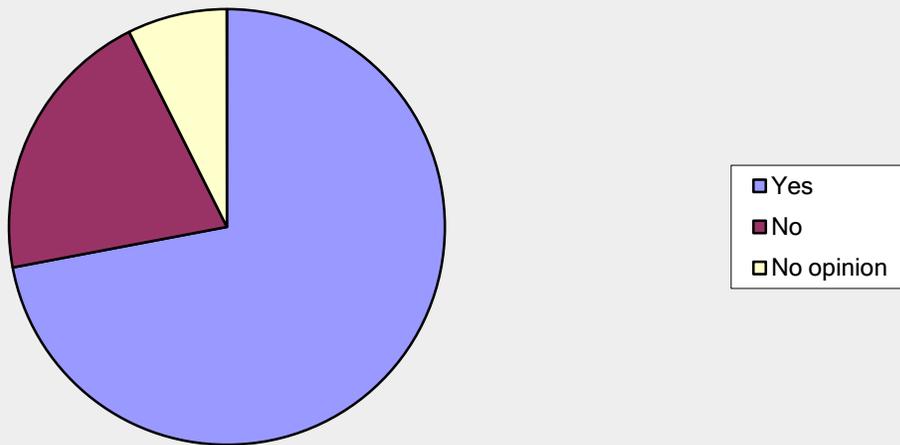


WPPNA Southwest Corridor Transportation Survey

Would you support a Bus Rapid Transit line along Capitol Hwy from Barbur to PCC?

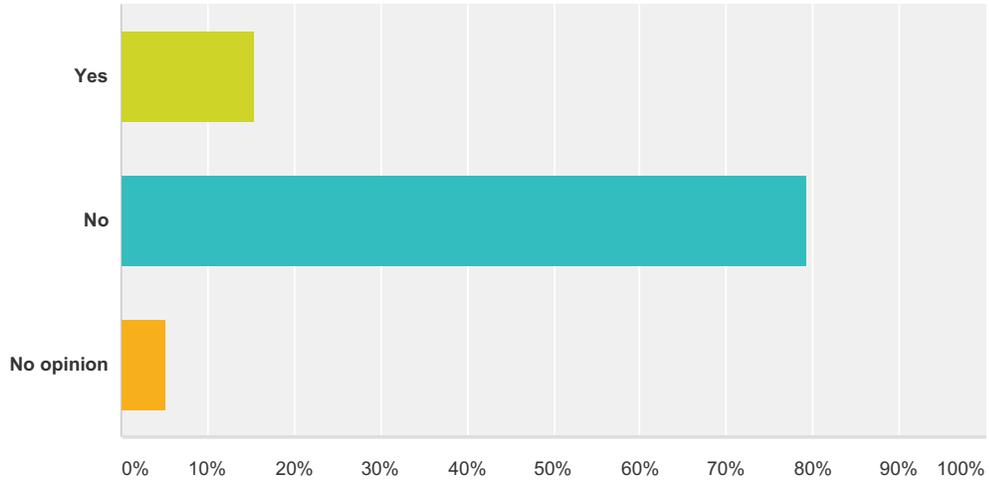
Answer Options	Response Percent	Response Count
Yes	72.1%	49
No	20.6%	14
No opinion	7.4%	5
<i>answered question</i>		68
<i>skipped question</i>		1

Would you support a Bus Rapid Transit line along Capitol Hwy from Barbur to PCC?



Q1 Do you favor further study of the Cut-and-cover tunnel option under SW 53rd from Barbur to PCC Sylvania (and on to the Tigard Triangle)?

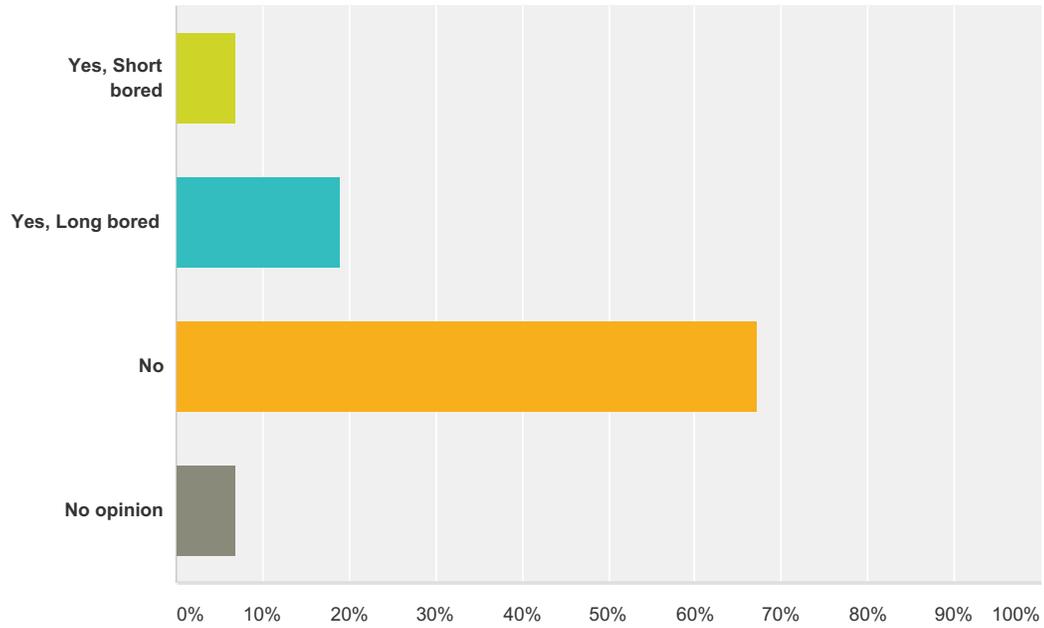
Answered: 58 Skipped: 0



Answer Choices	Responses
Yes	15.52% 9
No	79.31% 46
No opinion	5.17% 3
Total	58

Q2 Do you favor further study of the new bored tunnel option under SW 53rd?

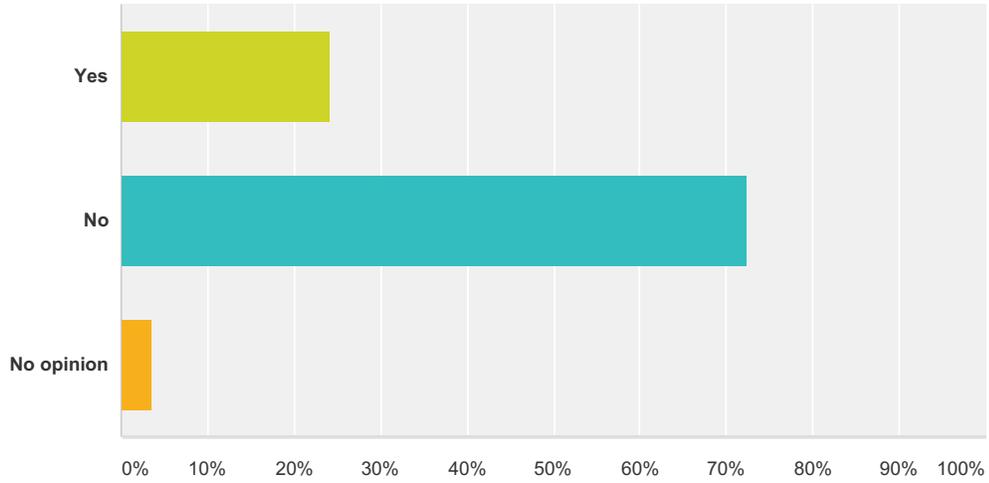
Answered: 58 Skipped: 0



Answer Choices	Responses
Yes, Short bored	6.90% 4
Yes, Long bored	18.97% 11
No	67.24% 39
No opinion	6.90% 4
Total	58

Q3 Do you favor further study of constructing only the west half of the PCC Tunnel from the underground station at PCC to the Tigard Triangle?

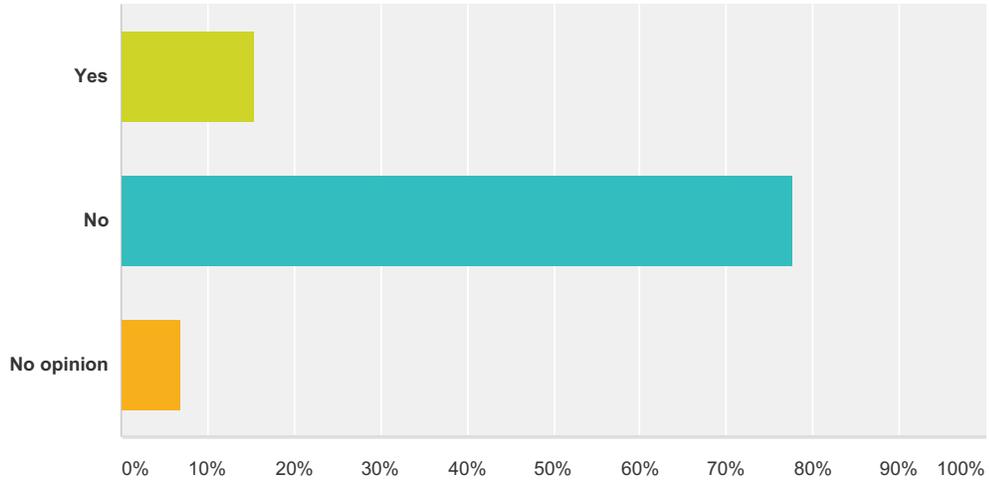
Answered: 58 Skipped: 0



Answer Choices	Responses	
Yes	24.14%	14
No	72.41%	42
No opinion	3.45%	2
Total		58

Q4 Do you feel the current level of development at PCC supports investment in a tunnel to provide direct access to the campus?

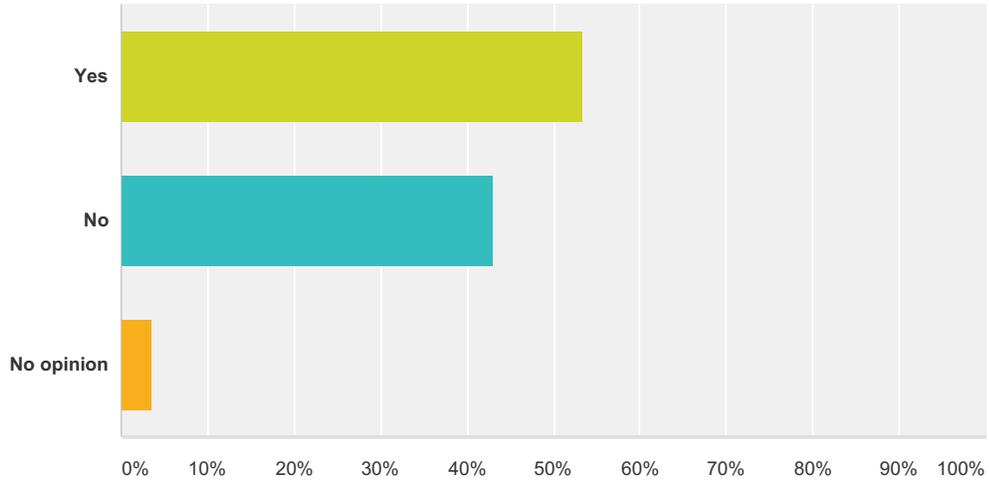
Answered: 58 Skipped: 0



Answer Choices	Responses
Yes	15.52% 9
No	77.59% 45
No opinion	6.90% 4
Total	58

Q5 Should Metro continue to study the BRT option along Capitol Hwy. and 49th from Barbur to PCC Sylvania (and on to the Tigard Triangle)?

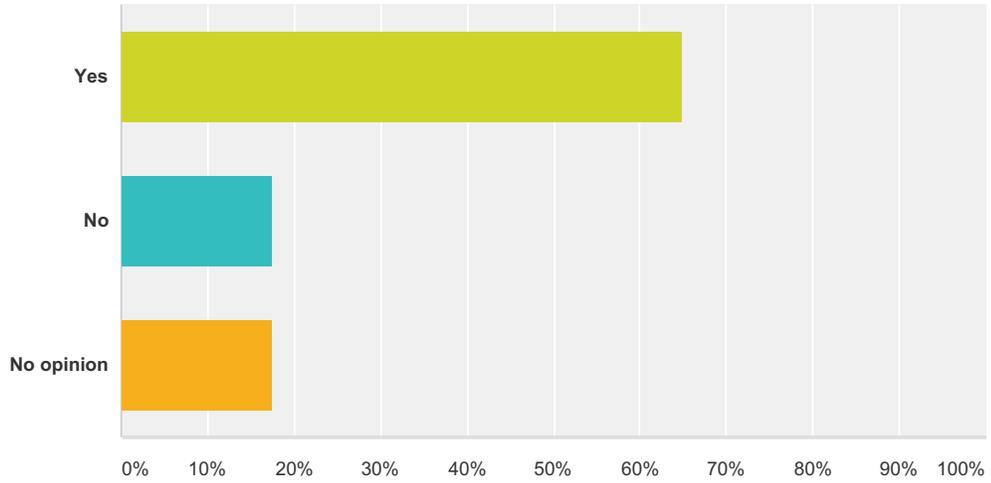
Answered: 58 Skipped: 0



Answer Choices	Responses	
Yes	53.45%	31
No	43.10%	25
No opinion	3.45%	2
Total		58

Q6 Should TriMet develop an Express Bus from downtown Portland direct to PCC Sylvania?

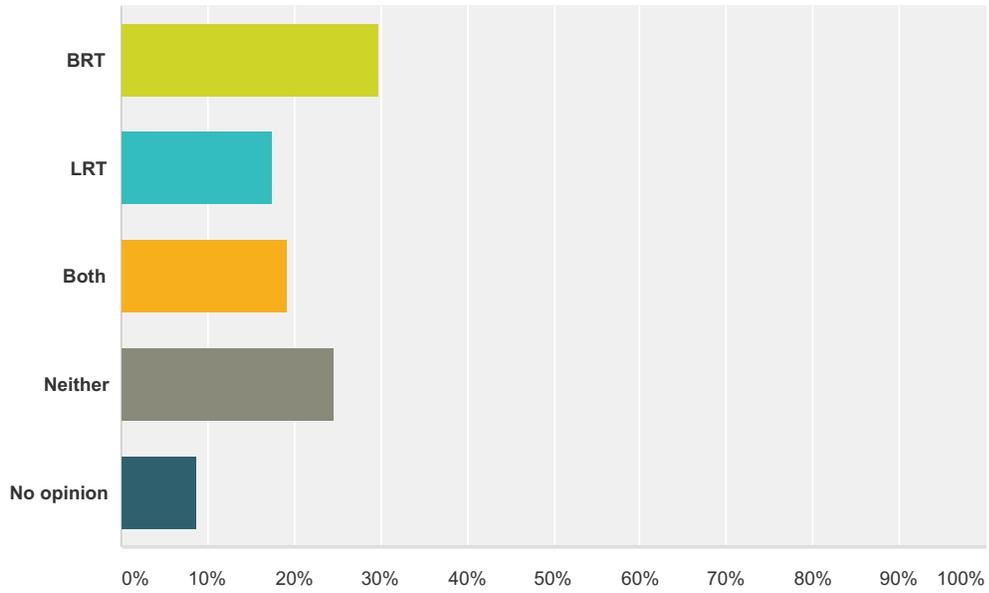
Answered: 57 Skipped: 1



Answer Choices	Responses
Yes	64.91% 37
No	17.54% 10
No opinion	17.54% 10
Total	57

Q7 Do you favor the BRT or LRT option along Barbur Blvd. for HCT?

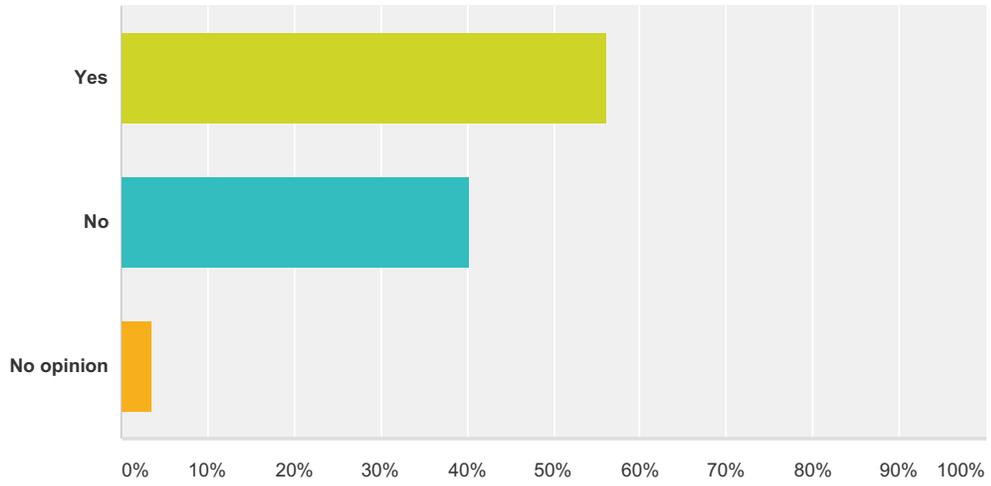
Answered: 57 Skipped: 1



Answer Choices	Responses
BRT	29.82% 17
LRT	17.54% 10
Both	19.30% 11
Neither	24.56% 14
No opinion	8.77% 5
Total	57

Q8 Should Metro continue with plans for a High Capacity Transit Corridor?

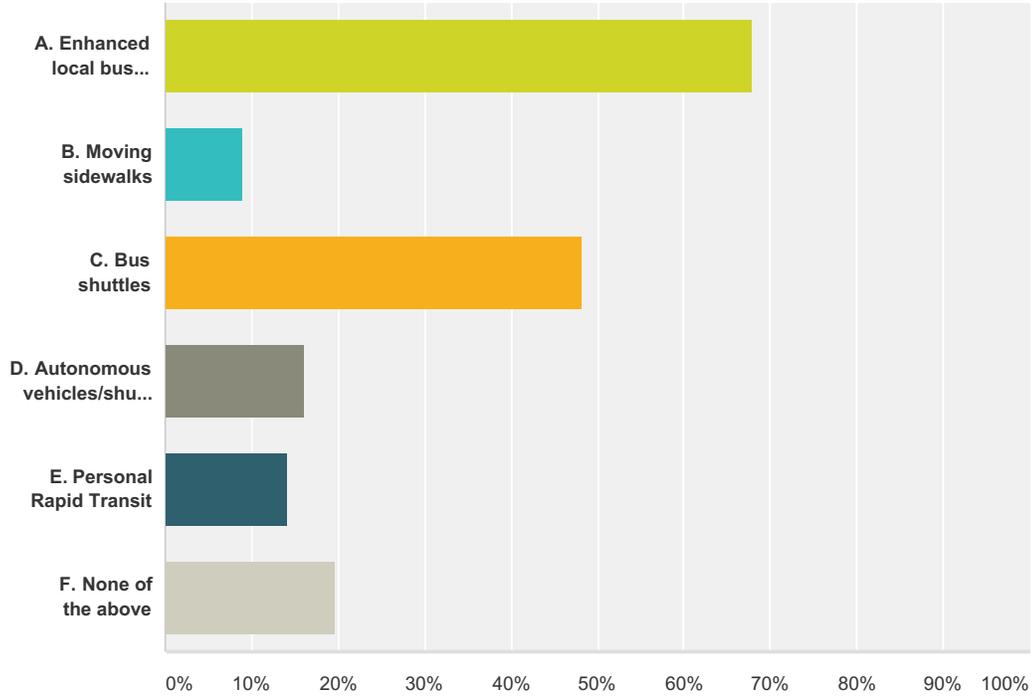
Answered: 57 Skipped: 1



Answer Choices	Responses
Yes	56.14% 32
No	40.35% 23
No opinion	3.51% 2
Total	57

Q9 See pg. 11 of the PCC Sylvania LRT Connection Options. Please check all options you favor.

Answered: 56 Skipped: 2

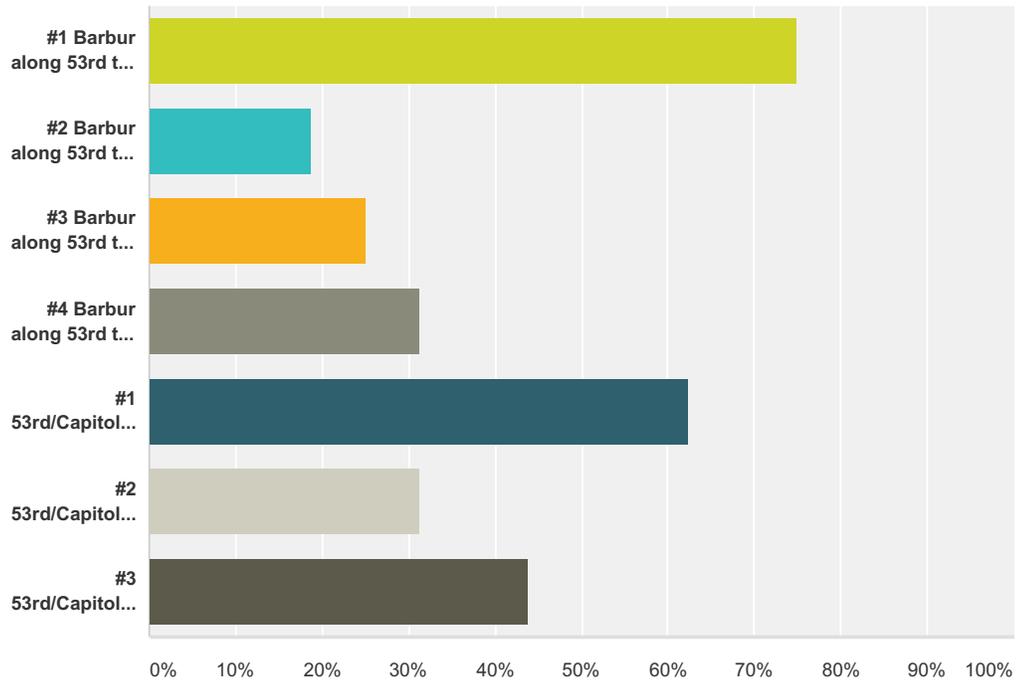


Answer Choices	Responses
A. Enhanced local bus service	67.86% 38
B. Moving sidewalks	8.93% 5
C. Bus shuttles	48.21% 27
D. Autonomous vehicles/shuttle	16.07% 9
E. Personal Rapid Transit	14.29% 8
F. None of the above	19.64% 11
Total Respondents: 56	

Far Southwest Tunnel Survey

**Q10 See pg. 12 and 13 of same report.
Please check all options you favor.**

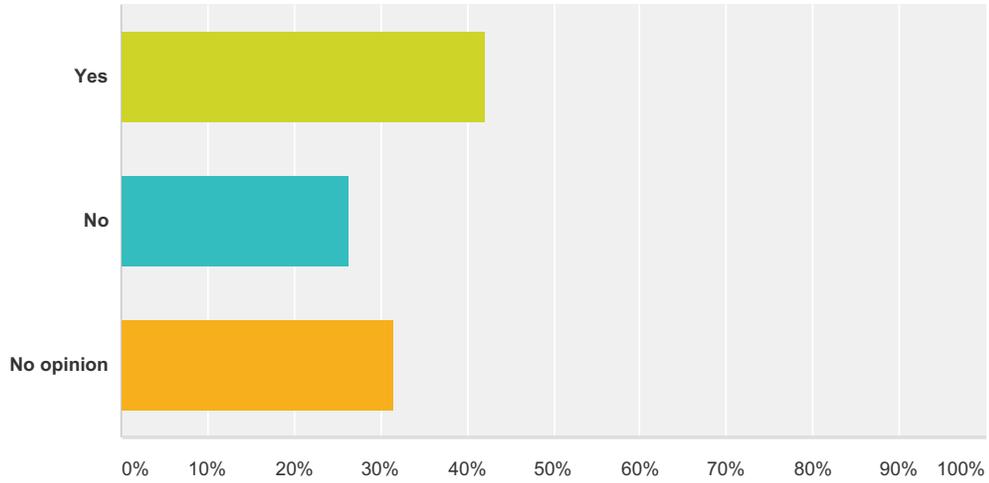
Answered: 16 Skipped: 42



Answer Choices	Responses	
#1 Barbur along 53rd to Campus	75.00%	12
#2 Barbur along 53rd to Campus	18.75%	3
#3 Barbur along 53rd to Campus	25.00%	4
#4 Barbur along 53rd to Campus	31.25%	5
#1 53rd/Capitol intersection	62.50%	10
#2 53rd/Capitol intersection	31.25%	5
#3 53rd/Capitol intersection	43.75%	7
Total Respondents: 16		

Q11 Do you favor a Neighborhood Greenway project along 53rd (SIS project #6013)?

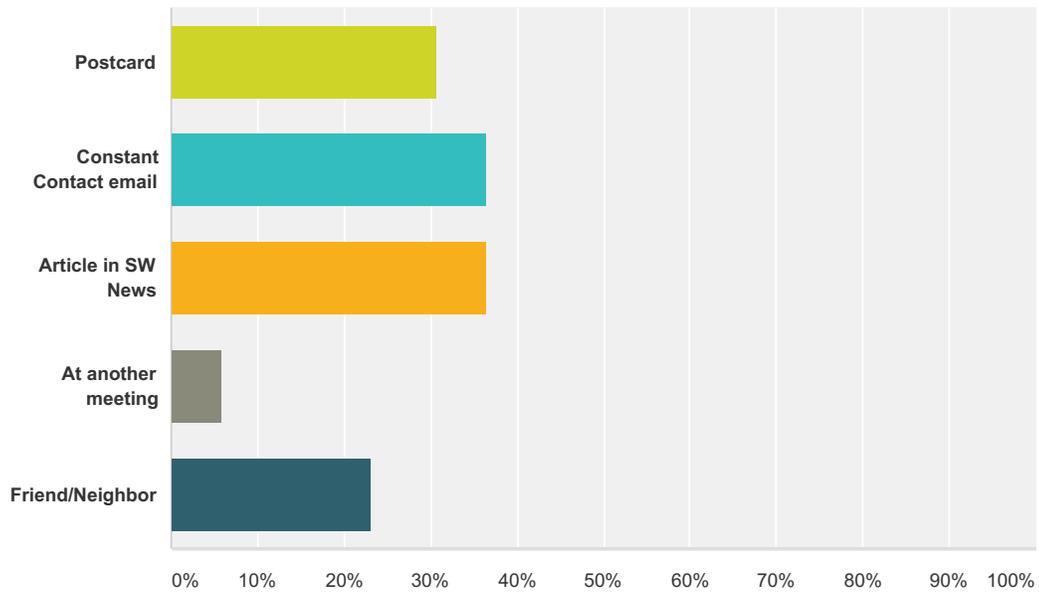
Answered: 57 Skipped: 1



Answer Choices	Responses	Count
Yes	42.11%	24
No	26.32%	15
No opinion	31.58%	18
Total		57

**Q12 How did you hear about this meeting
(please check all that apply)?**

Answered: 52 Skipped: 6



Answer Choices	Responses
Postcard	30.77% 16
Constant Contact email	36.54% 19
Article in SW News	36.54% 19
At another meeting	5.77% 3
Friend/Neighbor	23.08% 12
Total Respondents: 52	

Q13 Please write your comments and/or questions for Metro here:

Answered: 26 Skipped: 32

Far Southwest Tunnel Survey

Q13 Please write your comments and/or questions for Metro here:

Answered: 26 Skipped: 32

#	Responses	Date
1	I believe the best solution is low cost frequent shuttle buses from the Barbur Transit Center to PCC along Capitol Hwy/49th? We can keep high capacity transit along Barbur and serve the campus effectively without trams, tunnels, or new roads through our neighborhood. TriMet will still achieve the ridership numbers it needs to justify this project without the direct connection through our neighborhood to PCC.	10/19/2015 4:52 PM
2	When will NEPA have to reject or accept our plan whatever it may be...what date and year?	9/21/2015 7:48 PM
3	PCC Sylvania has a shuttle service that goes to all of the other campuses in addition to TriMet lines. Sylvania enrollment is down again. The campus is maxed out size-wise, and PCC has spent the past several years using millions of bond dollars to upgrade all of its campuses. It does not seem likely that there will be more major growth to the Sylvania Campus that will bring in more students. This being the case, I just don't see how it makes sense to build an expensive tunnel that displaces residents and creates construction traffic for several years in order to provide this sort of transport from Barbur to PCC. The SW Corridor Plan should consider cheaper, less disruptive options.	9/21/2015 2:19 PM
4	This improvement project should include the addition of a traffic signal at the intersection of Capital Highway and 49th Ave.	9/21/2015 11:56 AM
5	PCC does NOT warrant additional development for their transit. They've never fully utilized existing options like a shuttle to Barbur Transit Center. Their trips per day is still nowhere near what it was in the 70s/80s (at least at Sylvania). Improvements like the corner of Lesser and Haines have been denied for over 40 years and similar - so why waste so much on 53rd that won't be used.	9/20/2015 4:16 PM
6	No tunnel. I was part of the WS LRT tunnel. Cost over runs, problem after problem. We can spend our money on much needed projects that are not pie in the sky. Let this albatross go!	9/20/2015 4:05 PM
7	Tunnels, etc., are huge financial projects which could be solved with additional shuttels and similar means of transportation at a fraction of the cost of tunnel(s).	9/10/2015 3:21 PM
8	I do not support either tunnel plan. There is not the demand at PCC to support the astronomical price, not to mention justifying the damage to the neighborhood. Further study, please!	9/6/2015 9:14 PM
9	None of the alternative options on pages 12 & 13 of the PCC Tunnel Technical Memo report are acceptable for SW 53rd, or the intersection of 53rd/Capitol Hwy. Stick with the PBOT Neighborhood Greenway project or SIS #6013.	9/6/2015 4:44 PM
10	SW 53rd is a vital portal in and out of both W Portland Park and Far SW because there are so few alternatives. It must be safe, convenient and attractive for peds and cyclists, as well as serving other modes.	9/6/2015 10:51 AM
11	DOES THE STEERING COMMITTEE HAVE A PRELIMINARY COST PER EACH OPTION, AND IF SO WERE CAN A RESIDENT FIND IT?	9/6/2015 8:20 AM
12	I believe that whatever plan moves forward, it needs to be one that is the least intrusive to the residents in the community. Cost-effectiveness is paramount.	9/5/2015 1:14 PM
13	Capitol/49th was set up to take the PCC traffic. It should remain there and allow further bus route development to encourage small business and housing.	9/4/2015 10:13 PM
14	It seems like all of the metro transit plans are trying to get people into downtown Portland. Downtown Portland has become pretty much a waste land for decent jobs. So many of the decent jobs are in Washington County. Why do so many of our transportation shouldn't have to funnel people through downtown Portland? It seems with so many problems with the street cars and the light rail they create many traffic jams of their own with outages. One cannot depend on public transit if one has to be on time for a job.	9/4/2015 6:32 PM
15	I do not understand why the campus needs to destroy any more green-space or disrupt the neighborhood any more than it already has with it's lower campus entrance.	9/4/2015 6:24 PM
16	#10, page 12 and 13 of what report.	9/4/2015 4:10 PM

Far Southwest Tunnel Survey

17	the student population at PCC is domestic and can commute through a number of options, including getting a PCC shuttle at any of their campuses. There is NO need to create a money pit to enhance the resume's of Portland's public transit planners. Like the Tillicum Crossing, this is simply a way for Portland City Do-Gooders to pad their resume at a huge expense to the people they care the least about-taxpayers. Absolutely stupid idea given the needs of this city. Please give this up. If Wal-Mart needs more low-income customers, this train isn't the way to get them.	9/4/2015 1:39 PM
18	As an employee of PCC we have not enough students to even fill the parking spaces and many of our students want to take bus. The idea of walking/biking up this hill is silly. A dedicated bus line from Barbur to PCC would easily serve our needs now and in the future. A tunnel and underground station is a HUGE waste of money.	9/4/2015 9:05 AM
19	I don't understand what it is you are trying to solve. We do not currently have traffic issues with the college, other than students parking in neighborhoods and driving too fast down the hill on Vacuna. There is absolutely no justification to disrupt our neighborhood and potentially displace people from their homes. Nor justification for our quiet community to have to endure years of noisy and dirty construction. There are much simpler solutions. Add 5 minutes to bus 44 route and have them loop thru the Barbur park and ride if you want students to take transit. Many buses go through there and there is covered seating. Also raise parking rates at PCC to discourage driving.	9/4/2015 9:00 AM
20	First thing is PCC had never intended to add an third entrance for students and cars or busses Second I live on 53 rd. Ave. and only 40-50 students a day maybe that bus pass is being used. My neighbors and I would rather not have all added traffic running or walking through our neighborhood bringing added crime like car break ins, mail box or package theft, and other worst-case crimes. I can't see the payoff or trade off of dollars/students	9/4/2015 5:09 AM
21	We need some decisions made so we can plan our lives. I have property potentially affected by this - and don't know what to do with the ongoing ambiguous options. Make some decisions and move on.	9/3/2015 11:03 PM
22	It's very difficult to see the renderings to answer #10. I favor a greenway without a tunnel or brt. This is a quiet neighborhood where 53rd runs along a natural area with trails, and underground springs. There is very little neighborhood traffic for PCC and there seems little need to expand transit to PCC which is, from observation, never at capacity and well-served by buses that travel on 49th. Frankly, none of the rapid transit options make sense or work with this treed natural area populated by families. What makes sense are adding free ways and sidewalks and bike lanes so people can get around safely from barber and 49th and Capitol.	9/3/2015 10:27 PM
23	We don't really have knowledge of PCC transportation needs currently let alone 25-50 years in future. We need to know what school plans that will affect transportation needs before another shovel of dirt is turned!	9/3/2015 9:52 PM
24	I live one block from the proposed development area and, even though I will be impacted by the construction, I favor the building of the tunnel to bring LRT to PCC. It is a vital addition to the light rail network. It is imperative to put a transit stop at Pcc. Doing less will greatly minimize the overall ridership to PCC as most students will continue to drive to campus. The survey was awkwardly worded and I do not feel I could adequately express my opinion on the matter. I want to make this clear: I not only favor further study of tunnel options, I hope the decision makers decide in favor of building a tunnel to PCC.	9/3/2015 8:08 PM
25	All of the options directly affect our home. There is already too much noise from bus traffic. Costs too much. We are in deep trouble as a country and locality. Taxes are already too high. Maybe it would be better to build another campus over time.	9/3/2015 6:59 PM
26	Bus rapid transit is the best option to achieve this project's goals. The fact that Tigard passed a measure about voting for light rail is why I say this. Tigard's downtown overpass is about due for retrograde or replacement and the Barbie Blvd. alignment can support that. The only benefit that I can see to a tunnel project is that it will line the pockets of giant construction conglomerates. I would also point out that tunnel projects often end up running over budget due to the machine getting stuck or post construction problems with materials. We saw this when the last MAX tunnel was stuck, Seattle's Alaska way tunnel got stuck which has resulted in lawsuits Survey references report without stating which report.	9/3/2015 6:28 PM

	December 2015 online survey			
Entry Id	Based on what you know so far, what is your opinion about whether bus rapid transit or light rail is better for the Southwest Corridor?	Which part of the corridor do you most identify with?	If you chose other, please describe	How often do you currently ride transit?
1	Strongly prefer light rail	Tigard		Occasionally
2	Strongly prefer light rail	Marquam Hill		Regularly
3	Strongly prefer light rail	Hillsdale		Regularly
4	transit	Tualatin		Regularly
5	Strongly prefer light rail	Hillsdale		Occasionally
6	Strongly prefer light rail	Tualatin		Occasionally
7	Strongly prefer light rail	Tigard		Occasionally
8	transit	Hillsdale		Occasionally
9	Strongly prefer light rail	Lair Hill		Regularly
10	Strongly prefer light rail	area		Occasionally
11	rapid transit or light rail	Tualatin		Regularly
12	Strongly prefer bus rapid transit	Hillsdale		Occasionally
13	Strongly prefer light rail	Hillsdale		Never
14	Strongly prefer light rail	Tualatin		Regularly
15	Moderately prefer light rail	area		Occasionally
16	Strongly prefer light rail	Other	Lake Oswego	Occasionally
17	Moderately prefer light rail	Hillsdale		Regularly
18	Strongly prefer light rail	Hillsdale		Regularly
19	transit	area		Occasionally
20	rapid transit or light rail	Sherwood		Regularly
21	transit	area		Occasionally
22	Strongly prefer light rail	Tualatin		Regularly
23	rapid transit or light rail	Hillsdale		Regularly
24	Strongly prefer light rail	Hillsdale		Occasionally
25	transit	Marquam Hill		Occasionally
26	Strongly prefer light rail	area		Occasionally
27	transit	Portland area		Occasionally
28	Strongly prefer light rail	Portland area		Regularly
29	transit	area		Never
30	Strongly prefer light rail	South Portland		Regularly
31	transit	South Portland		Occasionally
32		Sherwood		Occasionally
33	Strongly prefer light rail	South Portland		Never
34	Strongly prefer light rail	area		Regularly
35	transit	Washington		Regularly
36	Moderately prefer light rail	Tigard		Occasionally

37	rapid transit or light rail	South Portland		Regularly
38	Strongly prefer light rail	Hillsdale		Regularly
39	Moderately prefer light rail	Washington		Occasionally
40	transit	Tigard		Never
41	Strongly prefer light rail	Tigard		Occasionally
42	Moderately prefer light rail	Tigard		Occasionally
43	information	Marquam Hill		Regularly
44	Strongly prefer light rail	area		Regularly
45	transit	area		Occasionally
46	Strongly prefer light rail	Portland area		Occasionally
47	transit	Lair Hill		Occasionally
48	information	South Portland		
49	rapid transit or light rail	Hillsdale		Occasionally
50	Strongly prefer light rail	South Portland		Regularly
51	information	Other	Lake Oswego	Regularly
52	information	area		Never
53	Strongly prefer light rail	Tigard		Regularly
54	information	Hillsdale		Occasionally
55	Strongly prefer light rail	Marquam Hill		Occasionally
56	transit	Tigard		Occasionally
57	Moderately prefer light rail	Tigard		Occasionally
58	transit	Tigard		Regularly
59	Strongly prefer light rail	Marquam Hill		Occasionally
60	rapid transit or light rail	Tigard		Never
61	Strongly prefer light rail	Tigard		Occasionally
62	Moderately prefer light rail	Hillsdale		Occasionally
63	transit	Tigard		Occasionally
64	Strongly prefer light rail	South Portland		Occasionally
65	information	Washington		Occasionally
66	transit	Tualatin		Occasionally
67	transit	area		Never
68	rapid transit or light rail	Hillsdale		Occasionally
69	Moderately prefer light rail	Washington		Occasionally
70	transit	Other	Beaverton	Regularly
71	Strongly prefer light rail	Portland area		Regularly
72	Strongly prefer light rail	South Portland		Occasionally
73	Moderately prefer light rail	Hillsdale		Occasionally
74	Strongly prefer light rail	Portland area		Occasionally
75	Strongly prefer light rail	Tigard		Occasionally
76	Strongly prefer light rail	area		Occasionally
77	Moderately prefer light rail	area		Occasionally
78	Moderately prefer light rail	Hillsdale		Regularly
79	transit	Tigard		Occasionally
80	Strongly prefer light rail	Tigard		Regularly
81	Strongly prefer light rail	South Portland		Occasionally
82	Strongly prefer light rail	Tigard		Regularly
83	Strongly prefer light rail	Other	Burlingame	Never

84	transit	area		Occasionally
85	transit	South Portland		Regularly
86	transit	area		Occasionally
87	transit	Hillsdale		Never
88	Strongly prefer light rail	Hillsdale		Occasionally
89	Strongly prefer light rail	Hillsdale		Occasionally
90		Sherwood		Never
91		Tigard		Occasionally
92	Strongly prefer light rail	Hillsdale		Occasionally
93	Moderately prefer light rail	Tigard		Occasionally
94	Strongly prefer light rail	area		Occasionally
95	Strongly prefer light rail	area		Occasionally
96	Strongly prefer light rail	Hillsdale		Occasionally
97	Strongly prefer light rail	Other	KING CITY!!! WE EXIST AND NEED TRANSIT	Occasionally
98	transit	Hillsdale		Regularly
99	transit	area		Occasionally
100	rapid transit or light rail	Tigard		Occasionally
101	Strongly prefer light rail	Hillsdale		Occasionally
102	transit	area		Occasionally
103	Strongly prefer light rail	Lair Hill		Regularly
104	transit	Hillsdale		Occasionally
105	Strongly prefer light rail	South Portland		Regularly
106	Strongly prefer light rail	Sherwood		Regularly
107	transit	Washington		Occasionally
108	Moderately prefer light rail	area		Occasionally
109	Strongly prefer light rail	Tigard		Occasionally
110	Strongly prefer light rail	South Portland		Occasionally
111	Strongly prefer light rail	Tualatin		Regularly
112	Strongly prefer light rail	Tualatin		Occasionally
113	transit	area		Regularly
114	Moderately prefer light rail	area		Never
115	Strongly prefer light rail	Washington		Occasionally
116	transit	Tigard		Never
117	transit	Lair Hill		Occasionally
118	Strongly prefer light rail	South Portland		Regularly
119	Strongly prefer light rail	Tualatin		Regularly
120	Strongly prefer light rail	Hillsdale		Regularly
121	Moderately prefer light rail	Portland area		Occasionally
122	Strongly prefer light rail	South Portland		Regularly
123	transit	Sherwood		Regularly
124	Moderately prefer light rail	Tigard		Occasionally
125	transit	area		Never
126	rapid transit or light rail	Tigard		Regularly
127	Strongly prefer light rail	Tigard		Occasionally

128	Strongly prefer light rail	Washington		Occasionally
129	Strongly prefer light rail	Washington		Occasionally
130	Moderately prefer light rail	Sherwood		Occasionally
131	Moderately prefer light rail	Tigard		Occasionally
132	Strongly prefer light rail	area		Occasionally
133	rapid transit or light rail	South Portland		Occasionally
134	Strongly prefer light rail	area		Occasionally
135	Moderately prefer light rail	area		Occasionally
136	Moderately prefer light rail	Hillsdale		Regularly
137	transit	area		Occasionally
138	Strongly prefer light rail	Tigard		Occasionally
139	transit	Tigard		Never
140	transit	Tigard		Never
141	transit	Hillsdale		Occasionally
142	information	Marquam Hill		Occasionally
143	rapid transit or light rail	Tualatin		Occasionally
144	Moderately prefer light rail	Tualatin		Never
145	Strongly prefer light rail	Portland area		Regularly
146	transit	area		Occasionally
147	Strongly prefer bus rapid transit	Tigard		Occasionally
148	Moderately prefer light rail	South Portland		Occasionally
149	Strongly prefer light rail	Tigard		Occasionally
150	Strongly prefer light rail	Washington		Regularly
151	Moderately prefer light rail	area		Regularly
152	transit	Tigard		Never
153	transit	Hillsdale		Occasionally
154	Strongly prefer light rail	Tigard		Occasionally
155	Strongly prefer light rail	Hillsdale		Occasionally
156	transit	Tigard		Occasionally
157	Moderately prefer light rail	area		Occasionally
158	transit	Tualatin		Occasionally
159	transit	Hillsdale		Occasionally
160	Strongly prefer light rail	South Portland		Occasionally
161	Strongly prefer light rail	Tigard		Regularly
162	Strongly prefer light rail	area		Occasionally
163	Strongly prefer light rail	Marquam Hill		Regularly
164	Strongly prefer light rail	South Portland		Regularly
165	Moderately prefer light rail	area		Regularly
166	rapid transit or light rail	Tualatin		Occasionally
167	Strongly prefer light rail	Hillsdale		Regularly
168	Strongly prefer light rail	Durham		Regularly
169	transit	area		Occasionally
170	Moderately prefer light rail	Tigard		Occasionally
171	Strongly prefer light rail	Tigard		Occasionally
172	transit	area		Occasionally

173	transit	South Portland		Occasionally
174	transit	area		Occasionally
175	Strongly prefer light rail	Hillsdale		Occasionally
176	Strongly prefer light rail	Sherwood		Occasionally
177	rapid transit or light rail	Hillsdale		Regularly
178	transit	area		Regularly
179	Strongly prefer light rail	Hillsdale		Regularly
180	information	Tigard		Occasionally
181	transit	Portland area		Occasionally
182	transit	Lair Hill		Regularly
183	Moderately prefer light rail	Hillsdale		
184	Moderately prefer light rail	area		Occasionally
185	information	area		Occasionally
186	Strongly prefer light rail	Tigard		Regularly
187	Moderately prefer light rail	Marquam Hill		Occasionally
188	transit	Tigard		Never
189	Strongly prefer light rail	Hillsdale		Occasionally
190	Moderately prefer light rail	Washington		Occasionally
191	Strongly prefer light rail	Tigard		Occasionally
192	rapid transit or light rail	area		Regularly
193	transit	Hillsdale		Regularly
194	transit	area		Never
195	Strongly prefer light rail	South Portland		Occasionally
196	transit	area		Occasionally
197	information	Hillsdale		Never
198	Moderately prefer light rail	area		Never
199	transit	Hillsdale		Occasionally
200	Moderately prefer light rail	Tigard		Occasionally
201	transit	Hillsdale		Occasionally
202	Strongly prefer light rail	area		Regularly
203	Moderately prefer light rail	Washington		Occasionally
204	Strongly prefer light rail	Marquam Hill		Occasionally
205	Moderately prefer light rail	area		Occasionally
206	Mixed; I support either bus rapid transit or light rail	PCC Sylvania area		Occasionally
207	Strongly prefer light rail	Other		Occasionally
208	Strongly prefer light rail	Tualatin		Occasionally
209	transit	Tigard		Occasionally
210	Strongly prefer light rail	area		Occasionally
211	Strongly prefer light rail	Tigard		Regularly
212	Strongly prefer light rail	South Portland		Occasionally
213	Strongly prefer light rail	South Portland		Occasionally
214	information	Washington		Regularly
215	Strongly prefer light rail	Hillsdale		Regularly
216	Strongly prefer light rail	Tigard		Occasionally
217	Moderately prefer light rail	Sherwood		Never
218	transit	Tualatin		Occasionally

219	rapid transit or light rail	Tualatin		Never
220	Strongly prefer light rail	Tualatin		Occasionally
221	Strongly prefer light rail	Tigard		Regularly
222	Moderately prefer bus rapid transit	Hillsdale		Never
223	Strongly prefer light rail	Hillsdale		Occasionally
224	rapid transit or light rail	area		Occasionally
225	Strongly prefer light rail	Hillsdale		Occasionally
226	transit	area		Occasionally
227		South Portland		Never
228	Moderately prefer light rail	Marquam Hill		Never
229	transit	Hillsdale		Never
230	Moderately prefer light rail	Hillsdale		Regularly
231	Moderately prefer light rail	Other		Occasionally
232	Moderately prefer bus rapid transit	PCC Sylvania area		Regularly
233	transit	Tualatin		Regularly
234	transit	Tigard		Occasionally
235	Strongly prefer light rail	area		Occasionally
236	transit	area		Never
237	Moderately prefer light rail	Sherwood		Never
238	rapid transit or light rail	Other		Occasionally
239	Moderately prefer light rail	Hillsdale		Occasionally
240	transit	South Portland		Never
241	Strongly prefer light rail	Tigard		Regularly
242	Strongly prefer light rail	Tualatin		Regularly
243	Strongly prefer light rail	area		Regularly
244	Moderately prefer bus rapid transit	Durham		Regularly
245	Strongly prefer light rail	area		Regularly
246	Strongly prefer light rail	Lair Hill		Occasionally
247	Strongly prefer light rail	Tigard		Occasionally
248	transit	Marquam Hill		
249	Mixed; I support either bus rapid transit or light rail	Tigard		Never
250	Strongly prefer light rail	Portland area		Never
251	Strongly prefer light rail	Tigard		Occasionally
252	transit	Lair Hill		Regularly
253	information	Washington		Never
254	Strongly prefer light rail	Washington		Occasionally

255	Strongly prefer light rail	area		Regularly
256	Strongly prefer light rail	area		Regularly
257	transit	Marquam Hill		Regularly
258	Strongly prefer light rail	Sherwood		Regularly
259	transit	Hillsdale		Regularly
260	Strongly prefer light rail	Washington		Regularly
261	Strongly prefer light rail	Tigard		Regularly
262	Strongly prefer light rail	Hillsdale		Regularly
263	Moderately prefer light rail	Hillsdale		Regularly
264	Strongly prefer light rail	South Portland		Regularly
265	transit	Other		Occasionally
266	Strongly prefer light rail	Sherwood		Regularly
267	Moderately prefer light rail	Hillsdale		Occasionally
268	Strongly prefer light rail	Lair Hill		Regularly
269	Moderately prefer light rail	Portland area		Occasionally
270	transit	Tigard		Regularly
271	rapid transit or light rail	South Portland		Occasionally
272	transit	Other		Never
273	Strongly prefer light rail	Sherwood		Never
274				
275	Strongly prefer light rail	Portland area		Occasionally
276	transit	Tigard		Occasionally
277	Strongly prefer light rail	Tigard		Regularly
278	Strongly prefer light rail	Tigard		Occasionally
279	Strongly prefer light rail	South Portland		Regularly
280	Strongly prefer light rail	Portland area		Occasionally
281	Strongly prefer bus rapid transit	Tigard		Never
282	Strongly prefer light rail	Tigard		Regularly
283	Strongly prefer light rail	Washington		Regularly
284	transit	area		Regularly
285	Strongly prefer light rail	area		Regularly
286	Strongly prefer light rail	Tigard		Occasionally
287	Strongly prefer light rail	Hillsdale		Regularly
288	Strongly prefer light rail	Lair Hill		Regularly
289	Strongly prefer light rail	Hillsdale		Regularly
290	Mixed; I support either bus rapid transit or light rail	PCC Sylvania area		Regularly
291	Strongly prefer light rail	Tigard		Occasionally
292	Strongly prefer light rail	area		Occasionally
293	Strongly prefer bus rapid transit	Elsewhere in Portland area		Occasionally

294	Strongly prefer light rail	Hillsdale		Occasionally
295	Strongly prefer bus rapid transit	PCC Sylvania area		Occasionally
296	Strongly prefer bus rapid transit	South Portland		Regularly
297	transit	South Portland		Regularly
298	Strongly prefer light rail	Tigard		Never
299	Strongly prefer bus rapid transit	Washington County		Regularly
300	Strongly prefer light rail	Lair Hill		Regularly
301	transit	Tigard		Occasionally
302	transit	area		Occasionally
303	rapid transit or light rail	Tigard		Occasionally
304	Strongly prefer light rail	area		Regularly
305	Strongly prefer light rail	Hillsdale		Occasionally
306	Strongly prefer light rail	Tigard		Occasionally
307	Moderately prefer light rail	Hillsdale		Occasionally
308	Strongly prefer light rail	South Portland		Never
309	Strongly prefer light rail	Hillsdale		Occasionally
310	Strongly prefer light rail	South Portland		Occasionally
311	Strongly prefer light rail	Portland area		Occasionally
312	Moderately prefer light rail	Hillsdale		Regularly
313	Moderately prefer light rail	area		Occasionally
314	Moderately prefer light rail	Hillsdale		Never
315	Strongly prefer light rail	Other		Regularly
316	transit	Hillsdale		Regularly
317	Strongly prefer light rail	Hillsdale		Regularly
318	rapid transit or light rail	Hillsdale		Regularly
319	rapid transit or light rail	South Portland		Regularly
320	rapid transit or light rail	South Portland		Occasionally
321	Moderately prefer light rail	South Portland		Occasionally
322	Strongly prefer light rail	South Portland		Occasionally
323	information	Hillsdale		Never
324	Moderately prefer light rail	South Portland		Occasionally
325	Strongly prefer light rail	Hillsdale		Regularly
326	Moderately prefer light rail	Hillsdale		Occasionally
327	Strongly prefer light rail	Hillsdale		Never
328	Strongly prefer light rail	South Portland		Occasionally
329	information	South Portland		Never
330	Moderately prefer light rail	area		Never
331	Strongly prefer light rail	area		Occasionally
332	Strongly prefer light rail	area		Occasionally
333	Strongly prefer light rail	South Portland		Regularly
334	Strongly prefer light rail	Hillsdale		Regularly
335	rapid transit or light rail	area		Occasionally
336	Strongly prefer light rail	area		Regularly

337	information	South Portland		Never
338	Strongly prefer light rail	area		Occasionally
339	rapid transit or light rail	Portland area		Regularly
340	rapid transit or light rail	area		Occasionally
341	Moderately prefer light rail	Hillsdale		Never
342	rapid transit or light rail	Hillsdale		Regularly
343	Strongly prefer light rail	Hillsdale		Never
344	Strongly prefer light rail	Hillsdale		Occasionally
345	Strongly prefer light rail	area		Never
346	information	South Portland		Occasionally
347	Moderately prefer light rail	Hillsdale		Occasionally
348	transit	area		Occasionally
349	Strongly prefer light rail	Hillsdale		Regularly
350	transit	Hillsdale		Never
351	Strongly prefer light rail	South Portland		Regularly
352	rapid transit or light rail	Portland area		Regularly
353	Strongly prefer light rail	Hillsdale		Regularly
354	Moderately prefer light rail	Portland area		Occasionally
355	information	area		Regularly
356	transit	Marquam Hill		Occasionally
357	transit	Washington		Never
358	transit	Hillsdale		Regularly
359	rapid transit or light rail	Hillsdale		Occasionally
360	Strongly prefer light rail	Washington		Occasionally
361	transit	Tigard		Never
362	Moderately prefer light rail	Tualatin		Occasionally
363	Strongly prefer light rail	Tigard		Regularly
364	information	Hillsdale		Regularly
365	information	Hillsdale		Occasionally
366	Strongly prefer light rail	Tigard		Occasionally
367	Moderately prefer light rail	Tigard		Occasionally
368	rapid transit or light rail	Tigard		Regularly
369	Strongly prefer light rail	Tigard		Occasionally
370	Strongly prefer light rail	Tualatin		Occasionally
371	Strongly prefer light rail	Portland area		Regularly
372	Strongly prefer light rail	Tigard		Occasionally
373		Washington		Never
374	transit	Sherwood		Never
375	Strongly prefer light rail	Tualatin		Never
376	Strongly prefer light rail	Tualatin		Never
377	Strongly prefer light rail	Tigard		Occasionally
378	Strongly prefer light rail	South Portland		Occasionally
379	transit	area		Regularly
380	transit	Tigard		Never
381	Strongly prefer light rail	Tualatin		Never
382	Strongly prefer light rail	Tigard		Regularly
383	Strongly prefer light rail	Hillsdale		Regularly

384	Strongly prefer light rail			Occasionally
385	Moderately prefer light rail	Hillsdale		Regularly
386	Strongly prefer light rail	Hillsdale		Occasionally
387	Strongly prefer light rail	Washington		Regularly
388	rapid transit or light rail	Hillsdale		Regularly
389	Strongly prefer light rail	Portland area		Regularly
390	transit	Hillsdale		Never
391	rapid transit or light rail	Other		Regularly
392	Strongly prefer light rail	Hillsdale		Occasionally
393	Moderately prefer light rail	South Portland		Occasionally
394	rapid transit or light rail	Tualatin		Never
395	Moderately prefer light rail	Hillsdale		Occasionally
396	information	Portland area		Occasionally
397	Moderately prefer light rail	Portland area		Regularly
398	Strongly prefer light rail	Tigard		Occasionally
399	Strongly prefer light rail	Hillsdale		Occasionally
400	Strongly prefer light rail	South Portland		Regularly
401	rapid transit or light rail	Tigard		Occasionally
402	Strongly prefer light rail	Tigard		Occasionally
403	rapid transit or light rail	Hillsdale		Regularly
404	transit	Tualatin		Occasionally
405	Strongly prefer light rail	Washington		Regularly
406	Strongly prefer light rail	Tualatin		Regularly
407	Strongly prefer light rail	Hillsdale		Regularly
408	Strongly prefer light rail	Tigard		Occasionally
409	transit	Tigard		Regularly
410	transit	Hillsdale		Occasionally
411	Strongly prefer light rail	Tigard		Occasionally
412	Moderately prefer light rail	Tigard		Occasionally
413	transit	Tigard		Occasionally
414	Strongly prefer light rail	Other		
415	transit	Tualatin		Never
416	Strongly prefer light rail	Tigard		Regularly
417	transit	South Portland		Occasionally
418	Moderately prefer light rail	Tigard		Regularly
419	information	Portland area		Occasionally
420	transit	Tigard		Never
421	transit	Tigard		Regularly
422	Moderately prefer light rail	Tualatin		Occasionally
423	Moderately prefer light rail	Tigard		Occasionally
424	Moderately prefer light rail	Tigard		Never
425	Strongly prefer light rail	Tigard		Never
426	Strongly prefer light rail	area		Regularly
427	Strongly prefer light rail	Other		Occasionally
428	Strongly prefer light rail	Portland area		Occasionally
429	Moderately prefer light rail	Tigard		Occasionally
430	Strongly prefer light rail	area		Occasionally

431	Moderately prefer light rail	Washington		Occasionally
432	Strongly prefer light rail	Washington		Occasionally
433	Strongly prefer light rail	Portland area		Occasionally
434	Strongly prefer light rail	area		
435	transit	area		Occasionally
436	Strongly prefer light rail	Portland area		Occasionally
437	Strongly prefer light rail	Tigard		Regularly
438	rapid transit or light rail	Tigard		Never
439	Strongly prefer light rail	Hillsdale		Regularly
440	Strongly prefer light rail	Tigard		Occasionally
441	Strongly prefer light rail	Hillsdale		
442	Strongly prefer light rail	Tigard		Never
443	Strongly prefer light rail	Tigard		Never
444	Strongly prefer light rail	Tualatin		Occasionally
445	Strongly prefer light rail	Other		Occasionally
446	Strongly prefer light rail	area		Occasionally
447	Strongly prefer light rail	Tigard		Regularly
448	Strongly prefer light rail	area		Occasionally
449	Moderately prefer light rail	Portland area		Regularly
450	Strongly prefer light rail	area		Regularly
451	Strongly prefer light rail	area		Never
452	Strongly prefer light rail	area		Regularly
453	Strongly prefer light rail	Tigard		Never
454	Strongly prefer light rail	Tigard		Occasionally
455	Strongly prefer light rail	Marquam Hill		Regularly
456		Tigard		Never
457	transit	Tigard		Never
458	Strongly prefer light rail	Marquam Hill		Regularly
459	Strongly prefer light rail	Tigard		Never
460	rapid transit or light rail	Portland area		Regularly
461	Strongly prefer light rail	Tigard		Regularly
462	Strongly prefer light rail	Tigard		Occasionally
463	transit	area		Occasionally
464	Moderately prefer light rail	Tualatin		Regularly
465	Strongly prefer light rail	Tigard		Occasionally
466	Moderately prefer light rail	Tualatin		Never
467	transit	Tigard		Occasionally
468	Moderately prefer light rail	area		Occasionally
469	Strongly prefer light rail	Tigard		Occasionally
470	Moderately prefer light rail	Tigard		Never
471	Strongly prefer light rail	Tigard		Occasionally
472	Strongly prefer light rail	area		Never
473	Strongly prefer light rail	Tualatin		Never
474	information	Hillsdale		Never
475	transit	area		Occasionally
476	Moderately prefer light rail	Tigard		Occasionally
477	information	Tualatin		Occasionally

478	Strongly prefer light rail	Hillsdale		Regularly
479	Moderately prefer light rail	Tigard		Occasionally
480	Strongly prefer light rail	Portland area		Occasionally
481	transit	area		Occasionally
482	rapid transit or light rail	Washington		Regularly
483	Strongly prefer light rail	Hillsdale		Occasionally
484	transit	Washington		Occasionally
485	Strongly prefer light rail	Tigard		Occasionally
486	Moderately prefer light rail	area		Never
487	transit	Washington		Regularly
488	rapid transit or light rail	area		Never
489	Strongly prefer light rail	Washington		Regularly
490	Strongly prefer light rail	South Portland		Occasionally
491	Strongly prefer light rail	Tualatin		Regularly
492	Strongly prefer light rail	Other		Occasionally
493	Strongly prefer light rail	Tigard		Occasionally
494	transit	Portland area		Never
495	transit	Sherwood		Occasionally
496	information	Tigard		Occasionally
497	rapid transit or light rail	area		Occasionally
498	transit	Tualatin		Regularly
499	Strongly prefer light rail	Tigard		Occasionally
500	Moderately prefer light rail	Tigard		Never
501	Strongly prefer light rail	area		Regularly
502	transit	area		Occasionally
503	Strongly prefer light rail	Tualatin		Regularly
504	information	Tigard		Regularly
505	Moderately prefer light rail	Tualatin		Occasionally
506	transit	Tualatin		Occasionally
507	transit	area		Occasionally
508	Strongly prefer light rail	Tualatin		Regularly
509	transit	Tualatin		Occasionally
510	Strongly prefer light rail	Durham		Never
511	Strongly prefer light rail	Tualatin		Never
512	Strongly prefer light rail	Tualatin		Occasionally
513	transit	Tualatin		Never
514	information	Tualatin		Never
515	Strongly prefer light rail	Tualatin		Occasionally
516	Moderately prefer light rail	area		Occasionally
517	transit	Tualatin		Never
518	transit	Hillsdale		Occasionally
519	Strongly prefer light rail	Tualatin		Occasionally
520	transit	Tualatin		Occasionally
521	transit	Tualatin		Never
522	transit	Tualatin		Never
523	Moderately prefer light rail	South Portland		Never
524	Strongly prefer light rail	Tigard		Occasionally

525				
526	transit	Tualatin		Occasionally
527	Moderately prefer light rail	Tualatin		Occasionally
528	Strongly prefer light rail	area		Never
529	transit	Portland area		Regularly
530	transit	Tualatin		Occasionally
531	Moderately prefer light rail	Tualatin		Occasionally
532	Strongly prefer light rail	Tualatin		Occasionally
533	rapid transit or light rail	Tualatin		Never
534	Strongly prefer light rail	Tualatin		Regularly
535	rapid transit or light rail	Tualatin		Occasionally
536	transit	Tualatin		Never
537	Moderately prefer light rail	Tualatin		Occasionally
538	transit	Tualatin		Never
539	transit	Other		Occasionally
540	information	Tualatin		Occasionally
541	Strongly prefer light rail	Tualatin		Occasionally
542	transit	Portland area		Regularly
543	information	Tualatin		Regularly
544	Strongly prefer light rail	area		Never
545	transit	Tigard		Never
546	Strongly prefer light rail	Tualatin		Never
547	Moderately prefer light rail	Tualatin		Never
548	transit	area		Occasionally
549	Moderately prefer light rail	Tualatin		
550	rapid transit or light rail	Tualatin		Occasionally
551	information	Tualatin		Never
552	transit	Tualatin		Occasionally
553	Strongly prefer light rail	Tigard		Occasionally
554	information	area		Regularly
555	Strongly prefer light rail	Tigard		Regularly
556	transit	area		Occasionally
557	transit	Portland area		Occasionally
558	rapid transit or light rail	Tigard		Never
559	Strongly prefer light rail	Portland area		Regularly
560	rapid transit or light rail	Washington		Regularly
561	Strongly prefer light rail	South Portland		Occasionally
562	Strongly prefer light rail	Tualatin		Regularly
563	transit	Portland area		Occasionally
564	Strongly prefer light rail	Other		
565	Strongly prefer light rail	Tigard		Regularly
566	Moderately prefer light rail	Hillsdale		Occasionally
567	transit	Portland area		Regularly
568	rapid transit or light rail	Other		Never
569	transit	Washington		Occasionally
570	transit	South Portland		Regularly
571	Strongly prefer light rail	area		Regularly

572	rapid transit or light rail	Portland area		Occasionally
573	transit	Washington		Occasionally
574	information	Sherwood		Never
575	information	Tigard		Regularly
576	transit	Tigard		Never
577	transit	area		Regularly
578	Strongly prefer light rail	Tualatin		Occasionally
579		Portland area		Never
580	Strongly prefer light rail	Tigard		Occasionally
581	Strongly prefer light rail	Tigard		Regularly
582	Strongly prefer light rail	Hillsdale		
583		Tigard		Never
584	Strongly prefer light rail	Tigard		Occasionally
585	transit	Tualatin		Occasionally
586	transit	area		Occasionally
587	Strongly prefer light rail	Tualatin		Regularly
588	Strongly prefer light rail	Tigard		Occasionally
589	Strongly prefer light rail	Tigard		Occasionally
590	Strongly prefer light rail	Tigard		Never
591	Strongly prefer light rail	Tigard		Never
592	Strongly prefer light rail	Tigard		Occasionally
593	transit	South Portland		Occasionally
594	Strongly prefer light rail	Tigard		Occasionally
595	information	Tigard		Never
596	Strongly prefer light rail	Sherwood		Occasionally
597	information	Tualatin		Regularly
598	Strongly prefer light rail	Marquam Hill		Regularly
599	rapid transit or light rail	Portland area		Regularly
600	rapid transit or light rail	Washington		Regularly
601	Strongly prefer light rail	Hillsdale		Regularly
602	Strongly prefer light rail	Tigard		Occasionally
603	Strongly prefer light rail	Other		Regularly
604	transit	Other		Occasionally
605	Moderately prefer light rail	Other		Occasionally
606	Strongly prefer light rail	Tigard		Never
607	rapid transit or light rail	Sherwood		Regularly
608	Strongly prefer light rail	Washington		Occasionally
609	Moderately prefer light rail	Tigard		Occasionally
610	transit	Tigard		Regularly
611	Moderately prefer light rail	Tigard		Occasionally
612	Strongly prefer light rail	Tigard		Occasionally
613	Strongly prefer light rail	Hillsdale		Regularly
614	transit	South Portland		Occasionally
615	rapid transit or light rail	Tualatin		Regularly
616	information	Tigard		Never

Optional. Below is a list of race categories. Please choose one or more races you consider yourself to be. (Check all that apply)

If you chose other, please describe

mixed origin

White								
White								
White								
White								
White								
White								
White								
White								
White								
		American Indian or Alaska						
White								
White								
White								
White								
White								
White								
White								
White								
White								
White								
	Black or African American							
White								
							Prefer not to answer	
White								
White								
White								
White								
White								
White								
White								
							Prefer not to answer	
							Prefer not to answer	
White								
							Prefer not to answer	

White								
						Other		neanderthal irish
		Indian or Alaska Native						
White								
White	African							
							Prefer not to answer	
White					Russian			
White								
White								
White								
White								
White								
White								
White								
White								
				Hispanic, Latino or Spanish origin				
White								
White								
White								
White								
White								
White								
							Prefer not to answer	
White								
White								
White								
White								
White								
White								
White								
White								
							Prefer not to answer	
White								
White								
	African							
White								

							Prefer not to answer	
White								
White								
							Prefer not to answer	
White								
				Hispanic, Latino or Spanish origin				
White								
White								
White								
White								
White								
White								
							Prefer not to answer	
White								
White								
						Other		MIXED
White								
				Hispanic, Latino or Spanish origin				
White								
White								
White								
White								
White								
							Prefer not to answer	
White								
White								
White								
White								
			Asian or Pacific Islander					

White								
							Prefer not to answer	
White								
White								
White								
White								
White								
White								
							Prefer not to answer	
White								
White								
White								
White								
							Prefer not to answer	
		American Indian or Alaska Native						
White								
White								
White								
				Hispanic, Latino or Spanish origin				
White								
White								
		American Indian or Alaska Native		Hispanic, Latino or Spanish origin				
White								
White								
White								
White								
White								
							Prefer not to answer	
White								

				Hispanic, Latino or Spanish origin				
White								
				Hispanic, Latino or Spanish origin				
White								
White								
White								
White								
White								
White								
White								
White								
White								
White								
White								
White								
					Slavic or Russian			
White		American Indian or Alaska						
White								
White								
White								
White								
	Black or African American	Indian or Alaska Native						
White								
White								
White								
White								
White								
White								
							Prefer not to answer	

White								
White								
White								
White								
White								
				Hispanic, Latino or Sspanish origin				
							Prefer not to answer	
White								
White								
							Prefer not to answer	
			Asian or Pacific Islander					
White								
White								
							Prefer not to answer	
White								
White								
White								
White								
				Hispanic, Latino or Spanish origin				
							Prefer not to answer	
White								
White								
White								
White								
							Prefer not to answer	
White								
White								
White								
White								
White								

White								
							Prefer not to answer	
White								
White								
White								
							Prefer not to answer	
			Asian or Pacific Islander					
White								
							Prefer not to answer	
White								
White								
				Hispanic, Latino or Spanish origin				
							Prefer not to answer	
White								
White								
White								
						Other		Fuck off
White								
						Other		Danish, Norwegian: not french or Italian or "white"
White								
White								
							Prefer not to answer	
White								
White								

		American Indian or Alaska Native						
							Prefer not to answer	
White								
							Prefer not to answer	
White								
White								
White								
White								
White								
White								
White								
White								
							Prefer not to answer	
White								
White								
White								
						Other		human
				Hispanic, Latino or Spanish origin				
White								
White								
White								
							Prefer not to answer	
White								
White								
White								
White								
White								
White								
White								
							Prefer not to answer	
White								

White								
White								
White								
White								
White								
White								
White								
White								
							Prefer not to answer	
White								
White								
White								
							Prefer not to answer	
White								
				Hispanic, Latino or Spanish origin				
							Prefer not to answer	
White								
White								
White								
White								
White								
White								
White								
White								
			Asian or Pacific Islander					
		American Indian or Alaska						
White								
White								
White								
White								
White								

Optional. Which of the following age ranges includes your age? (Check one)	Optional. Which of the following categories best represents the annual income of your household before taxes? (check one)
45 to 54	\$150,000 or more
35 to 44	\$75,000 to \$99,999
55 to 64	\$150,000 or more
65 to 74	\$149,999
25 to 34	\$149,999
45 to 54	\$30,000 to \$49,999
65 to 74	\$75,000 to \$99,999
55 to 64	not to answer
25 to 34	\$75,000 to \$99,999
45 to 54	\$150,000 or more
75 and older	\$20,000 to \$29,999
45 to 54	\$75,000 to \$99,999
answer	not to answer
25 to 34	not to answer
35 to 44	not to answer
65 to 74	\$150,000 or more
25 to 34	\$50,000 to \$74,999
55 to 64	\$149,999
65 to 74	not to answer
45 to 54	\$30,000 to \$49,999
45 to 54	\$30,000 to \$49,999
35 to 44	\$149,999
65 to 74	\$149,999
65 to 74	\$50,000 to \$74,999
65 to 74	\$10,000 to \$19,999
45 to 54	\$75,000 to \$99,999
65 to 74	\$50,000 to \$74,999
25 to 34	\$149,999
65 to 74	not to answer
25 to 34	\$75,000 to \$99,999
35 to 44	\$50,000 to \$74,999
45 to 54	\$75,000 to \$99,999
35 to 44	not to answer
Under 18	\$75,000 to \$99,999
18 to 24	\$50,000 to \$74,999
45 to 54	not to answer

25 to 34	\$50,000 to \$74,999
35 to 44	\$149,999
65 to 74	not to answer
55 to 64	\$150,000 or more
45 to 54	\$75,000 to \$99,999
55 to 64	\$150,000 or more
55 to 64	not to answer
55 to 64	\$75,000 to \$99,999
65 to 74	\$50,000 to \$74,999
25 to 34	\$149,999
65 to 74	not to answer
55 to 64	\$149,999
75 and older	not to answer
25 to 34	\$30,000 to \$49,999
55 to 64	\$149,999
55 to 64	\$50,000 to \$74,999
25 to 34	\$20,000 to \$29,999
45 to 54	\$75,000 to \$99,999
65 to 74	
45 to 54	
65 to 74	not to answer
55 to 64	\$149,999
35 to 44	\$75,000 to \$99,999
65 to 74	\$75,000 to \$99,999
65 to 74	\$149,999
75 and older	not to answer
65 to 74	\$75,000 to \$99,999
35 to 44	
55 to 64	\$10,000 to \$19,999
65 to 74	\$30,000 to \$49,999
35 to 44	not to answer
75 and older	not to answer
65 to 74	\$50,000 to \$74,999
18 to 24	not to answer
25 to 34	\$75,000 to \$99,999
35 to 44	\$50,000 to \$74,999
35 to 44	\$149,999
65 to 74	\$150,000 or more
18 to 24	\$10,000 to \$19,999
65 to 74	\$50,000 to \$74,999
55 to 64	\$75,000 to \$99,999
65 to 74	Less than \$10,000
55 to 64	not to answer
25 to 34	\$50,000 to \$74,999
55 to 64	\$30,000 to \$49,999
35 to 44	\$50,000 to \$74,999
45 to 54	\$75,000 to \$99,999

answer	not to answer
35 to 44	\$150,000 or more
65 to 74	not to answer
answer	not to answer
55 to 64	\$150,000 or more
55 to 64	\$75,000 to \$99,999
55 to 64	not to answer
45 to 54	\$50,000 to \$74,999
25 to 34	\$50,000 to \$74,999
65 to 74	\$30,000 to \$49,999
18 to 24	\$10,000 to \$19,999
45 to 54	\$150,000 or more
65 to 74	\$50,000 to \$74,999
55 to 64	\$20,000 to \$29,999
answer	not to answer
35 to 44	not to answer
55 to 64	\$50,000 to \$74,999
45 to 54	\$150,000 or more
65 to 74	\$75,000 to \$99,999
35 to 44	\$50,000 to \$74,999
75 and older	\$30,000 to \$49,999
55 to 64	\$150,000 or more
45 to 54	\$149,999
55 to 64	
55 to 64	\$149,999
65 to 74	\$75,000 to \$99,999
35 to 44	\$149,999
35 to 44	\$150,000 or more
35 to 44	\$75,000 to \$99,999
45 to 54	\$150,000 or more
65 to 74	\$50,000 to \$74,999
Under 18	\$149,999
18 to 24	\$50,000 to \$74,999
35 to 44	
45 to 54	Less than \$10,000
25 to 34	Less than \$10,000
18 to 24	\$50,000 to \$74,999
35 to 44	\$50,000 to \$74,999
25 to 34	\$30,000 to \$49,999
45 to 54	not to answer
65 to 74	not to answer
55 to 64	\$149,999
35 to 44	\$20,000 to \$29,999
55 to 64	\$150,000 or more

65 to 74	\$50,000 to \$74,999
55 to 64	
65 to 74	not to answer
55 to 64	\$149,999
18 to 24	\$20,000 to \$29,999
35 to 44	\$149,999
55 to 64	\$150,000 or more
55 to 64	not to answer
55 to 64	\$75,000 to \$99,999
55 to 64	\$149,999
65 to 74	\$75,000 to \$99,999
55 to 64	not to answer
35 to 44	\$149,999
25 to 34	\$150,000 or more
	\$149,999
45 to 54	\$75,000 to \$99,999
35 to 44	\$150,000 or more
35 to 44	\$150,000 or more
65 to 74	\$75,000 to \$99,999
55 to 64	\$100,000 to \$149,999
55 to 64	\$75,000 to \$99,999
45 to 54	\$149,999
65 to 74	\$150,000 or more
45 to 54	not to answer
65 to 74	\$30,000 to \$49,999
55 to 64	\$150,000 or more
35 to 44	\$149,999
55 to 64	\$75,000 to \$99,999
45 to 54	\$75,000 to \$99,999
75 and older	
65 to 74	not to answer
25 to 34	\$20,000 to \$29,999
65 to 74	\$75,000 to \$99,999
65 to 74	\$149,999
75 and older	\$20,000 to \$29,999
65 to 74	\$149,999
25 to 34	\$149,999
55 to 64	\$75,000 to \$99,999
35 to 44	\$150,000 or more
55 to 64	\$150,000 or more
55 to 64	\$149,999
55 to 64	\$149,999
answer	not to answer
55 to 64	\$150,000 or more

65 to 74	not to answer
55 to 64	\$149,999
35 to 44	\$30,000 to \$49,999
55 to 64	\$149,999
55 to 64	\$150,000 or more
45 to 54	\$149,999
55 to 64	not to answer
25 to 34	not to answer
answer	not to answer
35 to 44	\$30,000 to \$49,999
65 to 74	not to answer
65 to 74	\$50,000 to \$74,999
45 to 54	\$149,999
65 to 74	\$75,000 to \$99,999
65 to 74	not to answer
65 to 74	\$150,000 or more
65 to 74	not to answer
65 to 74	\$50,000 to \$74,999
35 to 44	\$149,999
55 to 64	\$30,000 to \$49,999
45 to 54	\$150,000 or more
65 to 74	not to answer
65 to 74	not to answer
55 to 64	\$20,000 to \$29,999
65 to 74	\$50,000 to \$74,999
65 to 74	\$30,000 to \$49,999
55 to 64	not to answer
35 to 44	\$149,999
35 to 44	\$150,000 or more
25 to 34	\$75,000 to \$99,999
55 to 64	\$149,999
35 to 44	not to answer
65 to 74	\$75,000 to \$99,999
35 to 44	\$30,000 to \$49,999
55 to 64	
45 to 54	\$150,000 or more
45 to 54	\$150,000 or more
55 to 64	\$149,999
35 to 44	\$75,000 to \$99,999
25 to 34	\$150,000 or more
25 to 34	\$150,000 or more
55 to 64	\$75,000 to \$99,999
75 and older	\$10,000 to \$19,999
45 to 54	\$75,000 to \$99,999
25 to 34	\$149,999
45 to 54	\$149,999

55 to 64	\$75,000 to \$99,999
45 to 54	\$75,000 to \$99,999
45 to 54	Don't know / prefer not to answer
35 to 44	Don't know / prefer not to answer
35 to 44	\$75,000 to \$99,999
35 to 44	\$150,000 or more
35 to 44	not to answer
65 to 74	\$75,000 to \$99,999
Prefer not to answer	Don't know / prefer not to answer
35 to 44	\$149,999
65 to 74	not to answer
45 to 54	\$149,999
45 to 54	\$100,000 to \$149,999
45 to 54	\$30,000 to \$49,999
75 and older	\$30,000 to \$49,999
45 to 54	\$149,999
55 to 64	\$149,999
65 to 74	not to answer
55 to 64	\$149,999
35 to 44	\$149,999
65 to 74	\$50,000 to \$74,999
25 to 34	\$75,000 to \$99,999
45 to 54	\$100,000 to \$149,999
35 to 44	\$149,999
35 to 44	\$100,000 to \$149,999
45 to 54	\$150,000 or more
45 to 54	\$149,999
55 to 64	\$149,999
65 to 74	\$50,000 to \$74,999
25 to 34	Don't know / prefer not to answer
65 to 74	\$20,000 to \$29,999
25 to 34	\$75,000 to \$99,999
45 to 54	\$30,000 to \$49,999
45 to 54	\$75,000 to \$99,999
25 to 34	\$149,999

25 to 34	
18 to 24	\$30,000 to \$49,999
35 to 44	\$149,999
35 to 44	\$149,999
25 to 34	\$20,000 to \$29,999
35 to 44	\$30,000 to \$49,999
25 to 34	\$10,000 to \$19,999
35 to 44	\$150,000 or more
25 to 34	\$30,000 to \$49,999
35 to 44	\$75,000 to \$99,999
25 to 34	\$30,000 to \$49,999
35 to 44	\$75,000 to \$99,999
18 to 24	not to answer
35 to 44	not to answer
35 to 44	\$75,000 to \$99,999
35 to 44	\$149,999
25 to 34	\$50,000 to \$74,999
25 to 34	\$150,000 or more
35 to 44	\$149,999
35 to 44	\$150,000 or more
35 to 44	\$150,000 or more
35 to 44	\$150,000 or more
25 to 34	\$149,999
65 to 74	\$20,000 to \$29,999
45 to 54	\$75,000 to \$99,999
35 to 44	\$30,000 to \$49,999
35 to 44	\$50,000 to \$74,999
75 and older	\$20,000 to \$29,999
55 to 64	\$75,000 to \$99,999
35 to 44	\$150,000 or more
45 to 54	\$30,000 to \$49,999
45 to 54	Don't know / prefer not to answer
25 to 34	\$100,000 to \$149,999
55 to 64	\$50,000 to \$74,999
35 to 44	Don't know / prefer not to answer

65 to 74	not to answer
65 to 74	\$30,000 to \$49,999
25 to 34	\$30,000 to \$49,999
25 to 34	\$20,000 to \$29,999
25 to 34	\$149,999
Prefer not to answer	Don't know / prefer not to answer
35 to 44	\$150,000 or more
65 to 74	not to answer
65 to 74	\$75,000 to \$99,999
45 to 54	\$149,999
25 to 34	Less than \$10,000
35 to 44	\$75,000 to \$99,999
25 to 34	\$149,999
65 to 74	\$75,000 to \$99,999
45 to 54	\$150,000 or more
35 to 44	\$150,000 or more
35 to 44	\$150,000 or more
35 to 44	\$30,000 to \$49,999
35 to 44	\$149,999
35 to 44	\$149,999
75 and older	\$75,000 to \$99,999
35 to 44	\$149,999
55 to 64	\$149,999
25 to 34	\$150,000 or more
35 to 44	\$30,000 to \$49,999
45 to 54	\$149,999
65 to 74	\$30,000 to \$49,999
35 to 44	\$150,000 or more
45 to 54	\$20,000 to \$29,999
35 to 44	\$149,999
35 to 44	\$149,999
35 to 44	not to answer
35 to 44	\$150,000 or more
25 to 34	not to answer
35 to 44	\$150,000 or more
75 and older	\$30,000 to \$49,999
55 to 64	Less than \$10,000
75 and older	\$50,000 to \$74,999

25 to 34	\$100,000 to \$149,999
65 to 74	\$75,000 to \$99,999
25 to 34	
35 to 44	\$75,000 to \$99,999
Prefer not to answer	Don't know / prefer not to answer
35 to 44	\$149,999
55 to 64	\$150,000 or more
55 to 64	not to answer
35 to 44	\$30,000 to \$49,999
45 to 54	\$149,999
45 to 54	\$150,000 or more
25 to 34	\$150,000 or more
35 to 44	\$149,999
65 to 74	Don't know / prefer not to answer
65 to 74	\$30,000 to \$49,999
answer	not to answer
65 to 74	not to answer
answer	not to answer
45 to 54	\$75,000 to \$99,999
45 to 54	\$149,999
65 to 74	\$149,999
25 to 34	
35 to 44	\$150,000 or more
25 to 34	\$150,000 or more
65 to 74	not to answer
25 to 34	Don't know / prefer not to answer
35 to 44	\$75,000 to \$99,999
65 to 74	
55 to 64	\$50,000 to \$74,999
55 to 64	\$149,999
45 to 54	\$75,000 to \$99,999

55 to 64	\$30,000 to \$49,999
Prefer not to answer	\$30,000 to \$49,999
35 to 44	\$149,999
65 to 74	\$75,000 to \$99,999
65 to 74	\$150,000 or more
25 to 34	\$50,000 to \$74,999
45 to 54	\$50,000 to \$74,999
35 to 44	\$150,000 or more
45 to 54	
Prefer not to answer	Don't know / prefer not to answer
65 to 74	\$150,000 or more
55 to 64	\$75,000 to \$99,999
35 to 44	\$75,000 to \$99,999
65 to 74	\$75,000 to \$99,999
35 to 44	\$50,000 to \$74,999
55 to 64	\$20,000 to \$29,999
65 to 74	\$149,999
45 to 54	\$150,000 or more
35 to 44	\$20,000 to \$29,999
18 to 24	\$50,000 to \$74,999
35 to 44	\$20,000 to \$29,999
18 to 24	Less than \$10,000
25 to 34	\$30,000 to \$49,999
25 to 34	\$30,000 to \$49,999
18 to 24	\$50,000 to \$74,999
25 to 34	\$149,999
65 to 74	\$75,000 to \$99,999
65 to 74	\$20,000 to \$29,999
65 to 74	\$30,000 to \$49,999
35 to 44	\$30,000 to \$49,999
18 to 24	

35 to 44	\$150,000 or more
25 to 34	\$150,000 or more
18 to 24	\$10,000 to \$19,999
35 to 44	\$30,000 to \$49,999
55 to 64	\$50,000 to \$74,999
35 to 44	\$20,000 to \$29,999
25 to 34	\$50,000 to \$74,999
45 to 54	\$150,000 or more
35 to 44	\$150,000 or more
45 to 54	\$75,000 to \$99,999
35 to 44	\$30,000 to \$49,999
35 to 44	\$149,999
45 to 54	\$50,000 to \$74,999
65 to 74	\$50,000 to \$74,999
55 to 64	\$50,000 to \$74,999
25 to 34	\$150,000 or more
25 to 34	\$75,000 to \$99,999
55 to 64	\$149,999
65 to 74	\$30,000 to \$49,999
25 to 34	\$10,000 to \$19,999
45 to 54	\$75,000 to \$99,999
25 to 34	\$30,000 to \$49,999
55 to 64	\$149,999
55 to 64	not to answer
35 to 44	\$50,000 to \$74,999
45 to 54	\$149,999
45 to 54	\$30,000 to \$49,999
55 to 64	\$75,000 to \$99,999
25 to 34	\$149,999
65 to 74	not to answer

45 to 54	\$100,000 to \$149,999
35 to 44	\$50,000 to \$74,999
Prefer not to answer	Don't know / prefer not to answer
25 to 34	\$50,000 to \$74,999
35 to 44	\$50,000 to \$74,999
25 to 34	\$10,000 to \$19,999
45 to 54	\$149,999
65 to 74	not to answer
45 to 54	\$150,000 or more
35 to 44	\$75,000 to \$99,999
45 to 54	\$149,999
55 to 64	\$149,999
55 to 64	\$149,999
55 to 64	\$75,000 to \$99,999
45 to 54	\$50,000 to \$74,999
25 to 34	\$30,000 to \$49,999
45 to 54	\$30,000 to \$49,999
25 to 34	\$75,000 to \$99,999
35 to 44	\$30,000 to \$49,999
35 to 44	\$30,000 to \$49,999
55 to 64	\$149,999
25 to 34	\$30,000 to \$49,999
65 to 74	\$50,000 to \$74,999
55 to 64	\$75,000 to \$99,999
25 to 34	\$30,000 to \$49,999
25 to 34	\$30,000 to \$49,999
25 to 34	\$30,000 to \$49,999
35 to 44	\$150,000 or more
55 to 64	\$150,000 or more
35 to 44	\$75,000 to \$99,999
65 to 74	\$30,000 to \$49,999
55 to 64	not to answer
65 to 74	\$30,000 to \$49,999
18 to 24	\$20,000 to \$29,999

65 to 74	\$150,000 or more
35 to 44	\$149,999
65 to 74	\$149,999
35 to 44	\$50,000 to \$74,999
65 to 74	\$20,000 to \$29,999
35 to 44	\$30,000 to \$49,999
35 to 44	not to answer
35 to 44	\$150,000 or more
35 to 44	\$150,000 or more
45 to 54	\$75,000 to \$99,999
35 to 44	\$100,000 to \$149,999
55 to 64	\$30,000 to \$49,999
25 to 34	\$30,000 to \$49,999
55 to 64	\$150,000 or more
55 to 64	\$150,000 or more
55 to 64	\$75,000 to \$99,999
45 to 54	Don't know / prefer not to answer
45 to 54	\$150,000 or more
45 to 54	\$150,000 or more
35 to 44	\$30,000 to \$49,999
35 to 44	\$150,000 or more
25 to 34	\$50,000 to \$74,999
35 to 44	\$150,000 or more
45 to 54	\$150,000 or more
45 to 54	\$150,000 or more
45 to 54	\$149,999
35 to 44	\$75,000 to \$99,999
65 to 74	\$75,000 to \$99,999
25 to 34	not to answer
55 to 64	\$50,000 to \$74,999
55 to 64	\$50,000 to \$74,999
35 to 44	\$150,000 or more

25 to 34	\$75,000 to \$99,999
55 to 64	\$149,999
55 to 64	\$150,000 or more
25 to 34	\$75,000 to \$99,999
45 to 54	\$149,999
35 to 44	\$75,000 to \$99,999
65 to 74	\$75,000 to \$99,999
Prefer not to answer	Don't know / prefer not to answer
25 to 34	\$20,000 to \$29,999
25 to 34	\$75,000 to \$99,999
35 to 44	\$150,000 or more
55 to 64	\$50,000 to \$74,999
65 to 74	\$100,000 to \$149,999
55 to 64	not to answer
55 to 64	\$149,999
45 to 54	Don't know / prefer not to answer
35 to 44	\$30,000 to \$49,999
45 to 54	\$75,000 to \$99,999
45 to 54	\$149,999
35 to 44	\$50,000 to \$74,999
25 to 34	\$50,000 to \$74,999
55 to 64	Don't know / prefer not to answer
25 to 34	\$149,999
45 to 54	\$149,999
35 to 44	\$150,000 or more
65 to 74	Don't know / prefer not to answer
65 to 74	\$75,000 to \$99,999
45 to 54	\$150,000 or more
25 to 34	\$149,999
25 to 34	\$149,999
55 to 64	\$149,999
35 to 44	
45 to 54	\$150,000 or more

55 to 64	\$30,000 to \$49,999
45 to 54	Don't know / prefer not to answer
45 to 54	\$149,999
55 to 64	not to answer
35 to 44	\$50,000 to \$74,999
75 and older	\$50,000 to \$74,999
35 to 44	\$75,000 to \$99,999
35 to 44	\$149,999
Prefer not to answer	Don't know / prefer not to answer
55 to 64	\$150,000 or more
55 to 64	not to answer
35 to 44	\$75,000 to \$99,999
55 to 64	\$100,000 to \$149,999
35 to 44	\$150,000 or more
65 to 74	\$50,000 to \$74,999
65 to 74	\$75,000 to \$99,999
25 to 34	\$150,000 or more
35 to 44	\$30,000 to \$49,999
55 to 64	
55 to 64	\$149,999
35 to 44	\$150,000 or more
35 to 44	\$149,999
65 to 74	\$50,000 to \$74,999
65 to 74	\$10,000 to \$19,999
45 to 54	\$150,000 or more
35 to 44	\$75,000 to \$99,999

35 to 44	\$150,000 or more
Prefer not to answer	Don't know / prefer not to answer
35 to 44	\$149,999
65 to 74	\$75,000 to \$99,999
35 to 44	\$50,000 to \$74,999
55 to 64	\$50,000 to \$74,999
35 to 44	\$50,000 to \$74,999
55 to 64	\$149,999
45 to 54	\$149,999
65 to 74	\$20,000 to \$29,999
35 to 44	\$149,999
65 to 74	\$149,999
35 to 44	\$50,000 to \$74,999
35 to 44	\$150,000 or more
Prefer not to answer	Don't know / prefer not to answer
45 to 54	\$150,000 or more
35 to 44	\$50,000 to \$74,999
65 to 74	not to answer
45 to 54	\$10,000 to \$19,999
35 to 44	\$30,000 to \$49,999
35 to 44	\$50,000 to \$74,999
25 to 34	\$50,000 to \$74,999
25 to 34	Less than \$10,000
35 to 44	\$75,000 to \$99,999
35 to 44	not to answer
35 to 44	\$149,999
25 to 34	\$75,000 to \$99,999
55 to 64	\$149,999
25 to 34	\$30,000 to \$49,999
65 to 74	\$75,000 to \$99,999
35 to 44	\$150,000 or more
Prefer not to answer	Don't know / prefer not to answer
35 to 44	\$149,999

65 to 74	\$50,000 to \$74,999
45 to 54	not to answer
25 to 34	\$50,000 to \$74,999
35 to 44	\$50,000 to \$74,999
25 to 34	not to answer
65 to 74	\$75,000 to \$99,999
18 to 24	\$10,000 to \$19,999
65 to 74	\$75,000 to \$99,999
65 to 74	Don't know / prefer not to answer
65 to 74	\$30,000 to \$49,999
35 to 44	\$149,999
35 to 44	\$149,999
55 to 64	\$100,000 to \$149,999
45 to 54	\$50,000 to \$74,999
25 to 34	\$50,000 to \$74,999
35 to 44	\$75,000 to \$99,999
25 to 34	\$50,000 to \$74,999
55 to 64	\$50,000 to \$74,999
35 to 44	\$30,000 to \$49,999
18 to 24	Less than \$10,000
35 to 44	\$149,999
18 to 24	not to answer
25 to 34	\$30,000 to \$49,999
25 to 34	\$149,999
35 to 44	\$100,000 to \$149,999
35 to 44	\$150,000 or more
25 to 34	\$150,000 or more
45 to 54	\$75,000 to \$99,999
55 to 64	not to answer
25 to 34	
35 to 44	\$149,999

December 2015 online poll

We are continuing to analyze and talk to the public about these options. What additional information do you need in order to form an opinion about whether light rail or bus rapid transit is better for the Southwest Corridor?

Where would the 20% non-dedicated segments for BRT be likely to be located? If those 20% are in congested locations, then they could easily undo the gains from the remaining 80%.
Best -day service, for us would be to have the #96 upgraded to a regular 7 day a week service. Right now there is no mid-service, no evening service and no service at all on weekends.
Given the hostile nature of suburban communities in SW to any transit, as a City of Portland resident, I only want to fund a rapid bus transit system.
I live on SW 53rd Ave., so I am very concerned about discussion of tunnels, trains, or a tram coming up SW 53rd from Barbur to PCC. I do not think that the disruption to the entire neighborhood is warranted. I continue to support improving SW 53rd for pedestrians and bikes. Bus rapid transit could come up SW 49th to PCC. Light rail could run along Barbur.
How long will it take? How will traffic be affected during construction?
Nothing. Definitely should be light rail.
Will either of these options result in cutting Barbur Blvd down to one traffic lane in each direction? If so, that option is unacceptable. If both options would do this, then they are both unacceptable.
Light rail is quick, comfortable, and reliable. It increases ridership and is more efficient than buses. Light rail gets rid of lines at the stops, and drivers do not turn people away like they do on buses because you can fit more people on light rail than on a bus. The current bus routes in the area are terrible and do not work. Why fix the bus system with more buses? GO WITH LIGHT RAIL! I live in the disruption area for the PCC tunnel and I understand the consequences of the tunnel, but I feel that that tunnel is important for the betterment of the Portland metro area. Even EVEN THOUGH MY HOME WOULD BE AFFECTED, I STILL WANT LIGHT RAIL! I take transit everyday to get to school and I can't wait to get off the bus and ride light rail (max) Thank You
How would light rail connect to other areas of the city? Will light rail also eventually connect to Washington Square and the Beaverton/Hillsboro Max lines. Will light rail operate 7 days a week during standard shopping AND commute times? (ie if I work at a shop at Washington Square until closing at 10pm will I still be able to catch a train home?)
more photo examples of BRT and case studies of BRT in other cities
What is the alignment for each option? Naito and Barbur alignments are too far away from the biggest employer in Portland. How do you plan to serve OHSU/VA with either option?
I would like more information on the impacts of either option on existing arterials, such as Barbur Blvd.
I believe it's important to understand the costs to the consumer, both explicit and implicit. Along with the positive and negative externalizations that may be created with light rail and rapid bus lines.
Map showing projected route and linkage to other (existing) tri-met assets. High-level cost projections to build and operate each option.

I think you should leave sw 53rd out of all plans for your train, or bus. There are two entrances now to PCC. Running thousands of people up our street either by bus, or train is a real slap in the face to those of us who have lived here 30 yrs or longer. We never bought property here to have you run trains and/ or buses up our street. There is a natural park here, a creek and this is a very quiet neighborhood for those of us who live here. If you want all this traffic making this a main entrance, then buy my home and give me \$\$ to move in today's market. There are many other options.

stop frequency is important. Does the system run 24 hours a day, if I miss a train or bus how long is it a wait until the next one?

I would need to know how much of Barbur Blvd would be lost to each scenario? It is already a clogged thoroughfare, and I would much prefer a site adjacent to Barbur

None. I am convinced that light rail is the way to go if funds can be found. Metro staff said that if BRT is used, in 2035 the system will be at capacity and the process will have to be done over. As someone who grew up with 100+ year old commuter rail lines on the east coast, I know that once you have rail, it keeps on going. Metro staff said that if light rail were put in, when 2035 comes, the system will still have room to grow.

1. Length of construction for each option, would one be able to be put in service earlier? 2. Are there significant differences in the specific routing that would be technically feasible, specifically between the PCC campus, the Tigard Triangle, and downtown Tigard?

He exact cost difference between the two modes for construction and operation. Also the differences in "down" time for bad weather.

I don't need additional information; unless the BRT would someday become 100% separated from auto traffic, it is a much less desirable solution than light rail.

If the proposed route goes to the same places regardless of vehicle, why would fewer people ride the route if it were a bus than if it were a train? What is so special about "bus rapid transit"? Is it different from traditional "express buses" or "express routes," in which buses make only a select, few stops? If a bus can drive up the hill to PCC, why can't a train? Would the "transit only" lanes be added to roads, or would roads' existing lanes be converted to "transit only"?

Disruption to traffic flow or neighborhood livability after system is built ... e.g. blocked access because of rail line or BRT corridor, ambient noise, pollution.

I live at 3328 SW Barbur and find in inclement weather we have not been able to take the bus as they pass us by because they are full heading to town. Neighbors that take the bus to Fred Meyer away from town to grocery shop find the same problem - full buses. Because Barbur Blvd is infill it often shakes when buses pass by. Would hope if it was made into a bus corridor it would be totally rebuilt as the old rail line needs help. Janet Phillips

Better clarification about transit time on BRT versus light rail. For example, would BRT share lanes with other traffic 20% of the TIME or 20% of the DISTANCE (would could lead to much more than 20% of the time). Also, are the two options similar in the number of stops/stations available to rides (more stops = greater convenience, but slower travel times).

We seem to still be awaiting decisions on other matters, vis. a tunnel to Mt Sylvania and a corridor beneath "Pill Hill". If these are affordable and approved, then I suppose we should go with light rail, not to put money in the mayor's pocket but to avoid a bus at most every five minutes. That would promote the installation of feeder lines, e.g. to connect by the present Barbur bus terminal, and finally allow late night service in S.W.

What's the point of another bus-we already have them! Build light rail or nothing-continue the system as it is and DO WHAT works for PDX area. More riders more attractive and FASTER. Light rail or nothing. I'd be sad if you give us a fancy bus.

What additional research has been done regarding displacing whole neighborhood to support digging up an area known to be part of the feeder fields to Tryon Creek to support a tunnel? Additionally there have been several issues with homes in the Newberg/Dundee areas that have had severe damage done due to building of the bypass. How is that going to be prevented for the homeowners in the area of the tunnel if that option is persued? Who will pay for the damage? Certainly not the homeowners insurance company. What about water that will be diverted that could cause flooding in those neighborhoods? WHAT ABOUT THE WILDLIFE? The end does not justify the means in this case.

Where would each of these be located and what effect would they each have on current traffic lanes/patterns?

Another choice for this survey. Neither.

What residential areas would be directly connected to the HCT? How do residents get there?

Asking my race and ethnicity makes you folks racists. You should reconsider such sickening questions devised to race bait like the KKK. Nobody cares what races ride buses. You obviously don't ride transit in Metro Portland. Get over it, Portland is no longer a white man's segregated outpost. Some of us worked really hard in the 1960s to eliminate such questions on forms. Cut out your racist "surveys." You disgust me.

Overall costs for each and where money comes from

This sounds like you are promoting rapid bus, not being fair to light rail. Put more data behind light rail to show how effective and efficient light rail is over the long run. In previous materials you have stated it will be sufficient longer as the buses will only be effective for a few years before we are back to the same situation we are right now. Promote the cost savings by doing it efficiently now as opposed to doing buses now then having to put in the light rail 20 years later. The Portland metro area is becoming a light rail complex for efficiency, but if this is buses it is not the same as the rest of the system, so it's out of the loop and doesn't fit the model you have built for the entire area. Also, we need a system that will grow down to Salem as we coordinate complex business strategies for the projected job market needs. Does everyone understand we are expected to get 1 million more people (please verify from a population article in this summer's OREGONIAN).

I don't need any additional information. This is the last major transportation corridor out of the city center. Not building light rail when commodity prices are at their lowest in years, interest rates lowest in years and the economy finally back on track is simply crazy. Building BRT will only mean future generations will have to fix it later on. We need to do this right the first time.

Just so you know, the question about race says "check all that apply". However, the options are radio buttons, meaning it's impossible to select more than one race as an answer.

Light rail is far too expensive and far too intrusive for where it wants to be placed. Bus rapid transit can be more frequent and cost effective. Adhere what City of Tigard residence are saying NO LIGHT RAIL

I voted for Portland-Tualatin to Portland-Clackamas Green Line - Light Rail Recommendation and I hope that I want LRT stops at SW Hamilton & SW Barbur Blvd or I-5 & SW Hamilton or somewhere adjacent to SW Hamilton. Secondly, I recommend PCC Sylvania underground for LRT in different 3 types of tunnels.

I am not worried about the costs to build light rail versus BRT. I would like to know the best locations to build it, will it be able to climb the Barbur Hill? Will it be able to utilize the frontage roads running along the west side of I-5 versus being placed directly on Barbur? Is tunnelling under the PCC Sylvania campus is the only option remaining for light rail?

Station locations for each--are they the same, or nearly the same, or very different. Schedules for non peak times vs. peak times.

How would each affect auto traffic and number of lanes for cars, and commute time for cars

cost and benefits; maps of potential lines

Where would the 20% shared space with regular traffic be located? What are the preferred routes and where are the dedicated lanes? What private property would be affected? Please avoid Multnomah Village, and stay on Barbur Blvd.

My concerns and questions are related to short and long term traffic safety on Capitol Hwy between 49th and Lesser. There are no sidewalks and traffic is already heavy as commuters use our street to short cut from Hwy 99 up to 49th/Mt Park (avoiding the wonky intersection at 99 and Capitol. I can't safely walk my dog or go to the coffee shop as it is. This will only worsen if 49th is closed or restricted, limiting access to Pomona. We are already at risk as we back out of driveways. Cars and Trimet buses travel our street too fast. If a Trimet bus came around the bend in the road on Capitol, near 53rd, and I happen to be backing out at that time, I'm not convinced they could stop...not without jostling every passenger. I realize the details of the project are far off, but I urge you to consider additional safety options for Capitol Hwy between 49th and Lesser, during the project and beyond. We need sidewalks and/or speed bumps. Thank you.

With population projections over the next few decades, will bus rapid transit be slower and more unreliable as time goes on? Where will it be in mixed traffic, and why not 100% exclusive? Can other buses use the same exclusive right of way as the bus rapid transit vehicles? What will the routes of existing bus be once this project is done? Where will the transit line end in downtown? Light rail is electric, can or will bus rapid transit be the same?

You can only do this once, so it would be a false economy and a huge blunder to choose buses over rail just because the initial cost is cheaper. As you point out, in a city projected to become much more crowded in the future the running costs/passenger will be about 2/3 cheaper for light rail than for buses. Keep in mind that with bond costs at historic lows this is the best time in decades to finance a big project like this. Keep in mind also that the ridership on the 12, 94, 43 lines are very high. During rush hours and into the morning the buses I take are almost always crowded, so the per rider costs are a real factor. Tell the dissidents in Tigard and Sherwood how much new business will develop along light rail routes based on experience elsewhere in the city. Tell them what an advantage it would be for the residents to be able to take jobs downtown and live in more affordable housing in Tigard.

- If there is BRT in the Powell Corridor, and other bus routes using the mall run more frequently, where are all those extra buses going to run downtown. If buses exceed capacity on the Mall, they will block LRT and other buses, and transit gridlock will ensue. LRT will add no new trips on the Mall. - A light rail train holds more than 286. Don't confuse an LRV with a 2 car train - Each train replaces 3 or 4 articulated buses. With BRT, as bus frequency rises, signal preempt becomes more difficult, and eventually impractical. - An LRV train passes through an intersection in less than 20 secs. The buses it replaced take more than a light cycle. - Climate change mitigation favors using electric power over fossil fuel. - Frequent buses tend to bunch, reducing service quality and slowing service. - There is now data from other cities showing the limits of BRT. Ottawa is replacing its very high quality BRT with LRT at immense cost. In LA, there is a move to convert the Orange Line BRT to rail (which may never get funded) - Conclusion - At over 30,000 trips per day, BRT doesn't work so well, and if we do it here, it will be regretted (but long after we're gone). So let's not be so apologetic about the need to keep expanding the LRT system, even if we have to do it in smaller bites.

(1)are you removing regular auto lanes for these transit only lanes? (bad idea, would vote against that - there's not enough space now as it is) (2) I would ride mass transit (clean trains) a LOT more if better schedules/connections were available - for example, evenings and weekends. Service on WES stops too soon - if I want to go shopping at Washington Square and avoid holiday parking hassles, I would like to take WES - but since I work full time days, the last train stops before the stores close. Or if I want to go downtown to an event, again WES stops too soon to make connections back from the MAX trains...

Any differences in Tigard locations for the modes?

How much faster would light rail be than bus rapid transit? Would the attractiveness of station areas for light rail and bus rapid transit be equally attractive for building shops, housing and offices?

Our Sw corner is very under served by bus travel already. Only the 43 even gets close to our corner and that's a hike for me. We need something that comes down Stephenson rd or picks up near Jackson middle school. Also, I'm trying to get to South Waterfront for work and many times in my journey I feel as though I have to "travel backward" to downtown before heading back over to my side of town. Please fix this!

I assume that the light rail has a smaller carbon footprint, but this is just an assumption. What is the analysis of the carbon footprint for both options? What if you assume that, in the future, much of our electricity comes from solar?

Where exactly are we going to lose auto lanes? Where exactly is transit going to get preferential treatment at signals? Where exactly and how much parking will be added? What current buses, routes, frequency, etc will be cut? What is the cost of the new taxes that will be required to pay for this? What other projects will be eliminated or delayed due to funding issues resulting from this?

What would the disruption be for people living where these new lines would be built?

comparitive polution & est. energy cost of running # of jobs created: short term/ construction vs long term maintainance/ drivers cost to build train (w/o cost of tunnel) vs. bus cost of running train vs bus HOW much \$ for tunnel how much home/ business/ Kerr Pkwy/ neighborhoods displacement for tunnel? what decrease of home value (\$) near tunnel? Compensation? would train likely be destroyed by earthquake, vs bus (which might have some losses) but be OK once roads are rebuilt? compairative cost of maintainance over 20 yrs bus vs train & tunnel Expected viability of bus vs train What park & ride considerations Locations of bus stops and train stops

Where would the Bus Rapid Transit be routed through the PCC campus, on Avenue G? Where would the Light Rail station be located on the PCC campus?

Only light rail imparts a sense of permanence that would stimulate long-term growth. A bus line is only a budget meeting away from cancellation, and businesses and residents would be foolish to count on it.

The construction of the tunnel is going to disrupt neighborhoods in the area, what will the additions add to the existing neighborhoods and would there be improvements in the unimproved roads prevalent in that area near Sylvania. Basically, what's in it for those who are going to be the most grieved (temporarily) during construction?

More information is needed on: Station area locations and related infrastructure improvements, especially active transportation safety and access improvements. More information is needed on benefits of LRT operation in the Barbur Blvd ROW - how will the "highway" be transformed in to a boulevard, with more frequent crossings, completing the street with bike and pedestrian facilities, better access management, and place making near station areas. The question below: "Which part of the corridor do you most identify with?" omits the Historic Hwy and West Portland Crossroads area - this was not well thought out, creating a bias.

We need to transition to zero-carbon or near-zero-carbon transportation systems. How do the two options compare greenhouse gas wise? Can BRT be zero carbon by being electrified or by operating on renewable biodiesel?

Actual cost numbers and impact on spending for road maintenance/expansion

You've done a great job in communicating to the stakeholders and neighborhoods.

I find it interesting that your next question does not give "Strongly prefer neither"

Availability date. Traffic impact during construction. Construction costs vs operating costs. How projects will be financed.

Barbur is tight, where would "new "transit only" lanes" for light rail be built that don't take traffic lanes? I am strongly in favor of light rail if it doesn't impact Barbur traffic lanes.

We have lived in the PCC Sylvania area for over 24 years and do NOT want a tunnel built in our neighborhood displacing neighbors and lowering property values while "bringing" in mass numbers of people into the area...crime will increase. Light rail will do just what we don't want! Forget it!!!!

Projected number of riders in future. Number of parking spaces and access to bathrooms. Parking spaces always seem to be a problem. What buses will be available and how often will they run from Sherwood to Tualatin? Will current buses still go from Sherwood to Portland? More information about bus lanes. Freeways have reached capacity. Safety cameras on both? Which option has more pick up and drop off locations? Handicapped access on light rail?

What is park and ride availability projected to be for max line? Percentage wise, do riders occupy light rail more than bus rapid transit in other parts of city?

We need to know - realistically - what the performance impacts of a shared right-of-way design would have on trip time. We should be presented different scenarios: free-flow, 80th percentile rush hour (2/10 trips will take longer), 90th percentile rush hour (1/10 trips will take longer), 95th percentile rush hour (1/20 trips will take longer). If we're going to spend \$1B+ on a transit solution, I want a guarantee that I'm not going to be sitting in the same traffic I was trying to avoid by choosing transit in the first place.

Until you (trimet) can be self sustaining- stop wasting my tax dollars!

I don't need any additional information. As a regular rider of MAX and a regular victim of its issues and inflexibilities, I KNOW it's time to try something different. Rail is not the way to go into the Southwest. Give BRT a try.

None - I am a huge proponent of light rail over bus.

Trade-offs in route choices (Are OHSU and Hillsdale served?), and projected travel times to Tigard & Tualatin (Just 'faster' is not specific enough). Also, how would each choice effect streetscapes for other modes (drive, bike, walk).

The choice is clear: light rail is the far better option. For every category except cost light rail performs better, so please invest in the Southwest, we deserve the best our region has to offer. I promise it will be worth it.

I'd like to know more about the environmental impact for both options. This includes impact from construction and emissions comparisons. I'd also like to know how construction for both options would impact our currently at-capacity roadways.

This questionnaire is like all prior info rail-biased. BRT has proven to cost LESS than "half as much as rail", proven to beat all ridership projections, proven to cost less than rail to operate. BRT also has the flexibility to continue off the busway to provide frequent service to further communities (in this case, Sherwood, Tualatin and Progress Ridge/Murrayhill), while MAX would require local bus service and a transfer. TriMet has proven it cannot effectively operate convenient, timed transfers between bus and rail, discouraging ridership and encouraging increased auto trips to MAX Park and Ride lots, instead of environment friendly bus service.

The biggest questions for me are: * Effect of either on bike lane and sidewalk construction / ease-of-use * What the 80% transit-only lanes look like and where they'd be * Any traffic-calming effect either option would have (e.g. making Barbur safer by reducing speeds, etc.)

I would like to know more about the overall transit capacity and scheduling planned for the corridor. For example, there are currently 10 94x buses that serve the Barbur Transit Center between 7-8 am on weekdays. In addition, those buses are very frequent with arrival intervals of 5-7 minutes. This is a very convenient and flexible schedule. Also, given a possible change to the bus schedules I would want to know the expected impact to the current 12, 44 and 94 routes.

How will the two systems interchange with other light rail or Bus routes in the area where a rider does not need to change vehicles? Not all trips are to downtown.

Light rail is a disaster...it's a cash cow for contractors, a direct line for the unsupervised transport of the scum of the earth from the city center to the suburbs, and it can't keep a schedule. Anything but more light rail

what would be the effects on neighboring communities (sound, rumbling, frequency) of the two modes?

I need no more info. I believe that bus rapid transit is the way to go. In the long run it will be cheaper than fixed rail and fixed rail construction always, always goes over budget. Busses should be spaced 5 or 7 minutes apart to really be able to move the people north and south. Trains are nice but way too expensive. Forget about them!!!

none

I just changed jobs, and now commute by car from NE Portland (Grant Park Village) to Tigard (Haines Road exit). While I knew that I would have a longer commute time than I did when working in downtown Portland, I am appalled at the level of traffic on I-5, particularly when I head north at the end of the day. When I landed the new job, I immediately checked transit options but found taking the bus would add at least a half hour each way to my commute. Now that the Orange Line and Green Lines are open, please make the I-5 corridor your priority. I also believe that Oregon needs to coordinate with southwest Washington since many Washingtonians are clogging our freeways as they commute into jobs in Portland. Forget the Columbia Crossing Bridge. I think we need light rail into Clark County--about 10 years ago.

Although initial capital costs for BRT are less than for light rail, long term expenditures (including costs due to fuel combustion emissions and greenhouse gas mitigation) are less. BRT is penny-wise, pound-foolish, in my opinion. I am a physical chemist with a technical background appropriate to the study of climate change. We need a plan that addresses this issue as part of the infrastructure development within the SWC plan.

A Tunnel to PCC Sylvania. That seems ridiculous. Other than that I think a light rail line into Southwest Portland is a great idea. I was very disappointed that the West light rail system put into place years ago did not use Beaverton/Hillsdale Highway as an alignment. A large population was bypassed by tunneling up to the zoo and Sylvan. Build the light rail and heavily service the line with good bus service.

Please add light rail now Every year we wait it cost more to build the more we wait. Light rail is really needed in this part of the metro area.

Where would the stations be? Are there any significant street improvements scheduled aside from this project?

Route

What about feeder lines to either mode--would it improve over the almost non-existing present "service"?

I'm skeptical about the project. I live near Barbur Blvd and it's very easy to get around now. I expect the project to make it more difficult for drivers and also to increase the amount of crime in the area.

A proposed route(s) and estimate of travel times

Traffic on Barbur Blvd is often extremely congested. I would prefer transit that does not travel on Barbur. Ease of access to either system is a concern. We are in the Marshall Park neighborhood, halfway between Hillsdale/Wilson High and PCC. It is a half-mile walk to Taylors Ferry Rd on dangerous streets. The Barbur Transit Center is a 2-mile drive.

I don't need anything further. I say light rail hands down.

What streets exactly would the rapid transit utilize (what is the exact route)?

I already know I'd want light rail!

I want to know that light rail and/or BRT WILL serve PCC Sylvania.

I'd be curious to hear about the exact route, and how much construction disruption there would be with the various options.

How much more rapid would the proposed bus go compared to the already existing 12 bus? The 12 runs every 15 minutes which is as frequent as most light rail choices, however it gets stuck in terrible traffic during evening commute because of the Ross Island Bridge. Will the new bus system be able to pass this slow down?

What effect will new technology, such as driver-less vehicles, have on both BRT and Light Rail in the next 10 - 50 years? How will 'last-mile' connections be addressed in the SW Corridor? Are there differences between BRT and Light Rail regarding last-mile connections?

How much of Barbur/99W do you plan to rip up to install these options? And how is it that you claim that two-car "trains" cost less to operate when you've been cannibalizing bus lines to pay for shiny fixed-rail? Put the actual costs - in terms of services and ability to get from point-to-point in less than, say, two hours, out on the table for all to see for a change. Since you've ruined bus services in order to pay for some of rail operating costs, I don't even bother with transit anymore.

More detail about how the BRT lanes and stops work. Do they run in the outside lanes (vs. inside lanes for light rail)? Are bridges, overpasses strong enough for both options? (We just rebuilt 2 bridges on SW Barbur.) SW corridor is less densely populated than east-side Portland, suggesting either lots of station parking lots and/or dramatic changes to bus lines so they can feed the light rail. Would most trips from SW involve a car, local bus AND light rail/BRT? Would current bus lines still run local-size buses to and from our dispersed communities? Would the lower population densities in SW support frequent-enough light rail service? Where is this tunnel needed? Where is the alignment? (Assumed SW Barbur, but don't see a tunnel there.)

I'm impressed by all the forethought planners have contributed to date. My only question would be what dollar figure are we talking about?

You falsely pose the question of bus or light rail. Why don't you ask about options which are not centric to moving people to and from downtown portland? Do you now how many people in Tigard work in Beaverton and Hillsboro? Not only does southwest corridor fail to help us, it also damages all other transportation projects which would server Tigard, and not city of Portland. I object to Southwest corridor being the only choice, and the default answer for Metro and City of Tigard.

What population are we trying to serve? Converting people who already afford cars? Meeting basic transportation need for low-income, young, and labor classes? BRT tends to serve the poor, light rail tends to serve/convert affluent car owners. People who need to cluster errands would still require a car or multiple transit trips. PCC Sylvania has long subsidized automobile parking, doing little to deter students/staff dependency on automobiles.

The line will only be built once. If you're doing this, do it right, don't half-ass it. Yes BRT is a possible option but this is a major arm connecting important regional points, not just a single boulevard among many like with Powell. Make the long term choice, build a rail line at long freaking last. This is supposed to be a world class city, not Eugene on

I have all the info I need. Light Rail is the obvious choice.

The written copy on this page is styled in a gray color. This has a bit of elegance, but it's also very hard for old people (like me), or people with visual disabilities, to read. It needs more contrast!! Also, I'm viewing on an iPad and this web page does not allow resizing to allow a bigger font size, which also makes things difficult. It would be good if a public instrument like this were designed for improved usability. It's probably a legal requirement, too. Basically, it's too hard for me to read to participate. Even this text box is hard for me to write and edit in because the font size is fixed and too small. Thanks.

What are the relative environmental impacts of each mode of transit? Is it possible to power the light rail with renewable energy sources?

Nothing. I live in Wilsonville and commute to downtown. I would love another option.

DIRECTLY to high work/school populations would certainly increase ridership. The last mile is a huge problem of getting from the MAX stn to the final destination! And dont forget our nasty weather.... I work at a major hospital in the Portland area but the MAX service is far too inefficient to get there from Tigard. Do all the lines HAVE to go downtown? How about suburb to suburb?

Actual initial costs and projected costs over time for each would be helpful in understanding the options. Also, projections of expected end to end travel time for each would be helpful.

I would ride the bus and MAX more often if it were more convenient. I would hope BRT would allow for other buses to run off as quicker more extensive branches where the BRT didn't run in the Southwest and Tigard. Also, would definitely ride MAX now more often but where to park on overnights or extended stays?

What are the long term operations, maintenance, repair, rehabilitation and replacement (OMRR&R) costs of the two options annualized over an equal timeframe. ..say 50 years? I.e., buses need replacing every X years, light rail cars need replacing every Y years, the bus lanes will need rehabilitation every Z years and the infrastructure for the light rail lines will need reconstruction every W years, etc. Need to evaluate this over an equal timeframe and develop one estimated OMRR&R (google it) number for each option. Thanks!

- Would there be a difference in TRIP FREQUENCY between the two modes? i.e., would the much lower construction cost of BRT translate into more frequent service? - Would there be a difference in SPEED between the two modes? LRT trains often seem to have to move very slowly in certain sections (e.g., the eastbound approach to Gateway Transit Center). In other words, LRT vs. BRT isn't just about higher quality-of-ride + high cost vs. lower quality of ride + lower cost. If BRT is more frequent and faster, that's higher quality of SERVICE that is just as much if not more of a factor than the smoothness of the ride.

Costs, the decision regarding PCC Sylvania (against LRT to PCC), recommended route through Tigard. Tigard has long been ignored by TriMet and we don't want a transit system forced upon us.

As a Tigard resident, I definitely support bringing rapid transit to our part of the metro area. I have a slight preference for light rail, bit I lived in Eugene during the creation/first years of EmX and it was a great option.

Dedicated lanes that create reliability and certainty. Rapid transit ridership will explode when it becomes as reliable and convenient as car travel. My past experience with the red and blue lines has convinced me that a line is needed along the 99W corridor. Unfortunately now that I live and work along the 99 corridor, rapid transit, as it is currently configured, does not work for me.

Are there any plans for where the light rails would be built? Would it affect housing in the area or relocation of neighbors? Also, would it run alongside I-5 or somewhere in the hills going through Lake Oswego -Terwillger-Milwaukie? How would they connect with the other lines? What is the projection timeline for the construction if approved?

_ Are bus rapid transit and light rail equally ADA accessible? _Would light rail offer better frequency at stations? _Park and Ride: it has been a hot-button issue on the new Yellow Line thru Sellwood-Moreland and Milwaukie as even Chas. Hales has found cars continuously lining the East Moreland streets he lives on where none had prior to the Yellow Line at Bybee Station with no true park n ride. Here, the Tacoma St station is always full and for us with ADA hang tags, it is rather competitive to get a spot, too. Sellwood LOVES our yellow line. Milwaukie too and they wish the garage had been built larger. Safety: Will there be any changes to the construction of the Light Rail stations for improved ped-crossing safety? Recent tragedies beg this question.

How many stops would each have in comparison to one another? Would the BRT have the same number of stops as LR or more/less? That will affect travel time. I would love to go from Tigard to PSU with only one stop -- PCC Sylvania and maybe a second stop at the Tigard Triangle -- but I have to admit, I'm not a fan of the Tigard Triangle. Do people really walk there? It just seems to be a conglomeration of big box stores with no character and no walkability. Downtown Tigard has so many empty storefronts -- build up downtown Tigard with a station there.

none

parking problems. While the building of a tunnel would be very disruptive to residents living along the construction area, I believe the residents will be less impacted once the Max is running. They would no longer have to put up with students parking in front of their homes and blocking their driveways. Please run light rail to PCC. It has been sorely needed.

Since rapid transit is much need in SW Portland, especially the PCC Sylvania area I think efforts to solve this dilemma should be made sooner than later. It would benefit the students who come to campus everyday, it would also decrease traffic on the highways, and it would make businesses in SW Portland more accessible.

I would like to know where the proposed stops and destinations would be for the light rail.

An identification of the actual route would be useful. We are still looking at several route options. The best mode may well depend on the chosen route and destinations.

Why can't we have more regular bus transit instead? It doesn't require destroying the roads we have now. The standard busses can be allowed to travel a variety of routes thru the area which would better serve the area. Keeping all the transportation on one big set of lanes requires those who live away from those lanes to either drive or walk to those lanes, and that decreases the number of people who would consider using transit. The questions that allow no space for my opinion are left blank.

I need to know what each would and who is paying for it! Need to know if property homeowners would be displaced in order to build these new rapid transit lines! Do you have an estimated number of commuters that would use each type of mass transit forms.

Will bicycles or pets be allowed on the trains?

Possible route maps Estimated costs and how it would be paid for

Would the light rail be on Barbur and take away auto lanes? This would cause traffic chaos as Barbur is a major auto alternative. A light rail along the freeway without an expensive tunnel to PCC could be a good alternative. Or BRT with dedicated lanes and no tunnel to PCC which is extremely expensive though no one has yet said how much. And doesn't cascade policy instutute's study show that PCC Sylvania students don't take public transit? These are two issues--access to SW PDX and Tualatin on the one hand, PCC on the other. SW Portland and Tualatin need rapid transit. PCC does not need its own dedicated and costly access when existing infrastructure supports it

None, I have enough information

Would the BRT operate more frequently that light rail to make up for the fewer seats?

Cost

Transit times (in minutes) for example routes for light rail versus bus rapid transit would help. How does this work with WES? The information presented is very helpful.

I believe this was mentioned in the slides, but what do they anticipate as an average ridership compared to capacity. Similarly, how does this compare in peak times? How many buses can be on the line versus how many trains? This would effect capacity. If you can have four times as many buses operating as trains, then capacity is actually in favor of the bus line. It seems that either light rail or bus rapid transit will only serve a small portion of the need to reduce traffic congestion in the area, particularly when considering anticipated growth in the coming years. That being the case, is it wise to spend twice as much money on a light rail line, when there will have to be other improvements made in the area.

Please provide estimated cost in terms of dollar amounts for each mode. Please also provide estimated travel times for each mode. Please provide the estimated ridership projections for each mode.

No light rail. Costs too much

How will this be funded and what impact will it have on taxpayers from a cost perspective?

Can light rail be installed without building the tunnel? Where would the stops be for either light rail or bus rapid transit?

Nothing. Light rail is a waste of money.

Where stops would be and frequency of options.

If PCC Sylvania is an issue, have you considered piloting rapid bus transit there while using light rail for the SW corridor (I don't see how Sylvania fits in with S Portland, Tigard and Tualatin areas to quickly get to downtown). Another consideration to consider is that I'd guess light rail creates greater economic impact in terms of supporting businesses along the line vs rapid bus transit.

If the articulated buses are mechanically RELIABLE. Also, which option would make biking more attractive to the public.

Will automated vehicles be enabled to use rapid transit lines? This seems more likely and useful application and is excluded by light rail. What is projected cost delta between automated text summoned car versus gov solution? Seems likely this will be more broadly available, reduce sprawl of investment, and perhaps ready faster than light rail. Why do gov transit solutions make it harder to live and work in suburb toward pretending they are using my money to help me? Ex: Tigard to Hillsboro now an hour. Ans: power base in city so your solutions deliberately ignore my interests requiring ever more money to not solve my issues. Intensity of disdain for gov is rising, please stop feeding the beast and ignoring the people who will end up driven to violence by cavalier and deaf leadership. When all the cars are automated and electric, will we still be paying for pollution spewing buses?

Determination of park and ride locations, since many of us live beyond walking distance to likely bus or light rail stops.

No more information needed at this point in time, thanks!

How much carbon emissions would result from BRT? What are the potential environmental effects from either option?

How much of the BRT route is in bus-only lanes?

What is the feasibility of choosing BRT, but designing it in a way that makes conversion to light rail more feasible when the corridor bumps up against passenger capacity issues? Is there a projection of when BRT would bump up against capacity issues? If only 20% of the proposed BRT route would be in mixed traffic, and because of that you are describing it as slower, why not put forward a 100% dedicated lane option and compare apples to apples?

Cost, frequency and impact on other modes.

I hope whatever plan is adopted will be accessible to/from Hillsboro, which is rapidly growing. I supposed I need to identify with "elsewhere in Washington County."

I recommend looking at the successes and challenges with the bus rapid transit system in Eugene. Portland's light rail infrastructure is already in place and subsequent public transportation initiatives should build off this existing infrastructure. I hope at some point you consider a line along Lombard to connect the airport with north Portland and St. Johns.

Location of stations. How Bus Rapid Transit would actually work in the area. (I've been to cities that do it really well, giving buses priority in most place before cars.). How would the buses/bus stops and bicycles interact? What is the difference in time of planning and construction for each transit method? What methods will be used to keep autos out of bus-only lanes? Will BRT have any additional bike racks than "regular" Trimet buses? Map of the planned routes. What roads will BRT buses use shared lanes with cars, and can those be decreased?

Will both options be available for riders on weekends?

If the build cost for rail is double BRT, are their useful lives about the same? In other words, is the capital to build amortized over a similar period?

where will the bike connections and parallel routes go? will there be extra accommodation for bikes on bus or MAX?

What about a combination of the two--use buses to collect passengers and take them to rail stations?

Which option provides better connections for pedestrians and cyclists?

A question I have that would influence the LRT/BRT choice is which route the line will take innediately south of downtown; i.e., along Naito, or along Barbur? I believe the Naito route is far better, with less negative inpact on the South Portland neighforhood. So if Naito is the route, I support LRT as the type of vehicle. If the route is going to be forced onto Barbur, then BRT is the lesser of evils in terms of impacts on the adjacent areas.

Light rail definitely seems like the way to go for the long-term prosperity of our region. Would the new line link up with the Green Line? That would make travel to places like the Lloyd District and the airport much easier.

The issues that really affect people is the information that we need to make a sound decision: Frequency of service, span of service, and estimated travel times. If the alignment and station locations will be different based on whether the alignment becomes BRT or MAX will also be a major factor for the public to consider.

Metro and Portland and ODOT need to build a pedestrian and bike bridge from SW 52nd Ave, to cross I-5 and Barbur, in order to connect to the Markham elementary public school.

Nobody rides the bus or max, stop building them. show me you can afford to operate the system you already got on time. Build more car/truck roads and maintain the bridges.

Interesting that there isn't an option for not wanting either form of tax payer wasting mass transit. Metro should look into expanding the brutally inadequate freeway system in the Tri county area. My answer to the first question below is: I do not support the expanding of mass transit or light rail in the SW corridor.

I desire the option that avoids impacts into and/or beneath the Far SW neighborhood. I believe both options include concepts that include disruptions to this neighborhood, with LRT being more disruptive than BRT. As such I am leaning to BRT for the simple fact that the intrusive cut-and-cover option is exclusive to LRT. I would hope after decades of public improvement projects negatively impacting neighborhoods in Portland (Memorial Coliseum, I-5/Minnesota Freeway, Emanuel Hospital expansion, south park blocks urban renewal, etc.) we can select the option that keeps HCT along Barbur where it belongs.

Where the light rail would go. I'd like it to go to Tualtin or very close

How have other cities fared economically and socially after switching to light rail? I am assuming that light rail is a much better long-term solution that buses. Light rail would make this a world-class area and connect Tigard to the rest of the city in more sustainable way. The short-term costs and construction needs would be more than addressed by the long-term benefits of easier, speedier, more sustainable transportation.

- Please provide specific cost estimates of light rail vs. brt for total cost of ownership: initial implementation/installation costs, operational costs. Need to determine cost vs. benefit on a LT basis - Generically it seems like BRT is preferred option as it appears 1) more affordable (even with higher operating costs on a per rider basis) 2) more flexible. (easier to expand or contract: connecting Tigard & Tualatin and both cities to Portland and the existing light rail network) - congestion on 99W (from I-5 through King City) is my primary concern. Too many stop lights. Would light rail increase traffic delays (ie dedicated lights for light rail)?

how would existing bus and WES lines tie into the Southwest Corridor plan? Does the plan include expanding existing bus service that is only peak hour service. The demographics of the SW corridor are changing. Many of the people in the area are reaching retirement age and the plan needs to recognize their needs in terms of transportation to hospitals, shopping centers and hospitals.

How long will construction take?

How do Washington County residents in Hillsboro & Beaverton connect to this ride? And, can bicycles be brought on, for those who Bike-Transit commute?

Personally, I have always really really liked the experience of riding light rail in Portland. I think having robust light rail is a very smart choice for Portland, especially since it is a growing city. It puts us on par with other major successful metropolitan. FYI - I live in the Multnomah Village area, which hasn't been included on the list of locations below. It would be nice to know whether there will be a max stop in the Multnomah/Capitol Hwy area, number one because I live there, and number two because the area has such a nice mix of shops that I think it could definitely be marketed as a shopping destination for Portlanders from other areas of town.

Like the idea of BRT, but concerned about the tendency of BRT projects to lose key features, reducing their effectiveness.

What does economic growth look like long term along a light rail line vs. along a bus line or bus rapid transit line? Is there a way to take advantage of the expected property growth to pay for the new light rail line, using tax increment financing or urban renewal funds?

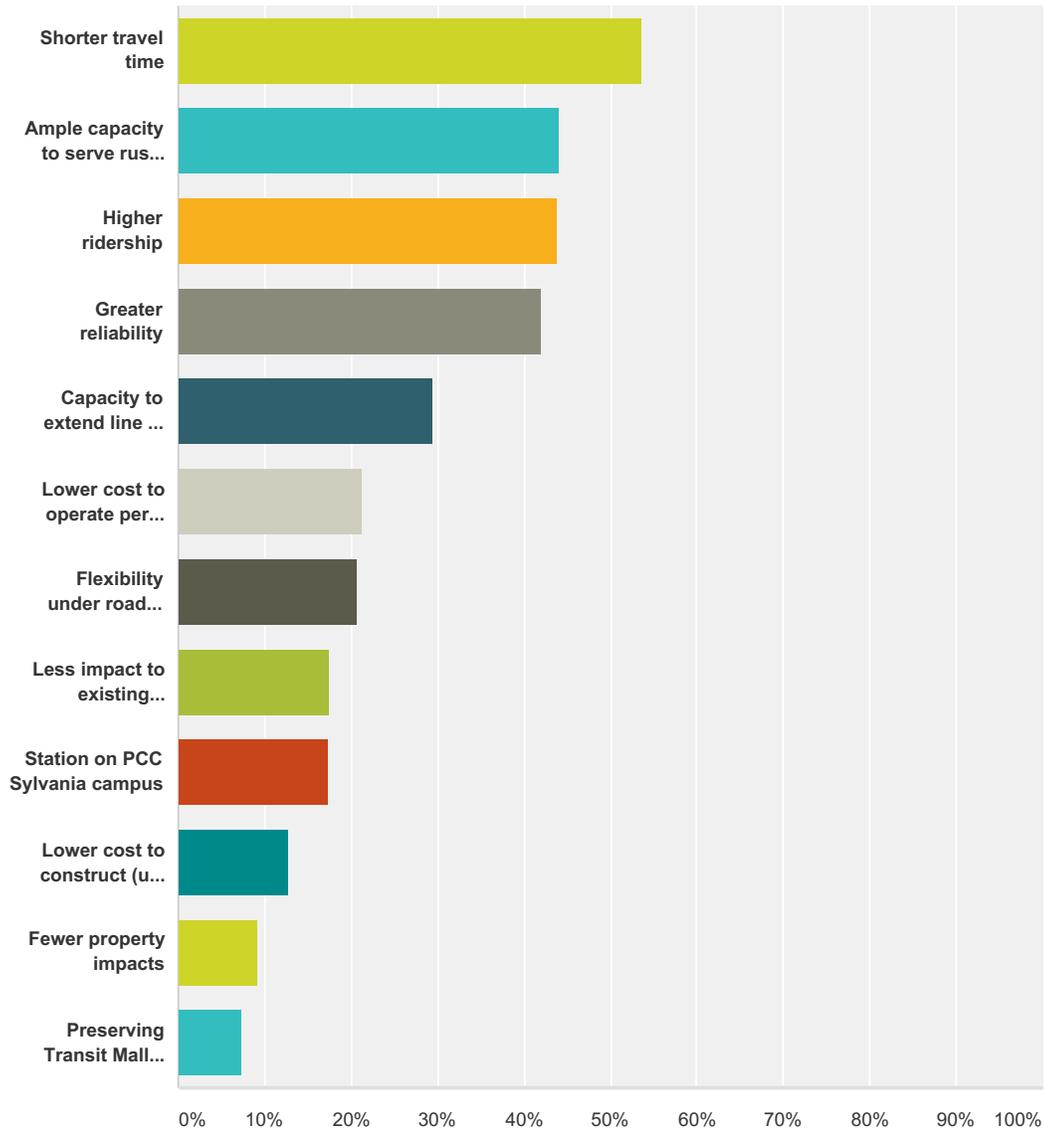
A light rail along the SW corridor would be much more lucrative if it came through Tigard and Tualatin. Just driving to PCC Sylvania from Tualatin in rush hour traffic can take 10-20 minutes.

Why can't a shuttle take students to PCC from the existing bus station on Barbur?

What are anticipated effects on traffic by creating transit only lanes by both modes?

Q1 What factors are important for decision makers to consider when determining which is the best high capacity transit mode for the Southwest Corridor? (select up to THREE of the most important factors)

Answered: 2,390 Skipped: 34



Answer Choices	Responses
Shorter travel time	53.72% 1,284
Ample capacity to serve rush hour demand in the future	43.97% 1,051
Higher ridership	43.81% 1,047
Greater reliability	42.05% 1,005
Capacity to extend line in future	29.50% 705

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Lower cost to operate per rider (ongoing cost)	21.26%	508
Flexibility under road blockages, extreme weather	20.59%	492
Less impact to existing roadways	17.45%	417
Station on PCC Sylvania campus	17.32%	414
Lower cost to construct (up front cost, 50% from local sources)	12.80%	306
Fewer property impacts	9.16%	219
Preserving Transit Mall capacity for future transit lines	7.32%	175
Total Respondents: 2,390		

#	Other (please specify)	Date
1	Road improvements to ease the cars use of the present roadways.	2/15/2016 7:48 PM
2	Serving and fostering walkable communities	2/15/2016 9:23 AM
3	express line that bypass some stations... maybe a transit center to transit center express	2/12/2016 3:42 PM
4	Get cars off our roads whenever possible.	2/12/2016 12:55 PM
5	Connectivity/extension of existing service or "extending the range of one seat trip"	2/12/2016 11:30 AM
6	Spend billions on road expansion, not light rail or street car.	2/12/2016 9:58 AM
7	How about improving accessibility and safety of riders? My bus stop is horribly unsafe and not accessible to handicapped individuals.	2/11/2016 12:52 PM
8	continuing to serve neighborhoods with bus transportation rather than having people drive to connect	2/11/2016 8:45 AM
9	It seems question 1 only leads to light rail. No light rail, no tunneling. No trains under homes. Flexibility. That means bus.	2/10/2016 8:43 PM
10	Option that allows for service sooner.	2/10/2016 8:19 PM
11	Noise and disruption to affected neighborhood	2/10/2016 4:24 PM
12	survey potential riders for their needs or they won't ride	2/10/2016 1:01 PM
13	Tax payers need more lanes on the road 1st.	2/10/2016 12:05 PM
14	Environmental impact	2/10/2016 10:21 AM
15	environmental impact and sustainability	2/10/2016 8:54 AM
16	Reducing air pollution should be a factor. Light rail will not contribute to air pollution (PM2.5 and PM 10) that is a major problem in the City of Portland. Buses will run on diesel and will pollute, even if they would run on B20 fuel.	2/9/2016 11:58 PM
17	Safety	2/9/2016 3:49 PM
18	Lower carbon emissions.	2/9/2016 3:32 PM
19	extended hours - I would take mass transit more but it doesn't go late enough (especially weekends)	2/9/2016 3:01 PM
20	None add more lines in Portland	2/8/2016 6:05 PM
21	Make mass transit free to attract more riders. (Fares generate >30% of operating budget. Increased subsidy by Metro would make mass transit effective in reducing pollution, congestion and attracting riders.)	2/8/2016 6:43 AM
22	connect major institutions (PSU, NCNM, OHSU, PCC)	2/7/2016 1:49 PM
23	Our region is growing very rapidly, we cannot underestimate future demand.	2/6/2016 8:49 AM
24	Needs to be light rail, not just a whole bunch of new buses.	2/4/2016 4:49 PM
25	Needs to be light rail, not just a whole bunch of new buses.	2/4/2016 4:39 PM
26	implementing station area communities	2/4/2016 12:51 PM
27	Potential for higher density development along corridor	2/4/2016 9:43 AM

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28	Lower carbon footprint--i.e. light rail (avoids diesel, hybrids, frequent road resurfacing).	2/3/2016 9:01 PM
29	able to be used by handicaped	2/3/2016 7:12 PM
30	easiet to abandon when it proves to be a boondoggle and causing auto commute times to increase	2/3/2016 6:56 PM
31	Don't do it at all, stop spending taxpayer money on every little pet project you can come up with!	2/3/2016 2:28 PM
32	i think trimet should add more lines to the Portland area instead of all the little city's around it. what trimet should do is add a max line down Powell or division also a line to saint johns or make the blue line go to the rest of Gresham like down the mt hood hwy if more people live in Portland and more people use the max in portland than the suburbs then you should make it so all of Portland and the east side is accessible by the max instead of just half of Portland and every single little city out side of Portland.	2/3/2016 4:23 AM
33	Room for bikes	2/2/2016 5:20 PM
34	Serving the communities through which the HCT alignment travels, in addition to major destinations.	2/2/2016 11:47 AM
35	Adequate parking for those driving to take the transit - either Max or Bus.	2/2/2016 8:09 AM
36	should build elevated line so that does compete with car traffic	2/1/2016 11:09 PM
37	should build elevated line so that does compete with car traffic	2/1/2016 11:06 PM
38	Direct high speed rail access to downtown	2/1/2016 10:08 PM
39	Serve key places - centers and destinations	2/1/2016 8:03 PM
40	Parking	2/1/2016 8:56 AM
41	Optimizing reliability against total cost(capital cost vs operating expense). \$800m incremental cost for light rail would take 20+ years to recoup based on lower per rider operating costs	2/1/2016 7:11 AM
42	Really important to "fix" the bike option with this project. Bikes and busses don't do so well sharing same space. Very scary for biker and bus drivers get angry and become more unpredictable and dangerous	2/1/2016 6:49 AM
43	Congestion of more buses on the same highly congested roads vs light rail getting thousands of drivers off these roads...travel time will not be impacted by traffic conditions as well as the environmental savings of that many less vehicles	2/1/2016 6:31 AM
44	No more tracks in the road. Tracks are not bicycle friendly	1/31/2016 6:22 PM
45	move away from fossil fuel consumption	1/31/2016 6:11 PM
46	Permanancy - Planning can then be more effective.	1/31/2016 5:54 PM
47	The extreme increase in metro trssfic in the past year has been an eye-opener for me. I now think we need to plan for larger future increases.	1/31/2016 5:44 PM
48	It is absurd to be forced to limit to only 3 factors when so many are equally important or have overlapping impacts, etc. In any case, I mainly feel light rail is way too expensive for Oregon and Federal govt compared to bus, but also assume Rapid Transit bus would be frequent service and run on energy efficient / sustainable power.	1/31/2016 5:13 PM
49	Safety within/around future station sites (include emergency "blue light" phones on each station platform), bus connectivity at each station, parking, coffee shop/cafe locations near stations	1/31/2016 2:09 PM
50	Minimal impact on environment	1/31/2016 1:57 PM
51	Accessibility to lower SES and to people with disabilities	1/31/2016 12:47 PM
52	Anything that makes getting from NE 102nd to the VA HOSPITAL more time-efficient. Beyond that, I really don't care. I don't go beyond the VA in SW.	1/30/2016 10:01 PM
53	Comfort and ease of ridership. I would always prefer rail over bus for those reasons.	1/30/2016 6:47 PM
54	I don't see an environmental impact study, nor is it listed here as a priority. That would be one of my 3 top priorities, both in construction and in running/maintaining.	1/30/2016 6:43 PM
55	Light Rail	1/30/2016 4:35 PM
56	Ability to delegate ridership to other corridors. Direct South west ridership to South East based on South East origin/destination, at southern most transit centers, Tualatin/Oregon City.	1/30/2016 2:13 PM
57	years of disruption to neighboring areas	1/30/2016 12:54 PM
58	High frequency	1/30/2016 12:10 PM

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59	High frequency	1/30/2016 11:39 AM
60	Weather conditions should not play a role. Transit will never serve all PCC users. Therefore weather will still cause cancellations.	1/30/2016 11:00 AM
61	Providing downtown access for families living in increasingly remote suburbs.	1/30/2016 10:22 AM
62	More access to places only considered as commuter areas to access on weekends evenings	1/30/2016 8:24 AM
63	added security	1/29/2016 11:42 PM
64	Other than the three factors chosen above, I would also add: 1) Greater reliability; 2) Flexibility uner road blockages, extreme weather; 3) Ample capacity to serve rush hour demand in future; 4) Capacity to extend line in future. In addition, I prefer the light rail option because: 1) Greater potential to attract transit-oriented development due to greater visibility and appeal, and sense of permanency; 2) Less negative impact on quality of metro area air-shed, because of fewer individual sources of pollution vs. buses; 3) light rail vehicles last longer (40-60 years vs. 12-20 for buses); 4) more efficient labor utilization (300+ passenger capacity on a two-car train vs. under 100 passenger capicity on a bus, even BRT) per individual operator	1/29/2016 10:36 PM
65	As a cyclist - every new light rail put in the road surface is a death trap.	1/29/2016 10:14 PM
66	best service for transit-dependent people, ability of TriMet to fund projects in other areas as well	1/29/2016 10:12 PM
67	Tranist to and from St Johns has gotten terrible. Stop cutting service.	1/29/2016 9:00 PM
68	Faster transit times under all conditions will attract more riders.	1/29/2016 8:42 PM
69	OR 217 is the main road south during rush hour. There needs to be an alternative to OR 217 that isn't held up by water on the road or traffic. Buses run on the congested roads.	1/29/2016 8:17 PM
70	Ample parking for cars at stations.	1/29/2016 6:44 PM
71	PCC has it's own bus transport system.	1/29/2016 6:35 PM
72	Attractiveness to potential riders	1/29/2016 6:31 PM
73	Ability to bypass existing congested surface roads/streets	1/29/2016 6:30 PM
74	Ensuring areas that are currently underserved in the SW Corridor get some benefit - such as connection to Multnomah village	1/29/2016 5:52 PM
75	Stop wasting money on this garbage until you're profitable enough that you don't need my tax money in addition to the fare, raise the fare, lower the driver's wages.	1/29/2016 5:43 PM
76	Avoid getting stuck in car traffic, rush hour doesn't affect commute	1/29/2016 5:24 PM
77	Rail is nicer/easier to ride	1/29/2016 5:05 PM
78	I no longer support bus rapid transi because it will be at capacity 10 years after it is built.	1/29/2016 4:43 PM
79	I no longer can support Bus Rspid Transit since it will be at capacity 10 years after it is completed.	1/29/2016 4:41 PM
80	Walking time to stops. Maximize safety for pedestrians.	1/29/2016 4:30 PM
81	Located to better serve residents along Hwy. 99W from Portland to Sherwood.	1/29/2016 4:13 PM
82	respect tigar and Tualatin wishes	1/29/2016 3:57 PM
83	Ease of use; stop locations	1/29/2016 3:42 PM
84	It is critical to serve the largest campus of the largest college in Oregon with direct service. Period.	1/29/2016 3:30 PM
85	Connection to Bus Lines that serve SE.	1/29/2016 3:22 PM
86	More protected intersections, to get higher speed (like where buses and Mas have to stop for trains!)	1/29/2016 3:03 PM
87	Quit asking questions and build MAX rail, but make it work, invest in the MODA center switching equipment and by C-Trans express routes	1/29/2016 2:57 PM
88	You MUST consider the 55+ communities of King City and Summerfield; we are primarily older [some much older] taxpayers who are feeling increasingly marginalized by the cost of progress. Some of us are on limited/fixed incomes without any room for increased taxes, which are guaranteed to come as a result of anything you do, no matter which mode you choose. You may call that obstructionist; we call it preserving a diminishing asset [our income].	1/29/2016 2:56 PM
89	capacity to integrate high bicycle ridership into transit design	1/29/2016 2:49 PM
90	High Capacity Transit should not be considered, we just need more frequent Bus Service	1/29/2016 2:42 PM

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91	Safety!	1/29/2016 2:35 PM
92	Keep it away from roads and fund it through user fees.	1/29/2016 2:29 PM
93	Buses don't always stop to pick you up. Trains do.	1/29/2016 2:27 PM
94	no other place for comments: couple of things, light rail to the airport is brilliant, the very best idea Tri-met has had.....but how do we get to the light rail? we can't park at a park and ride. Also has anyone considered extending the rail system to Salem? That would be brilliant, lots and lots of people live in Portland area and work for the State in Salem.	1/29/2016 2:20 PM
95	less environmental impact	1/29/2016 2:17 PM
96	capacity for more than just the next 20 years	1/29/2016 2:16 PM
97	The westside is operation poorly on just 4 arterials, and two (I-5 and barbur) practically overlap. A new transit option of any sort needs to relieve congestion to and from these routes, not make it worse with reliance on the same overpasses and connector roads like capitol and terwilliger.	1/29/2016 1:45 PM
98	Very Frequent Express Service with ample parking at beginning of route	1/29/2016 1:39 PM
99	One problem that keeps me from using the buses to Garden Home area is that they stop so early in the evening.	1/29/2016 1:38 PM
100	Transit infrastructural support for population growth.	1/29/2016 1:25 PM
101	Have busses that only stop at transit station. So people needing to travel further have less travel time	1/29/2016 1:24 PM
102	Ability to generate TOD	1/29/2016 1:16 PM
103	More Max lines for the future	1/29/2016 1:07 PM
104	Capacity to increase transit connections	1/29/2016 12:57 PM
105	Station NEAR PCC campus would be ok	1/29/2016 12:50 PM
106	Speed and ease of loading and unloading passengers requiring mobility aids / Honored Citizens pass holders	1/29/2016 12:48 PM
107	whatever you do will be the wrong thing, as you have a tendency for screwing the people - just ask Clackamas County	1/29/2016 12:48 PM
108	Environmental impact. Reliance on fossil fuels.	1/29/2016 12:44 PM
109	Ecological impact	1/29/2016 12:40 PM
110	construction impact to businesses and residents	1/29/2016 12:38 PM
111	My husband takes the 94 Express to Tigard from downtown Portland. We live in North Tabor. He uses MAX or 19 bus line to get downtown. He really appreciates the 94 and I'm thankful that is an option he utilizes for his commute.	1/29/2016 12:32 PM
112	Environmental impact	1/29/2016 12:31 PM
113	Service w/in walking distance to PCC Sylvania	1/29/2016 12:24 PM
114	later hours	1/29/2016 12:10 PM
115	Where will people be able to park and ride???????	1/29/2016 12:09 PM
116	This is an investment in the future of a growing metro area. A bus lane is not an investment in the future.	1/29/2016 12:06 PM
117	ther is no space to put a light rail in	1/29/2016 11:57 AM
118	I can see all of the above as being part of what needs to be considered.	1/29/2016 11:55 AM
119	Increased Density along the route	1/29/2016 11:55 AM
120	Ligral has proven the most expensive and least reliable means of transport. Also we need a West Side centric system (Beaverton -Tigard - Tualatin -Wilsonville) Not another downtown portland centric solution. Finally a system with the least impact on existing bus service and not be a barrier to expanding bus service	1/29/2016 11:53 AM
121	Plan and build for the long term, not to appease short-term interests.	1/29/2016 11:49 AM
122	My primary concern is the ability to maintain the schedule during peak road traffic times.	1/29/2016 11:46 AM
123	BRT would require new / upgraded maintenance facilities, maintenance training, parts, etc., to accommodate new type of vehicle.	1/29/2016 11:43 AM
124	No more killer cops!	1/29/2016 11:31 AM
125	Do you seriously want to try and put more giant buses on the 99? Traffic doesn't move as it is.	1/29/2016 11:29 AM

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126	This feels like you are asking the public to do your job. This should be an LRT line with tunnel through PCC and to serve OHSU.	1/29/2016 11:27 AM
127	Get cars off the road.	1/29/2016 11:23 AM
128	Hours past rush 7 pm	1/29/2016 11:21 AM
129	TOTAL Cost of Ownership, including capital construction (including permitting, right of way, regulation, etc), service launch, ongoing operation and maintenance, and ongoing vehicle replacement.	1/29/2016 11:18 AM
130	The PCC Sylvania gates close at times like evening when riders still need to get places; so if transit inside campus area, then this would inhibit or even prohibit ridership; defeating the purpose of the transportation.	1/29/2016 11:16 AM
131	Ease of access	1/29/2016 11:10 AM
132	Easier for walkers to cross the HCT thoroughfare. Less of an eyesore and barrier. Also, likeliness that it will actually get built.	1/29/2016 11:09 AM
133	Ability to serve South Beaverton. I don't like heavy rail system	1/29/2016 11:06 AM
134	A place to park	1/29/2016 11:05 AM
135	Light rail is the fastest, most reliable system.	1/29/2016 11:04 AM
136	Lifecycle cost of operation.	1/29/2016 12:29 AM
137	The neighborhood occupants are more important than a community college, disruption of their quality of livability is paramount.	1/27/2016 3:25 PM
138	Greater non peak travel 10am to 4pm	1/26/2016 1:06 PM
139	Ensuring downtown traffic isn't gridlocked.	1/24/2016 1:40 PM
140	flexibility to change to future demands; also the ability to share space with auto traffic	1/23/2016 1:02 PM
141	Avaliability to change routes in future.	1/23/2016 6:48 AM
142	Self-funded; keep crime out that accompanies these projects, get input from non-rider neighbors	1/22/2016 6:27 PM
143	PAVEMENT. Build more roads, that work 24/7 and you don't have to pay an operator. Widen 99W. Install more highway arteries/boulevard. Question 2: NONE. NEITHER.	1/22/2016 3:53 PM
144	Will not force removal of tax paying industries along the roads to make room for rails, wires, etc.	1/22/2016 3:03 PM
145	No impact to existing roadways	1/22/2016 2:31 PM
146	Development appeal	1/21/2016 2:18 PM
147	Reduce emissions and hazards created by buses	1/21/2016 11:27 AM
148	The SW Corridor is not a priority choke point and adding costly light rail to the corridor has merit. BRT is too slow and unneeded. This survey is an illegitimate means to gather public sentiment. The survey itself is biased and deceitful by it's omission of opportunities to select none of the the above and reject the HCT idea.	1/21/2016 7:49 AM
149	Does it address current traffic issues on HWY 99 through Tigard--NO it does not.	1/20/2016 8:52 PM
150	Decrease or no change in single occupancy vehicle commuting	1/20/2016 6:43 PM
151	Planning for future population growth is extremely important. Already experiencing shifts now in housing and traffic.	1/20/2016 3:03 PM
152	with tight money cost is very important	1/19/2016 11:25 PM
153	all	1/19/2016 8:38 PM
154	all	1/19/2016 8:35 PM
155	Light Rail. Don't even bother with Bus Rapit Transit as it will not be attractive to me. Why do it if you can't add to the light rail system already in place? The cost doesn't justify the benefits of having light rail with more riders and a dedicated connection.	1/19/2016 12:15 AM
156	Least environmental impact	1/16/2016 4:20 PM
157	More frequent 87	1/16/2016 11:19 AM
158	ability to accomodate the self driving cars of the future, flexibility to change with society/demographics	1/16/2016 9:07 AM

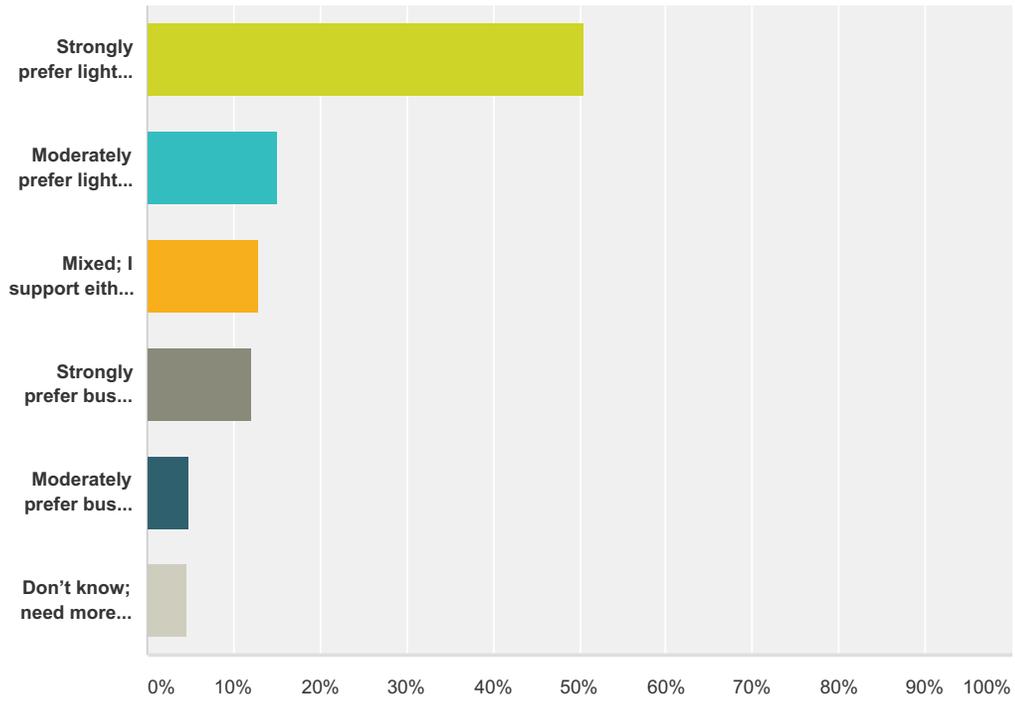
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159	This is a difficult one. Many choices are interdependent (e.g., reliability will increase ridership which will then require higher capacity). My opinion: think long-term (invest money up front to do things right and thus avoid having to apply expensive fixes later) and choose a robust solution, one that will work if some of your assumptions are inaccurate.	1/12/2016 2:18 PM
160	Ability to provide more service throughout the region, not just one single route	1/11/2016 9:19 PM
161	lower cost!	1/11/2016 8:30 PM
162	Building-in enough incentives for transit to be clearly preferable to driving for most commuters. Well-placed stops that are relatively far apart supplemented by frequent bus service will be more beneficial to the region than a train that averages 20 mph because it stops so frequently. The MAX in downtown Portland is essentially a large streetcar. Until we get high-speed rail, MAX must exist as our transit artery. We can't afford to sacrifice efficiency to serve a perverse concept of convenience.	1/11/2016 3:30 PM
163	Portlands light rail system has repeatedly proven itself unreliable in bad weather. Traffic accidents shut it down for hours. It has no flexibility since must use rails. Buses are much more reliable and flexible. Additionally, lower operating costs are cited as one advantage of light rail over buses, but that is not entirely accurate. While light rail can carry around 250 passengers for each operator and buses only 85 per operator, that calculus is true only during rush hour. During non-peak hours light rail has no operating advantage since the larger trains are never at capacity.	1/11/2016 9:51 AM
164	Long-term flexibility of line realignment if conditions and supporting ridership changes	1/11/2016 8:35 AM
165	Lower long term environmental (fuel) impacts	1/10/2016 11:52 AM
166	LONG term lower environmental (fuel) impacts	1/10/2016 11:49 AM
167	long term environmental impact	1/10/2016 11:46 AM
168	More seating	1/9/2016 1:15 PM
169	Lowest carbon cost	1/9/2016 11:37 AM
170	Less air pollution and fossil fuel use.	1/9/2016 9:36 AM
171	Roads in the area need to be improved (sidewalks, paving) for better walkability	1/9/2016 9:06 AM
172	leave all plans of sw 53rd off plan. we don't want thousands of students traveling up our street, under our street, or any other plan. Filter them through the existing 2 entrances.	1/8/2016 8:45 PM
173	Include Washington Square area	1/8/2016 8:29 PM
174	Preservation of traffic lanes on Barbur Blvd, an important alternative to I-5.	1/8/2016 6:27 PM

Q2 What is your opinion about whether bus rapid transit or light rail is better for the Southwest Corridor?

Answered: 2,412 Skipped: 12

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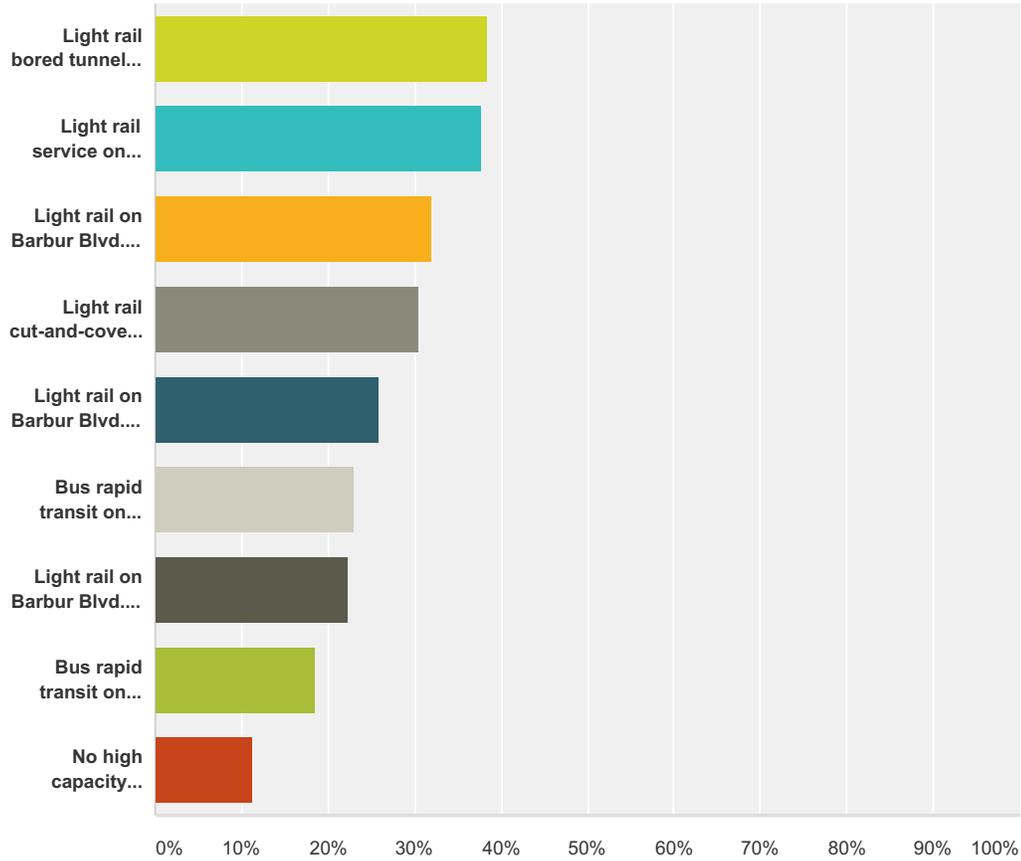


Answer Choices	Responses
Strongly prefer light rail	50.54% 1,219
Moderately prefer light rail	15.05% 363
Mixed; I support either bus rapid transit or light rail	12.94% 312
Strongly prefer bus rapid transit	12.19% 294
Moderately prefer bus rapid transit	4.73% 114
Don't know; need more information	4.56% 110
Total	2,412

Q3 What do you think are promising ways to improve transit access to PCC Sylvania? (select as many as apply) *Note that the decision to select light rail or bus rapid transit will impact which of the above options are still under consideration******

Answered: 2,084 Skipped: 340

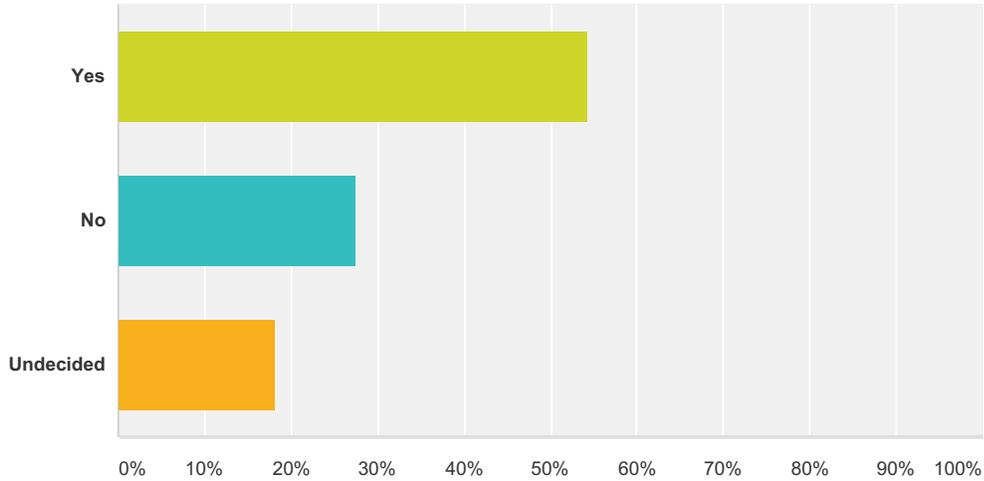
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Answer Choices	Responses
Light rail bored tunnel directly to PCC Sylvania campus (learn more here)	38.44% 801
Light rail service on Barbur Blvd. plus local bus hub convening on PCC Sylvania campus with buses timed at light rail arrivals, use of shared transit way near the Tigard Triangle, SW 53rd Ave walk/bike improvements (learn more here)	37.72% 786
Light rail on Barbur Blvd. plus SW 53rd Ave walk/bike improvements to connect Barbur Blvd. transit stop to campus (learn more here)	31.91% 665
Light rail cut-and-cover tunnel directly to PCC Sylvania campus (learn more here)	30.42% 634
Light rail on Barbur Blvd. plus "Branded" bus routes that could include all day frequent service, use of shared transit way on Barbur, signal prioritization, special signage, SW 53rd Ave walk/bike improvements (learn more here)	25.86% 539
Bus rapid transit on Capitol Hwy. with station on PCC Sylvania campus (learn more here)	22.98% 479
Light rail on Barbur Blvd. plus aerial tram and SW 53rd Ave walk/bike improvements to connect Barbur Blvd. transit stop to campus (learn more here)	22.41% 467
Bus rapid transit on Barbur Blvd. plus SW 53rd Ave walk/bike improvements to connect Barbur Blvd. transit stop to campus (learn more here)	18.52% 386
No high capacity transit; Improvements to local bus service to campus	11.23% 234
Total Respondents: 2,084	

Q4 Do you think the steering committee should continue more detailed study of the light rail tunnel options to learn more about their impacts and costs?

Answered: 2,151 Skipped: 273

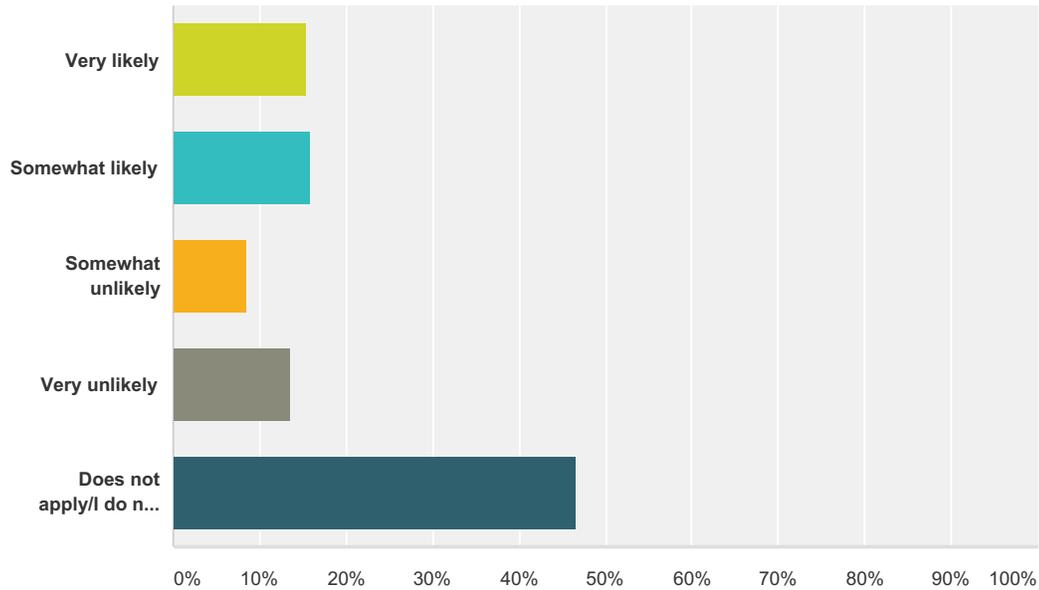


Answer Choices	Responses	
Yes	54.35%	1,169
No	27.48%	591
Undecided	18.18%	391
Total		2,151

Q5 If a future light rail line were to run along Barbur Blvd. and not have a transit station on campus, there would potentially be walk and bike improvements made to SW 53rd Ave. to facilitate walking or biking to campus from a transit stop on Barbur Blvd./SW 53rd Ave. north of campus. The distance from SW 53rd Ave. to campus is approximately .5 mile with a somewhat steep grade. If these walk and bike improvements were made on SW 53rd Ave., how likely are you to use them?

Answered: 2,156 Skipped: 268

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Answer Choices	Responses
Very likely	15.45% 333
Somewhat likely	15.77% 340
Somewhat unlikely	8.58% 185
Very unlikely	13.64% 294
Does not apply/I do not travel to the PCC Sylvania campus	46.57% 1,004
Total	2,156

Q6 Is there anything else you'd like to tell decision makers regarding their upcoming decisions?

Answered: 765 Skipped: 1,659

#	Responses	Date
1	I am opposed to all public transportation expansion, especially light rail. Our current public transportation offerings in the suburbs are underutilized, and the park and ride stations are often crime magnets in the community.	2/16/2016 12:38 PM
2	Impacts to vehicular traffic must be minimized.	2/15/2016 7:56 PM
3	Make improvements for car transit. If you need mass transit improve the bus services.	2/15/2016 7:50 PM
4	Think about phasing: A lower cost approach now with BRT on Barbur with bike/ped improvements to PCC, and leaving the door open for conversion to LRT and/or a tunnel to PCC (or aerial tram) in the future. This could be a way to get an affordable line in place more quickly, and plan for future growth.	2/15/2016 9:47 AM
5	When one looks only at average transit times to/from downtown, this doesn't do a good job of representing the variation in arrival time. Barbur traffic is *awful* at peak times, to the point where the current system is effectively breaking down. Buses have to wait through multiple light cycles at some intersections just to go a few blocks. If a given rider finds they are delayed by an extra 20 minutes on 10% of their trips due to traffic, they end up having to plan for that on *every* trip if being on-time is important. So that means every on-time trip is unnecessarily extended by 20 minutes. It is a huge waste of time for the community, which is why I strongly support transit options that are more reliably on-time and on schedule.	2/14/2016 9:47 AM

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6	The cost to build a tunnel to PCC from Barbur is not justified. It's only a 0.5 mile walk. It's very common that there is SOME walking between transit locations, and we should be encouraging exercise (good for students!) while providing bus connections for those with mobility issues. I do that walk all the time and it's good to stretch my legs. This survey could improve by disclosing the potential costs of the tunnel to PCC option. Also, we were told at a public meeting that the aerial tram was no longer under consideration, and that it was just an off-handed joke that someone had made. Why, then, is it showing up in this survey as a potential option? We support the development of light rail where it makes sense, which is most of the corridor shown - but NOT the light rail tunnel to PCC. Good luck in your decision-making process, and thank you for the outreach you've done so far.	2/14/2016 9:44 AM
7	Bring light rail to downtown Tigard!	2/13/2016 7:42 PM
8	Take public opinion into consideration, but remember that often people don't know how good things can be until they see them in reality.	2/13/2016 1:27 PM
9	Most PCC students rely on cars and the campus is already well-served by TriMet and the PCC shuttle. There is no rationale for any more transit expenditures at this location.	2/13/2016 9:19 AM
10	Tunnels provide many benefits: Survive earthquakes better; provide shelter from poor weather; create a truly new transit way by not competing with surface traffic; less noisy; less visually noticeable in neighborhoods; not dependent on surface traffic conditions or the need to interact with surface traffic. In fact, subway options should be considered for more parts of the Light Rail System.	2/13/2016 8:02 AM
11	I think the transit times need to be improved from Tigard to PCC Sylvania and then to Downtown Portland.	2/12/2016 2:33 PM
12	Less stops would be ideal. I think the goal would be get people from downtown to the outlying areas. Less stops and only at transit centers would be ideal.	2/12/2016 12:56 PM
13	Need improved options to reduce transit time between downtown and SW Cities (People commuting from sherwood/tigard to downtown)	2/12/2016 12:50 PM
14	Less impact to properties near barbur, no light rail stops in Burlingame to keep transit activity down. Barbur does have a lot of transit activity and will make the light rail stops more susceptible to crime.	2/12/2016 12:36 PM
15	The SW corridor has some of the WORST traffic in the PDX Metro area during rush hour. Please look ahead at least 25 years in your planning	2/12/2016 12:36 PM
16	Fault lines should be considered when making a decision.	2/12/2016 12:30 PM
17	Please incorporate more for OHSU!	2/12/2016 12:06 PM
18	Human scale design of public right of way on either light rail or BRT options. Use transit to enhance pedestrian experience and calm automobile.	2/12/2016 11:33 AM
19	Stop wasting money on light rail. Buses are a fraction of the cost and more flexible. You can't keep the light rail you have now running on schedule. I take the bus because the MAX has become very unreliable.	2/12/2016 10:29 AM
20	Please consider that just because Portlandia has embraced "alternative" modes of transportation (bikes, mass transit, walking, skateboarding) does not mean those of us in the suburbs do as well. Its a fallacy to believe suburbanites will be getting out of their cars and using the alternative modes of transportation. It simply doesn't work that way outside the city. Mom's driving SUV's are torn 10 different ways during the day getting kids to schools, practices & extra activities. As well as to the grocery store, Costco, gym & mall. No mass transit or cycling option will ever make this a viable decision to get out of the car. Spending billions to benefit a minority is poor fiscal management. And I'm certain this submission will be brushed aside and seen as some loner kook who has a beef with mass transit rather than actually taking the content into consideration. Just know that there's a good percentage of us who find light rail spending a huge waste but we're not given any credence.	2/12/2016 10:12 AM
21	I would be interested in initial best-guess assessments of the various options to survive and adapt to a major earthquake.	2/11/2016 6:28 PM
22	The existing bus line to the PCC campus is slowed too much by traffic on the streets. We need to improve this. Being late to class is not really an option as most teachers will not work with students on this. Even if the student is working days and going to school straight from work to class. I just don't see how the BRT system would improve that.	2/11/2016 4:50 PM
23	Why not have a street car line on Barbur instead of the massive infrastructure of teh MAX line?	2/11/2016 3:38 PM
24	Moderate-intensity creative development of the PCC Sylvania campus could easily provide 500-600 additional units of housing. (1,000 or more units are possible.) A LRT stop on campus would help promote such development more than any of the other options, benefiting the entire community.	2/11/2016 1:44 PM
25	Typically I receive up to four or five alerts from TriMet everyday telling me about delays on the various MAX lines. The buses always get where they are going without having to rely on functioning switches, vehicles on the tracks, etc. I believe a rapid bus transit system would be more reliable.	2/11/2016 11:29 AM

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26	Think into the future. See how Seattle didn't? And it's a MESS up there!! I moved here to get away from the traffic in Seattle!! Think about the FUTURE.	2/11/2016 10:59 AM
27	Please continue the research!	2/11/2016 10:50 AM
28	While I like the permanency of light rail, it is an unreliable system, especially with heavy rail to auto interface. Buses are able to offer much more reliable service.	2/11/2016 10:46 AM
29	Don't be a Seattle. People will take light rail.	2/11/2016 10:29 AM
30	Please think about transit options that look long term, not short term. Where is our population growing? Please think about how transit is going to work in those areas.	2/11/2016 9:04 AM
31	if intent is to serve ridership all along corridor and not just to PCC, RBT serving the neighborhoods will serve the most people. People will not drive to light rail unless there is ample parking which defeats the purpose of having less cars on the road.	2/11/2016 8:47 AM
32	I would love to be able to ride light rail to the school where I teach near Washington Square Mall!	2/11/2016 8:46 AM
33	Bring light rail to Barbur Blvd and Multnomah Village!	2/11/2016 8:41 AM
34	I am interested in improving mass transit options to offices near Kruse in Lake Oswego. Traffic is beginning to impact desirability of this area.	2/11/2016 8:28 AM
35	Students go to PCC to sit in class and have to be on time. Whatever option is chosen, remember the student perspective, especially when thinking about what that option would be like in the dark or pouring rain.	2/10/2016 10:06 PM
36	More reliable and frequent buses for the 37,38,78 and 35 during the day and extended hours at night...like on the east side	2/10/2016 9:41 PM
37	Stop doing the paralysis of analysis. Make some decisions and act on them.	2/10/2016 8:52 PM
38	The public already spoke and turned down tunneling and cut and cover. Why do you put it back in front of us. Clearly you have an agenda. For Portland metro area to be a world leader again and we are not now, we need to embrace rapid bus transit. It is certainly will kill fewer people then max. Rapid bus would be soooo much less money to install. The savings will pay for buses for years. Stop talking about how much the Feds will pitch in. The more they pitch in the more we have to spend to get it.	2/10/2016 8:50 PM
39	You should extend the line south from Beaverton along Hwy 217 and Washington Sq.	2/10/2016 8:50 PM
40	Incorporate Barbur transit center as a hub	2/10/2016 8:49 PM
41	Thank you for serving the PCC Sylvania campus. So many people start at PCC as a first step to try to improve their adult lives, but their initiative is defeated by the parking-work-childcare-PCC transportation insanity.	2/10/2016 8:48 PM
42	Build the light rail line to enable the line to handle 4 car trans when the time and traffic warrants.	2/10/2016 8:44 PM
43	I personally feel as though the MAX is less reliable than bus service. After using the EMX in Eugene I have a strong preference toward high frequency BRT service that has the ability to deviate from the bus track. On several occasions I have had to deal with MAX service interruptions, where my experience with the EMX is that drivers have the ability to bypass broken down buses and traffic stoppages by detouring if necessary.	2/10/2016 8:24 PM
44	Seriously? Bore a tunnel to PCC? Are you nuts? Someone's been influenced by all the rich Californians infecting Portland lately. Build a good, solid, COST EFFECTIVE bus rapid transit line. That's all that's needed.	2/10/2016 8:22 PM
45	I live in Southeast Portland & work in Tigard and am so wanting a more reliable & faster way to get between the two. I can't tell you how many nightmare traffic jams I've sat in on Barbur, or worse, how many 12 buses have been appallingly late picking me up at Tigard Transit Center. I would love a commute along the SW corridor that was faster and gave me better options! There are a lot of people riding with me between Tigard and Downtown Portland and I think that whatever option you pursue would hugely benefit those of us looking forward to expanded Transit in this area.	2/10/2016 6:26 PM
46	I am concerned about the safety of the tunnel. There is a very high water table in the neighborhood. The high cost plus the impact of the people who live in the neighborhood. Wouldn't it be less expensive to MOVE the entire campus somewhere else?	2/10/2016 6:01 PM
47	Use SW Naito alignment.	2/10/2016 5:10 PM
48	What about local transit in Tigard? Metro is forgetting Tigard has been underserved by TriMet, and bringing light rail will result in even more service cuts, making it impossible to use transit within Tigard.	2/10/2016 5:01 PM
49	This needs to happen before 2020	2/10/2016 4:54 PM

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50	Am opposed to the extreme costs, noise and disruption of the neighborhood that would be generated by the building of a tunnel.	2/10/2016 4:28 PM
51	Build more roads and quit spending my tax dollars on questionable projects that can not pay for themselves without continued support after completion	2/10/2016 3:54 PM
52	Light Rail is too expensive to build and maintain. HCT is less expensive and will do the same job equally well. SW Corridor Project doesn't need to waste \$ Millions on light rail just to please the city planners...	2/10/2016 3:31 PM
53	I used to ride this route regularly to work and on the weekends I always had a hard time getting my bike on the bus because the bike racks were often full and I had to depend on the drivers being kind enough to let me bring my bike on the bus. This limitation caused me to be late to work because I had to catch the next bus 45 minutes later, which was still faster than biking out to Lake Oswego. The number of riders on this route bringing their bikes to get to their final destination is very high and BRT in no way addresses the needs of those commuters, but a MAX train would. So my final answer, is build capacity for the future that also meets the current unmet needs. As the number of cyclists increase -- and they will undoubtedly increase -- make sure that our transit system along HWY 99W is capable of meeting that future demand. It is worth it to pay more at the outset and have a long lasting system that can handle future demand efficiently.	2/10/2016 3:30 PM
54	As a resident of the neighborhood, I prefer light rail on Barber Blvd as it would serve not only pcc but the greater community.	2/10/2016 3:00 PM
55	I would love a lightrail route along Barbur blvd to better connect the SW corridor to the rest of the city's lightrail system	2/10/2016 2:25 PM
56	I think the committee's #1 priority with respect to PCC should be improving walk/bike paths, including signal-controlled crosswalks across Barbur Blvd. The bus service to campus right now is terrible, and I agree with the gentleman quoted in the 2/3 article who said we don't need to wait for high capacity transit to improve it. As a resident of the Far SW neighborhood I strongly oppose a direct light rail connection to campus because of the negative impacts on my neighborhood.	2/10/2016 2:17 PM
57	Strongly oppose a tunnel. Too many property disruptions. Remember that neighborhood stability and preservation of owner occupied single family dwellings are key neighborhood quality. Please no tunnel!	2/10/2016 1:20 PM
58	Light rail in hilly areas is stupid. There is not the volume of riders to warrant the cost. Buses can move everywhere in all weather.	2/10/2016 1:15 PM
59	If you're going to consider light rail then it has to directly connect with PCC to be viable. If the tunnel option is too expensive then BRT (with perhaps a branch line up to PCC) is the next best bet. If the BRT is the preferred choice then it needs to be legitimate BRT and not BRT light. This is the problem with MAX right now--it mixes too much with local traffic.	2/10/2016 1:11 PM
60	Transit for those who need/want it. If you want to walk go ahead, don't let the bus stop you.	2/10/2016 1:04 PM
61	Tax payers need more lanes on roadways for their cars that pay gas tax.	2/10/2016 12:07 PM
62	Light rail may be expensive, but it's a viable long term solution for Portlands transit issues.	2/10/2016 11:04 AM
63	Dedicating a light rail stop at PCC Sylvania will reduce the number of vehicles accessing an already busy section of Portland, and provide safer streets for those that utilize the public library and public schools in this neighborhood.	2/10/2016 11:03 AM
64	Max has worked well wherever it has gone. Keep up the good work.	2/10/2016 10:12 AM
65	The current bus system is not full or even close to full 99% of the time but it does offer flexibility to change if frequency and stops as needed. I don't see this with light rail. Which is more expensive to build and would not guarantee ridership. Not to mention the effect adding these lanes to the existing roadway and how it will effect the bleed off traffic from I-5.	2/10/2016 9:23 AM
66	Please remember you are planning for FUTURE needs as well as current needs. Costs tomorrow will be enormous compared to costs today. Building the best possibility now frees up time, roadways, and money to be better spent on other issues in the future.	2/10/2016 9:00 AM
67	I currently take transit from Tigard to OHSU, but I live in Newberg so I have to drive to Tigard, it would be nice to extend the public transit options to outlying communities.	2/10/2016 8:58 AM
68	Light rail is sexy but not practical both financially and logistically. I used to live in Europe and loved mass transit there but completely different logistics for making light rail efficient...heavy ridership, many stops of important destinations all along route, faster getting to destination than using car, cheaper than owning a car and practical only in cities where car ownership is impractical.	2/10/2016 8:50 AM
69	Light rail is the only option that should be considered	2/10/2016 8:25 AM
70	Not so much a comment as a question: Does increased travel time on light rail take into account worsening traffic which affects both buses and other surface road public transit?	2/10/2016 7:57 AM

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71	If Bus Rapid Transit is selected, please keep 2 lanes in each direction on Barbur Blvd. Otherwise, the car traffic will be a nightmare.	2/10/2016 7:34 AM
72	If the bus rapid transit option is chosen, consider using electric buses instead of diesel ones.	2/10/2016 12:04 AM
73	The costs of creating a direct connection via lrt or tram to pcc far exceeds the benefits. Campus can be adequately served by bus connections to future brt or lrt. Not worth investing that much of project costs when there are other more cost effective alternatives and other needs along the corridor.	2/9/2016 10:57 PM
74	I'm in favor of light rail due to its ability to meet long term needs, even at the additional cost.	2/9/2016 10:56 PM
75	Expanding the light rail system is prohibitively expensive to build and operate, impractical, and inflexible for changing transportation needs.	2/9/2016 10:54 PM
76	Please leave Capitol highway/SW 49th alone, and if anything reduce speed on it. Markham elementary students are in danger from all the PCC speeders.	2/9/2016 9:59 PM
77	I go down barber every day and I wish that I could use light rail instead of the buss.	2/9/2016 9:44 PM
78	Far SW Neighborhood doesn't understand that a tunnel is far less invasive (long term) than surface transit in the immediate vicinity of PCC. IF they understood this, they would favor a tunnel.	2/9/2016 9:36 PM
79	Must have transit option to PCC, traffic going to there from Barbur/Capital Highway ties up neighborhood traffic horribly.	2/9/2016 9:27 PM
80	Funicular type transport from Barbur to campus in addition to walk and bike paths on 53rd	2/9/2016 9:21 PM
81	Don't mess this up	2/9/2016 8:46 PM
82	All areas around PCC need roadway improvements and sidewalks to improve walkability to campus and transit options.	2/9/2016 8:32 PM
83	I would take TriMet a lot more if a light rail or commuter rail line came out this way	2/9/2016 8:08 PM
84	Tunnels always greatly exceed budget predictions. Just look at the Alaskan Way Viaduct in Seattle.	2/9/2016 5:18 PM
85	light rail is a greater landmark, people think its easier to use, and it give the perception of greater safety	2/9/2016 5:08 PM
86	I was a PCC student & had a 3 year old so walking uphill & in bad weather for .05 mile would be a big step back. A tunnel is not needed & costly so come up with solution for PCC students.	2/9/2016 4:50 PM
87	Success for SW Corridor HCT is ability to travel between downtown Portland and Tualatin in the same or less time as driving on I-5 (beyond rush hour, i.e. about 25 minutes).	2/9/2016 4:39 PM
88	Get it done	2/9/2016 4:26 PM
89	This corridor would benefit greatly from light rail and bike lane improvements. We don't need to burn more fossil fuels.	2/9/2016 3:35 PM
90	I think they missed the needs for Tualatin and Sherwood altogether.	2/9/2016 3:24 PM
91	I strongly favor light rail with tunnel and elevator underneath OHSU, similar to the Zoo station. Light rail should stay on barbur for speed and access to Sylvania Campus should be through a connection service like aerial tram or shuttle street car.	2/9/2016 3:09 PM
92	A walk/bike path would not serve differently abled people. You are assuming that all who would take public trans to Sylvania are young and energetic. Not so at all. How about the students in wheel chairs? the professors in their 80s? We want universal access.	2/9/2016 3:07 PM
93	have more regular buses run more often - that's part of the current problem (getting to school/work) - don't need these expensive LONG vehicles (train or bus) - use existing streets as much as possible	2/9/2016 3:03 PM
94	Please keep the light rail separate from I-5 and Barbur Blvd. so that traffic jams don't slow down the light rail	2/9/2016 3:01 PM
95	I am strongly in support of density and mass transit options, even if it creates a need to raise revenue. Mass transit that gets cars off roads, and can move lots of people, is the only real solution to sustainable growth. This is why I do not believe bus rapid transit really helps us long term. It seems to just incentivize more cars to hit the highway taking the place of any people who decide to ride the bus.	2/9/2016 2:50 PM
96	Question 3 was missing option: Bus rapid transit on Barbur Blvd. plus local bus hub convening on PCC Sylvania campus with buses timed at rapid transit connections.	2/9/2016 2:36 PM
97	Another potential connection option is an underground funicular. Cheaper than a subway and more direct than other options. Modern example is in Istanbul.	2/9/2016 2:33 PM
98	Need to consider disabled access to PCC	2/9/2016 2:24 PM

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99	We are building infrastructure that will last for the rest of the century. It should be planned with the flexibility needed in a zero carbon economy.	2/9/2016 2:20 PM
100	Avoid imminent domain property acquisition as much as possible.	2/9/2016 2:07 PM
101	Would love better access from Barbur to Hillsdale Town Center.	2/9/2016 12:52 PM
102	One way carsharing offers another option!	2/9/2016 11:48 AM
103	Please put in ample parking! Public transit will only work if it works with people's lives- I can't bike three miles in a business suit, carrying my files and my toddler!	2/9/2016 11:27 AM
104	The residents who live in this corridor will likely prefer LRT because they have a prejudice towards buses. In that respect, a slick BRT system running through their community could be a powerful education and marketing tool to show that buses can be "cool" and aren't just for "poor people." This could have a profound, long-lasting impacts on this car-dependent area of the Metro region and encourage residents to opt for traveling on one of the many bus lines that already exist here, as well use the new BRT route. LRT is sexy but BRT is probably more efficient and effective as a long-term strategy.	2/9/2016 11:02 AM
105	This is about improving transportation and supporting neighborhood development for the next 50 years. In that context, it makes sense to go big. I like the tunnel option because it thinks big and thinks about future access for the SW neighborhood. The car-focus of the SW area makes it ugly, limits the economic viability of business along Barbur, and makes it hostile towards pedestrians. A rail investment supports higher density of development and supports improved access to Sylvania, which will help the neighborhood with access to education and retraining.	2/9/2016 10:51 AM
106	My understanding is that the SW Corridor already has enough demand along the study area to warrant light rail. The region needs the higher capacity of light rail whenever we can put it in so we can realize the economic benefits of a higher density city, not just add more car traffic as people keep moving here.	2/9/2016 8:53 AM
107	Regardless of the mode they choose, they need to improve the route buses use to get in and out of PCC. For example, possibly connecting Haines directly in to the SW portion of G street so buses don't have to travel on Lesser and make that turn to/from Lesser and Haines.	2/9/2016 7:27 AM
108	The decision about light rail is not just about today, it is about the city we want 50 or 100 years from now. Then the cost will be a distant memory, but people will need to live with it if the decision is made to put the line in the wrong place. Do it right, now. The eastside and westside lines are fully paid off, and nobody complains anymore about the cost of these vital civic assets. Do the right thing and put the southwest line in the right place .. and lay the foundation to run it to wilsonville because I-5 is not getting any less crowded.	2/8/2016 11:31 PM
109	Traffic overall is terrible to pcc. Yes adding buses would be good, but getting more cars off the road would be better. A max tunnel would be great.	2/8/2016 9:54 PM
110	Please make sure that Marquam Hill (OHSU, the VA etc.) is adequately served by these improvements. Bus connections will not cut it long term. Moving walkways and high speed elevators are definitely viable options but the travel time from Downtown to OHSU should be less than the current Route 8 travel time and from Hillsdale to OHSU should be less than the 64X/65 travel time.	2/8/2016 8:20 PM
111	I live downtown and work in Tigard, so I need to go past PPC and would like to be able to get past I-5 at least.	2/8/2016 7:33 PM
112	I have serious reservations with plunking down a huge amount of cash for another rail line when TriMet has admitted they can't care for the lines they are currently running. Reliability is falling and major disruptions will be needed to the system on the most heavily used sections to fix problems caused by 'deferred maintenance.' Why should we trust them with another billion tax dollars? I realize that equity requires better transit to a growing southwest sector. Could we adopt a gradual build-out model? I'd really like to see how BRT works on Powell/Division - if it's successful, people will be all about rolling out more BRT. It's just too unknown for Portlanders at this stage.	2/8/2016 6:20 PM
113	When the yellow line to Vancouver is done can you add a new line to the east Portland or SE we need more service also maybe saint johns area	2/8/2016 6:17 PM
114	Add new lines to Portland we don't need a line to every suburb when we can't even go to the half of the city .	2/8/2016 6:08 PM
115	Will you ever plan to add new line in the Portland area soon ?	2/8/2016 5:59 PM
116	New Portland lines any time soon ?	2/8/2016 5:44 PM
117	I hope you will add more lines in the Portland area soon instead of allways focusing on the suburbs like clackamas milwaukie and now the sw. What trimet should do is add a line to saint johns or extend the blue line to east Gresham maybe down Powell or division.	2/8/2016 5:40 PM
118	You should focus on the city of Portland add a line from troutdale to saint johns or a line down Powell to east Gresham.	2/8/2016 5:32 PM
119	I will not pay for it with more property tax measures. Find a funding source that is equitable.	2/8/2016 5:27 PM

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120	Please maintain bus stops on Capitol Hwy outside entrance to PCC.	2/8/2016 4:19 PM
121	Light rail is the green way. The appropriate, safe, convenient way to commute.	2/8/2016 3:40 PM
122	It seems light rail is the way to go...its been successful in the past and promotes new growth for both businesses and residential.	2/8/2016 3:33 PM
123	Simultaneously add light rail cut and cover to PCC Sylvania and remake Barbur Blvd. for Bus rapid Transit. Best of both world! !!!	2/8/2016 3:26 PM
124	While many PCC students are young and fit, best to assume that some will not be able to ambulate between the LRT and the campus. Alternative service must be planned for them, not left as an after-thought.	2/8/2016 3:05 PM
125	Thanks for asking for citizen input.	2/8/2016 12:35 PM
126	Light rail is an essential transportation choice needed for the future of this region. Population growth in the metro area is nearly exponential. These regions need this public transit option to ensure future region accessibility for all.	2/8/2016 12:08 PM
127	Mass transit will not work unless ridership is attractive. Make it free by increasing subsidy from Metro with implementation of a progressive Metro income tax.	2/8/2016 6:48 AM
128	Higher ridership can be guaranteed by constructing a light rail line.	2/8/2016 12:11 AM
129	The Barbur blvd corridor does not have the requisite urban landscape or street grid system for light rail to make sense. It's single family homes and strip malls walled off by I-5 and an incongruous street system, additionally TOD in the corridor would have to take into consideration the attractiveness of Barbur and whether or not people would want to ditch their cars to live on a relatively isolated and unattractive street. If the point is to better serve sylvania it seems like BRT could do the job just fine. If the longer term goals are to better connect the SW burbs to downtown then I cannot understand why a commuter rail system isn't being planned. 99W is already a nightmare with little in place to address future traffic issues. Investing in a commuter rail system is exactly what is needed to address long-term growth issues. Leaving union station the rail could go to OHSU, sylvania, tualitin/Tigard, newberg, Dundee, Lafayette, terminating in downtown McMinnville. It would rapidly get people to major nodes in the metro area, provide a needed tourism boost/connection to wine country, and relieve congestion along limited highway routes. It seems like the answer to everything in this city is light rail. It's medium capacity, inflexible, extremely slow (for a rail system), has too many stops, and there is no funding in place to run it every 5-7minutes like in larger cities (and probably not the downtown track capacity either). Do the BRT or commuter rail, but light rail seems silly.	2/7/2016 2:50 PM
130	I work at OHSU and I am a part-time instructor at PCC. I also serve on a public health advisory committee at PSU. We have a great opportunity to connect these three institutions with rapid and direct service (no transfers!). If Seattle and San Francisco can build tunnels why can't Portland? We need first class transit, not transit lines that don't connect anything. Walking half a mile to get to your final destination doesn't work unless you are a 20-something kid with a lot of free time before and after classes.	2/7/2016 1:55 PM
131	Convenience is key. Do it right from the start so people aren't regretting the cut corners in the future	2/7/2016 10:04 AM
132	Thank you for your thoughtful efforts and for including the local community's ideas.	2/7/2016 7:34 AM
133	Continue to think big. Look at how successful the Westside MAX extension has been and that included taking a risk and digging a tunnel. There was also the risk of the Portland Tram. Let's continue to look forward and vision the area we want to live in 20 years from now.	2/7/2016 7:33 AM
134	I'm pretty sure the area in question is a higher earthquake impact area so am strongly against the tunnel.	2/7/2016 7:21 AM
135	The existing roadways are terribly overloaded. Though buses decrease the number of cars, it is just not enough. Lightrail will reduce private vehicles as well as buses on these roads. This is the most ideal solution impacting the roads, overcrowding, environmental impact, as well as travel time, ease, and comfort (which ideally is going to drive people's decision to drive themselves or get on board)	2/7/2016 12:29 AM
136	Light rail connectivity is a must for the future. SW will get the short end of the stick if anything else is considered. Not connecting OHSU is a mistake, Not connecting PCC Sylvania is a bigger mistake. Even if you don't have the money to complete the line to Tualitan / Sherwood make sure you can in the future as you will have to at some point in time.	2/6/2016 10:18 PM
137	Improving 53rd Ave is a great idea. A tunnel which will destroy houses and have ballooning costs is a bad idea.	2/6/2016 9:56 PM
138	light rail is too expensive to run out Barbur. Stick to running buses.	2/6/2016 9:35 PM
139	As a resident of SW Portland, I see increased high-capacity mass transit options as a critical component of the future of the area and Portland metro at large. Investment in high-capacity mass transit is an investment in our city's future, as well as our environment.	2/6/2016 11:24 AM
140	Light rail is the only future proof option and given population growth we should not wait a minute longer to get underway.	2/6/2016 8:52 AM

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141	Increased bus service is needed generally on the west side going downtown, not only to Sylvania. Please consider how the sw corridor plan can improve service frequency for the sw neighborhoods that would feed into a new lrt or brt line	2/6/2016 7:56 AM
142	I live two blocks from Sylvania and the walk from Barbur is too long and steep. I wouldn't feel safe in the dark. The campus needs a station that serves the whole neighborhood. I am willing to put up with several years of construction in my neighborhood to get MAX service to Sylvania.	2/5/2016 10:28 PM
143	Yes. Please consider the disabled. A half mile walk or bike ride is no big deal if you are healthy and reasonably ambulatory, but if you are elderly, in a wheel chair, epileptic, use a cane due to visual impairment, or even if you're on crutches that half mile is a helluva long trip.	2/5/2016 7:33 PM
144	The long-bored tunnel is the best alternative to serve the needs now and in the future. Anything else is a compromise that adversely affects our region.	2/5/2016 4:32 PM
145	For clean energy, large capacity, and better public perception, light rail or streetcar would be better than buses, regardless of route or destination. By public perception I mean the stigma associated with buses that they are ridden only by the mentally impaired or those who have suspended licenses. This is untrue, but I know people who will not ride with "that sort."	2/5/2016 3:10 PM
146	A pedestrian bridge is needed from SW 52nd Ave, north of I-5, to go over both I-5 and Barbur to connect to Markham elementary school. Protected bike lanes and 21st century stormwater management is needed on numerous nearby roads.	2/5/2016 1:18 PM
147	When I took a class at PCC I already took the Barbur bus and biked from there to the campus--it was a little annoying but fine, and would have been great with true bus rapid transit. I would support BRT if it had signal priority and dedicated lanes the whole way, but if the city cant or won't commit to that, or if there's no cost savings, then obviously light rail is more desirable by far.	2/5/2016 1:12 PM
148	I live on the North side of Barbur/I-5. If any improvements are made on SW 53rd, I hope that they will include a pedestrian/bikeway connection on the N side so that residents on our side of the highway can utilize any future transit options. Using Taylor's Ferry to get to Barbur Transit Center is not an option due to safety issues for pedestrians and bikers.	2/5/2016 10:57 AM
149	If there are improvements made to SW 53rd Ave. could disabled people and people with service dogs still get to PCC easily? This matter should be researched more thoroughly if you decide not to have a transit station on the campus.	2/4/2016 11:17 PM
150	Brt all the way	2/4/2016 10:28 PM
151	Traffic along Barbur Blvd and Hwy 99 is very congested during rush hour, likely because there are few public transit options along that route. I ask that decision makers do whatever they can to find a solution that works for as many residents of SW Portland as possible to reduce traffic.	2/4/2016 9:18 PM
152	This is the last major leg of the max system. Not completing the system would be unfair to the thousands of daily sw commuters who have so far supported max to every other part of the metro area. Simply adding more buses is not going to provide any relief to the growing congestion in that corridor.	2/4/2016 4:56 PM
153	This line doesn't serve OHSU, Hillsdale or Multnomah Village and it may not serve PCC. Is the goal to move suburban resident as fast as possible through Portland? If it doesn't at least serve PCC then I see no advantage for Portlanders in supporting this project. What happened to our land use vision?	2/4/2016 12:59 PM
154	If light rail doesn't connect directly to PCC then dont bother with light rail and go with BRT. I prefer light rail but connecting to PCC is more important than which mode.	2/4/2016 12:26 PM
155	Don't waste \$100M+on getting to Sylvania.	2/4/2016 10:50 AM
156	Don't be short sighted. Don't sacrifice existing road capacity - add to it with rail on alternate pathways. Don't force drivers onto Federal interstate by restricting Barbur. Take inspiration from world class cities. Build a tunnel - OHSU and PCC.	2/4/2016 10:11 AM
157	The PCC campus is isolated from Barbur corridor in a relatively low density, stable, single family area. It is not clear that property values in the area suggest much opportunity for redevelopment to higher densities and mixed uses that would support light rail investment. Consider weekday ridership during off-peak times to PCC. In the past, these buses have had ample available seats off-peak. My sense is that the level of ridership doesn't support 15 minute all day bus service. Allowing Tri Met to adjust service to "fit" need with existing bus lines seems like the least cost, most flexible option.	2/4/2016 10:04 AM
158	I think it's very important to choose light rail over bus rapid transit. BRT has an important role to play in the region, and we'll see how it works on the Powell corridor. But SW Portland needs a MAX line to be truly integrated into the region. Future BRT lines in the area can build on the initial light rail investment.	2/4/2016 9:46 AM
159	Value of the overall project, and buy-in/cost-sharing by the local entities that have skin in the game.	2/4/2016 8:47 AM

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160	The tunnel under OHSU needs to be added back to the project. Otherwise this project will miss one of the most important destinations in the city.	2/4/2016 8:19 AM
161	Carbon footprint is going to be increasingly important in the future.	2/3/2016 9:24 PM
162	Max trains are not reliable so I definitely prefer buses.	2/3/2016 9:20 PM
163	Don't take any auto lanes for either BRT or light rail...and don't give them priority at lights...auto drivers pay for the transit and shouldn't have their commutes made worse than they already are...and autos shouldn't have to give priority to the 6% who are riding transit and highly subsidized.	2/3/2016 7:00 PM
164	Divert the money to roads. Enough with lght rail and busses - address the dangerous overcrowding and crumbling of our freeway infrastructure. We need new highways!!	2/3/2016 3:24 PM
165	Please extend light rail down Barbur Blvd./99. Commuting from Tigard is only going to get more challenging as the population increases. I did not support the no light rail initiative and the results do not reflect how many of us in Tigard feel.	2/3/2016 2:55 PM
166	Don't. It is not needed. Ridership will not increase. It never does. People would rather drive. There is already frequent bus service to PCC.	2/3/2016 2:32 PM
167	As Portland's population explodes, the population of riders will exceed freeway capacity. This is inevitable. We need to invest heavily in light rail right-of-way lines that will ensure flow of commuters (independent of street traffic!) so that when the freeways can no longer be expanded, there is still reliable transport into the city center.	2/3/2016 2:29 PM
168	no - other than please do not discontinue #38 bus service thru Mt. Pk.	2/3/2016 1:42 PM
169	RE: question 5 - how would physically impaired folks get to campus? YOU didn't specify whether there would be bus service.	2/3/2016 12:52 PM
170	Extra \$1 billion for a tunnel to serve one location doesn't make sense to me - this is why I said "no" to an OHSU tunnel, and that would have served a lot more people. We can find other ways to get people to OHSU and PCC.	2/3/2016 11:49 AM
171	reliability, frequency and dedicated right of way are more important than the kind of vehicle!	2/3/2016 10:31 AM
172	Quickest route and highest ridership (light rail) bypassing PCC. PCC could have frequent shuttle buses. This route should have been built before Milwaukie line.	2/3/2016 8:54 AM
173	I'm glad you are adding This thank you trimet. Are there going to be more lines in Portland in the future ? A line to saint johns or troutdale would be nice also SE.	2/3/2016 4:59 AM
174	I would much rather have a new line In Portland but if I had to choose I would rather have a max line than buses. When will there be a new Portland line to the rest of the city ?	2/3/2016 4:48 AM
175	Can we get a line through SE all ready come on !!! Or at least saint johns ? STOP WITH THE SUBURBS ALL READY!!!!	2/3/2016 4:44 AM
176	Add more lines in Portland !!!	2/3/2016 4:40 AM
177	What trimet should worry about is Adding lines to SE Portland and adding a lines to saint johns and make the blue line go further into Gresham the people of Portland need better transit than the small city's that do not have that many people that live in that area I would rather be able to go to all of Portland while riding the max than only half of Portland but be able to go to every little city around it. you have all ready built a line to clackamas and milwaukie to hillsboro and Beaverton and you have the WES (I THINK ITS ABOUT TIME) trimet starts expanding to other parts of Portland like Colombia Blvd killingsworth division Powell saint johns east Gresham ect	2/3/2016 4:37 AM
178	More money needs to be spent on the aging and existing MAX lines, especially in the Rose Quarter and Steel Bridge area. This is a choke point with frequent switch issues and very low speeds.	2/2/2016 9:00 PM
179	I have worked at PCC Sylvania and currently have family members attending. Even from south Clackamas one can get there without using a car. The continued extension of transit seems to assume no one is able to 1. Wait, plan and be patient to get to a destination 2. Is unable to use a transfer in existing public trans systems. You act as if folks will not go to college if you do not improve system . Ridulous.	2/2/2016 5:41 PM
180	Focus on commuters. Not just students	2/2/2016 5:22 PM
181	Please direct staff to inform the public on the project benefits. When the decision making timeline is pushed back, please set new dates for release of staff recommendations and new dates for steering committee meetings.	2/2/2016 1:21 PM
182	What recommendations/decisions are being made around anti-displacement policies, particularly those related to housing and commercial space? I support HCT but to minimize displacement of existing residents and small businesses, the strategy must include housing and economic development components. I'm also curious to know about any recommendations/decisions pertaining to student and family-oriented housing near the campus.	2/2/2016 11:35 AM

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183	If walk and bike improvements were made to SW 53rd Ave., perhaps PCC could run their own shuttle from a HCT stop along Barbur Blvd. They currently run a shuttle between campuses.	2/2/2016 9:53 AM
184	The orange line extension to Milwaukie has been amazing. It is time to build light rail into Southwest Portland/Tigard/Tualatin!!	2/2/2016 9:34 AM
185	should build elevated line so that does compete with car traffic.....should included "gerbil tunnels" or cat walks for bikes and pedestrians. In essence, easy way to make connection between Barbur Transit Center without worrying about cars	2/1/2016 11:12 PM
186	should build elevated line so that does compete with car traffic	2/1/2016 11:08 PM
187	Whether light rail or bus rapid transit, I hope transit travel times and amenities are given priority over SOVs.	2/1/2016 4:04 PM
188	I have been riding Trimet Line 96 downtown for the last 28 years. It travels along I-5. As our company has flex hours, I opted for a later start as rush hour traffic would clear. This is no longer the case. I-5 is so heavily traveled that even the commutes after 8:30 AM are heavily congested. Adding more busses will not help with this issue. They will sit in the I-5 back up as do present busses. Additionally, as Line 96 is considered commuter only, there is no easy access to downtown on weekends or mid day. A light rail choice would not be held up by I-5 traffic and would potentially offer weekend accessibility for dinners and shows.	2/1/2016 3:53 PM
189	This needs to be taken care of ASAP. There have been too many bus cuts on lines that have tons of riders and cuts late at night. Sundays tend to be bad days to travel by bus. Also there are too many areas in Milwaukee that need weekend service and over 30 years there has not been weekend bus service in Milwaukee. No matter how many petitions there have been still after 30 years nothing has been done to improve bus travel in Milwaukee.	2/1/2016 3:45 PM
190	If it were easier to get to PCC Sylvania I would take classes there.	2/1/2016 3:21 PM
191	Direct access to PCC would be a significant benefit to students, especially elderly students or people with a disability who may difficulty navigating the steep grade from Barbur Blvd	2/1/2016 2:59 PM
192	It'd be great if when presented with the choice between BRT and LRT that we were told how MUCH 'Rapid' will be included with BRT. Will it be true BRT? With dedicated lanes? Or will it be BRT like what is being proposed for Powell/Division? Not knowing how serious the planning agency is with the BRT idea, it's very hard to support one idea over the other.	2/1/2016 2:31 PM
193	yes! Please please please consider the impact of all these new projects. The existing bus lines are awful, the buses are packed, standing room only, and they never run on time. Couldn't you just add more bus lines, wouldn't that be cheaper and better serve the public? The existing light rail cars are becoming outdated, there are always problems with the switch on the bridge, and the wheelchair ramps and the car doors are always getting stuck on the light rail cars we have now. It's like you have a house that's falling apart (an existing transit system), and you're adding new furniture instead of fixing the foundation!	2/1/2016 1:48 PM
194	1. TUALATIN-CONSIDERATIONS: Even though Committee has recommended Bridgeport as terminus vs. downtown Tualatin, please preserve commitment to improve transit service to Tualatin. Bus is fine for phase 1, but please increase frequency of 96 to be 7-day service and sync with HCT at Bridgeport so Tualatin residents and visitors can easily step off LRT or BRT and onto bus to continue their journey. 2. OVERALL ROUTE/TIME CONSIDERATIONS: While we appreciate (and share the desire for) a HCT stop in downtown Tigard and at Bridgeport etc., please optimize route to minimize travel time. If total travel time (including walking, last-mile-bus connection, etc) is competitive with car, I'd much prefer to take HCT to downtown Portland but if the route and stops meander too much (i.e. travel time is similar/worse than existing 96 bus route), I will continue to drive and imagine others with choice will do so as well. This could be a great addition to Portland metro ... please make it viable.	2/1/2016 1:44 PM
195	BRT would be a waste of money considering that it will be over capacity within 10 years of project completion. We need to invest wisely and expand LRT across the metro area.	2/1/2016 1:34 PM
196	The economic impact of more transit infrastructure on disadvantaged communities in the area	2/1/2016 1:12 PM
197	Your transit decisions seem to ignore people who do not work a traditional Monday-Friday day shift schedule.	2/1/2016 12:54 PM
198	A mixture of transit on both Barbur and Capitol Hiway and through the Tigard Triangle is very important for "place making" but remember the perceived preference in place shifts from urban to suburban once you are west of capitol hill road. I am also concerned about committing the Barbur Transit Station to a transit use in the Barbur Concept Plan it was envisioned as critical for urban place making.	2/1/2016 12:16 PM
199	Reliability and frequency is key. I currently work in Tigard and if I miss the 38 bus then it takes me an extra 1-1.5 hours to get to work via the 12 and 76. The 38 isn't always reliable, so I've found myself having to take a cab or lyft to get to work on time when it's running late or doesn't show at all.	2/1/2016 12:07 PM
200	a line that goes to key places (like work, education, grocery stores, shops) is important	2/1/2016 9:56 AM
201	Tunnel is stupid and so is BRT	2/1/2016 9:33 AM

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202	dedicated surface line either train or bus. No tunnel.	2/1/2016 8:58 AM
203	Light rail should continue to Wilsonville	2/1/2016 8:16 AM
204	I would love to bike near PCC but it is a dangerous commute area. Even tho I'm not a student this would be a useful biking improvement for many commuters.	2/1/2016 6:53 AM
205	Do it right the first time. Invest in our future and don't cut corners for cost.	2/1/2016 6:23 AM
206	Yes. Think of Tigard residents first and foremost. Tigard residents are the ones that will have to face the challenges of the decision. If TriMet builds light rail, what guarantee is there of good, quality bus service, with decent connections? What guarantee is there that people in Tigard can get to their destination, or start their trip, using transit? The proposed HCT lines do **NOT** serve any transit destination within the city of Tigard. If you choose light rail, are you willing to admit you want to widen every arterial in our city to five lanes (just like West Baseline is being widened in Hillsboro as we speak, just like Cornell, Cornelius Pass, 158th and so many other roads were widened AFTER MAX was built?) Are you willing to accept Tigard as nothing more than a parking lot for people to get on and off MAX? Or do you want Tigard to be a transit friendly community, where there is good transit throughout the city, where a resident in River Terrace or along Walnut can easily catch a bus to downtown Tigard, and then continue on the same bus with an express ride to downtown Portland? Or a Sherwood resident, ride a bus to Tigard, and continue on? Tigard's #1 problem is 99W congestion. The HCT project does absolutely NOTHING towards fixing it...but building MAX will absolutely result in more cars driving to MAX parking lots, which means MORE congestion - not less. Is that what Metro and TriMet want for Tigard - more car-centric neighborhoods, more congestion, more pollution? All, to feed a "clean electric" MAX train powered by one of the region's dirtiest coal fired power plants?	1/31/2016 8:23 PM
207	The SW area needs a backbone corridor so a connection from Barber to PCC needs to be a spur or start of a route to Lake Oswego. We can't make Barber bigger so a transit backbone along that seems a better long-term solution	1/31/2016 7:37 PM
208	The Barber to PCC connection needs to be considered as a spur/addon/future extension to Lake Oswego while the entire backbone needs to be along Barber. As a 7 lane option would be ridiculous to consider, the options must focus on the establishment of a SW Corridor Backbone with side connections such as a PCC spur.	1/31/2016 7:23 PM
209	Light rail is an important investment in the long-term transit needs of the metro area.	1/31/2016 7:13 PM
210	Please continue to expand MAX to the suburbs!!	1/31/2016 6:28 PM
211	For BRT to be a truly comparable alternative to LRT, any BRT alignment should have just as much exclusive right-of-way as LRT.	1/31/2016 6:18 PM
212	light rail will always be a superior option to a bus line simply due to having a lower environmental impact	1/31/2016 6:12 PM
213	Make a long-term commitment to the college and educational opportunities. Bus Rapid Transit is not permanent.	1/31/2016 5:57 PM
214	need more after midnight service-longer transfers-cash acceptors on wes	1/31/2016 5:49 PM
215	I think other options to a tunnel such as ariel tram should be seriously considered if they are cheaper. The half mile walk (up) is likely to discourage a lot of riders. The link to the campus needs to be easy and fast.	1/31/2016 5:48 PM
216	As long as Rapid Transit is exponentially more budget-wise for Oregon and federal govt., should use it, with eye toward sustainable and efficient power sources. And with eye toward minimal impact on auto traffic. Avoid reducing number of primary lanes and/or employ rush-hour-direction lanes that temporarily reverse one of the non rush hour lanes. This should be used that have been "dieted" in Portland, eg, Division.	1/31/2016 5:28 PM
217	While I support the implementation of light rail on this corridor, I believe more resources need to be invested in improving the reliability of the current lines (in particular the Steel Bridge bottleneck) before any additional lines are added to the system.	1/31/2016 5:03 PM
218	It is best to have a transit station on campus, be it for bus, MAX or both. Students need to get to class and nowadays with buds in their ears and other electronic hand-held distractions, they are safer on board a bus or train directly to campus.	1/31/2016 2:23 PM
219	Go with the bus rapid transit first--less expensive, less of an impact on bordering neighborhoods, and less noisy.	1/31/2016 1:44 PM
220	Please choose light rail, with as much grade separation as possible. Important to have quick, effective, public transit in Portland.	1/31/2016 12:28 PM
221	A new light rail on Barbur to the existing Tri met transit mall. Plan for PCC round tip shuttles on a regular schedule. No additional stop on 53rd.	1/31/2016 11:49 AM
222	Regarding question #5, I feel the best most inclusive choice is to have a transit station on campus as a ".5 mile... somewhat steep grade" can be prohibitive/problematic for many folks.	1/31/2016 11:00 AM
223	We would be very happy to have light rail service here in Hillsdale/Burlingame neighborhood. It would be a welcome addition and help traffic congestion in these neighborhoods	1/31/2016 10:19 AM

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224	BRT would be more cost effective both in the short and long run. There will be less impact for furrent businesses and property managers if you go through with the construction of brt	1/31/2016 10:13 AM
225	No	1/31/2016 6:43 AM
226	Having a Stop on Campus would very much encourage attendance and use of the campus	1/30/2016 11:52 PM
227	I don't attend PCC Sylvania, so I really don't care. I have no idea why you send me these things, because you SURE DON'T CARE ABOUT ANYTHING EAST OF 82ND. Asking ME about a SW transit upgrade is just rubbing salt in the wound, IMHO. PUT THE BUSES BACK THAT YOU CUT BACK FOR "HIGH FUEL PRICES". Liars.	1/30/2016 10:04 PM
228	When will Hillsboro/Beaverton ever get more consideration for better transportation and reliability? We only get the blue line that doesn't run frequently enough, I'm tired of being fondled on the max b/c we're crammed in like sardines daily, and you have very few buses. Trimet sucks.	1/30/2016 8:33 PM
229	I work at PCC and think it's ridiculous to consider the light rail tunnel options to Sylvania. They are way too expensive and not necessary. If rapid bus transit can be provided that will be more than enough. Even just improvement to already existing bus service would be good. But, building tunnels or an areal tram is a waste of public tax dollars and not something that is needed. This is not a "social justice" issue. Not providing any public transportation to PCC would be a social justice issue. But, expecting luxurious, high cost service in the name of social justice and equity is absurd and would only benefit people going to PCC, which was not the intent of this project. Please do not bow to Lisa Avery's social justice pressure.	1/30/2016 7:45 PM
230	Please consider the best ways to link Sherwood to the rapid transit. Commuting to Tualatin for a max stop is less than ideal because of extreme congestion on Tualatin-Sherwood road.	1/30/2016 7:13 PM
231	Light rail travels outside of traffic, where buses are still a part of traffic, even with increased frequency. That's why I prefer a light rail option instead of increased busing for the congested SW corridor.	1/30/2016 7:02 PM
232	Costs are very important, especially in terms of the number of people served by increased costs.	1/30/2016 6:51 PM
233	The needs of the disabled need to be taken into consideration.	1/30/2016 6:08 PM
234	Best option seems to be bore tunnel to PCC. Second best, bus hub with frequent connections.	1/30/2016 6:03 PM
235	I've not taken classes at this campus due to the difficulty getting there. Light rail would be a valuable improvement.	1/30/2016 6:03 PM
236	The SMART buses in Wilsonville routinely meet WES and provide a quick trip to various locations in the city. A similar shuttle bus from Barbur to campus, making several stops on campus, would be excellent if BRT or light rail is built.	1/30/2016 4:54 PM
237	Why are they considering making new roads when the existing roads need improved pavement VERY badly! Fire trucks would have a hard time reaching many houses in SW Portland due to the poor road quality.	1/30/2016 4:02 PM
238	Connecting PCC Sylvania to downtown is not necessarily the most important priority. Most important is the need to get people through the bottleneck topography that currently is served by Barbur Blvd and I-5.	1/30/2016 3:53 PM
239	Try to project and consider the needs/wants of travelers 5-25 years in the future, not so much the disruption to SW residents in next couple of years, as long as we don't completely disrupt the future implementations by near-term impacts.	1/30/2016 3:47 PM
240	PLEASE stop spending so much money to cater to the needs of such a small portion of the population. The ROADS that are not being expanded are the problem. A small train going through a tunnel a few times a day is not going to change the cargo-carrying and people-carrying capacity of the i5 corridor. As a resident living near the newly-finished orange line, I can attest that the only thing the orange-line did was provide a slightly more-comfortable-commute for those who can find parking, subsidized by the rest of us who are still driving. PLEASE STOP TRYING TO CHANGE PEOPLE'S DRIVING HABITS BY IGNORING THEIR NEED'S AND HOPING TO ANNOY THEM INTO ACQUIESCENCE. Start spending the money on expanding the roads that ARE BEING USED.	1/30/2016 3:39 PM
241	can't walk up steep hills . Bad heart !	1/30/2016 3:36 PM
242	The mode of choice should be determined after Tigard and Tualatin have voted to see which would be the most compatible for those communities.	1/30/2016 3:25 PM
243	I work in Tigard and live in the Hillsdale area. I currently drive to work. I would regularly ride a light rail to work if the option were available. It's not so much that I'm biased against buses as a viable transport option. Rather I would totally take advantage of being able to go straight downtown after work for entertainment if it weren't for traffic on the roads.	1/30/2016 3:00 PM
244	Please choose light rail for the SW Corridor. It has far more benefits than brt, especially in the long term. I much prefer riding the MAX than I do riding a bus, even if it's brt.	1/30/2016 2:38 PM
245	Tigard, Tualatin and Oregon City southern -west/east connectivity would alleviate commuter congestion and transit time. Eliminating unneeded northern routing along western/eastern corridors for those desiring south-east/west destination/origin.	1/30/2016 2:19 PM

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246	Please do not destroy SW Portland neighborhoods with costly light rail construction.	1/30/2016 12:56 PM
247	You have to remember that it won't just be 20yr olds going to PCC Sylvania. Older people and handicapped would NOT appreciate .5 walk w/a somewhat steep grade.	1/30/2016 12:44 PM
248	In addition to bike/pedestrian improvements on SW 53rd, consider bus shuttles from the light rail station to PCC-Sylvania	1/30/2016 12:38 PM
249	I think serving the Sylvania campus is important and I think the option of having bus service that connects with light rail would be a good option.	1/30/2016 12:24 PM
250	I think Sylvania is a "must-serve" destination on the corridor, with such a large share of campus population coming from other areas served by the SWC. I understand that tunneling options are disruptive and costly and cede they may be impractical. Incredibly high-grade BRT with separated lanes, signal priority, jump lanes, expedited fare systems, etc could be viable. I don't think even significant bike/walk improvements to 53rd Ave will be enough to incentivize the half mile trip between Barbur and campus without other encouragement - like a dedicated bikeshare routing, TDM strategies, significant increases in cost of paid parking on campus, etc.	1/30/2016 12:20 PM
251	How about automated vehicles making the connection?	1/30/2016 12:10 PM
252	The most important factors which should continue to be considered are around future growth. Portland is building up everywhere and even though I don't own a car or property, the impact on future property costs and road congestion is the single most important thing in my mind. Costs upfront should not be a high factor in this decision. Lower future costs and expansion possibilities will be the only thing that keeps Portland a great to live city for decades to come	1/30/2016 11:45 AM
253	how will light rail options take into account longer term growth for the Portland metroplex? it seems that a short-term bus service solution can address need more quickly while a longer-term solution can be integrated with the long-term needs of the Portland metro area, in terms of growth.	1/30/2016 11:39 AM
254	I use MAX frequently but avoid routes where the distance from the MAX station involves a lengthy walk.	1/30/2016 11:21 AM
255	Yall messed up with the orange line crossing major thoroughfares so often in SE.... Example is SE 11th and 12th which become dangerously backed up during rush hour. Don't make the same mistake in SW!	1/30/2016 10:48 AM
256	I am highly in favor of light rail.	1/30/2016 10:27 AM
257	Seriously consider both the needs of the current PCC travelers, and those projected in the near future.	1/30/2016 10:12 AM
258	If students have to walk a half mile in the rain, they will take their cars which is what you want to lessen.	1/30/2016 10:04 AM
259	BRT without exclusive lane is meaningless, as such is being proposed for Powell Blvd. Since this is westside with hills and high altitude, BRT lane could be covered or otherwise designed to be usable during snow/ice conditions.	1/30/2016 9:20 AM
260	Stops along Barbur are most crucial. Connecting to Tigard TC and impacts ridership. Regardless of light rail or bus rapid transit the best impact will need to include Barbur in the future to ease traffic in Tigard and beyond. Students traveling to PCC are not as concerned with stops on Capitol hwy. Ultimately a higher ridership on Barbur well lessen the needs for the line 12 and 94 in which case more case should be taken to connect the corridor in between I5 and the river and definitely a connection between southwest and southeast without a transfer downtown (in talking with other riders this is a common thread.)	1/30/2016 8:52 AM
261	BRT is not a viable options. SW residents won't use it as much as Light Rail, and traffic will make it as useless in less than ten years. During icy weather, the hills of SW eat buses for lunch, but a light rail system will work fine.	1/30/2016 8:31 AM
262	Ignore the whining about the construction phase from residential people. It's a temporary issue and the benefits over the usable life of the transit to the neighborhood is not relevant.	1/30/2016 8:28 AM
263	Thanks for doing the survey and providing the background documents.	1/30/2016 8:18 AM
264	NIMBYs will be everywhere. Don't listen to them.	1/30/2016 8:13 AM
265	The tunnel options should be looked at from the long run (100 year+) perspective, not the immediate impacts as they are temporary.	1/30/2016 8:12 AM
266	Electric bike share from Barbur station to PCC sylvania with protected bike lanes or an off-street trail on 53rd could help keep capital costs lower and offer people a healthy, cheap, and convenient way to access campus.	1/30/2016 7:47 AM
267	Its about time SW received some of the tax dollars and consideration. Eastside has been focus for years	1/30/2016 7:42 AM
268	Whatever transit option is selected, it needs to have its own dedicated lane so that transit remains on schedule during rush hour.	1/30/2016 7:30 AM

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269	While PCC is a vital part of the community costs for expanded rapid service to more suburban areas is a better investment. People who drive will most likely continue to do so. Providing improved and expanded transit for riders increases job, school and housing opportunities in more communities outside of Portland. This has an effect on the housing crisis as well as improving transportation.	1/30/2016 7:29 AM
270	In other cities, the travel times I've experienced have always been less on a light rail option. Ultimately, light rail is worth the cost to build.	1/30/2016 6:59 AM
271	Thank you for your hard work!	1/30/2016 6:58 AM
272	Definitely need light rail for SW - it's the only part of town that doesn't have it	1/30/2016 6:32 AM
273	More max trains	1/30/2016 6:22 AM
274	NO ARTICULATED BUSES tried them once and they did work light rail more expensive initially but lower cost over the long haul	1/30/2016 5:49 AM
275	Look to future, long-term solutions not just whatever is cheapest now.	1/30/2016 5:28 AM
276	Make it light rail and make it have direct connection to PCC.	1/30/2016 4:58 AM
277	We are known for our rail network and I think as a city and as a vision of Trimet's future for us we should continue to add more rail to attract ridership and have a sense of permanency.	1/30/2016 3:59 AM
278	Light rail is too expensive to build, operate, and maintain. Buses can do so much more. Simply improve existing bus service, or run BRT down the SW Corridor.	1/30/2016 2:07 AM
279	Please above all else have plenty of space for riders. There's nothing worse than trying to get home after class, all tired, and feeling like a sardine in a can. When I was a student at PCC I would just get off buses that became too crowded and wasted time until something less crowded came around.	1/30/2016 1:26 AM
280	There needs to be a PCC station. That walk on 53rd is pretty rough and art students and other students have heavy things to carry. If you want this project to have good ridership and reduce cars and the ridiculous parking problems on campus, there needs to be a stop on the campus.	1/30/2016 1:14 AM
281	Busses are part of the solution but add to traffic congestion in higher concentrations. Light rail above ground is the only fundable solution with any chance of timely completion with park and ride lots on the outer periphery to increase rush hour ridership.	1/29/2016 11:53 PM
282	I cannot walk up and down hills due to disability. I would prefer a stop on campus.	1/29/2016 11:52 PM
283	Almost every day I get TriMet email messages about the MAX lines being out for assorted reasons. Nuch as I like riding the trains, it would seem that bus service will better serve us.	1/29/2016 11:50 PM
284	Bring light rail to Sherwood.	1/29/2016 11:47 PM
285	Senior shuttles	1/29/2016 11:39 PM
286	Tunnel and It rail to pcc is way too expensive and no money should be wassted on further studies.	1/29/2016 11:18 PM
287	Covered rail like a metro is more reliable in all weather conditions. PCC could have shuttles, rent a bike program for the .5 mile ride, and this is Portland. The majority will choose to walk.	1/29/2016 11:08 PM
288	Building light rail on roadway is foolish and short sighted. Either break down and start working on subways or elevated or give up and fund buses. And if you are going to have transit centers, then you need to run buses to and from them. Having buses like the 44 and the 43 not bothering to go to Barbur Transit is dumb. More transit centers, more parking at transit centers.	1/29/2016 11:00 PM
289	Based in the commuting nightmare you have created with the orange line, I oppose any future light rail projects. What a mess you've made for commuters.	1/29/2016 11:00 PM
290	Ultimately your decision should be based on what long-term provides the most ridership and is the best investment today. I am not in favor of rapid bus for this reason. It seems like a way to delay more significant costs that can be covered today. Southwest is due for a light rail line. Keeping light rail moving is also important and the fastest option when compared to driving a car should also be considered. I'm not opposed to a tunnel, but think an aerial tram may be more cost effective and provide a cool tourist amenity which would bring more people (non-students) to the campus. Keep up the good work and thanks for sending out a survey!	1/29/2016 10:57 PM
291	Having read some of the comments made by residents living in the PCC Sylvania area, it seems clear that the consensus is that any tunnel construction would be objectionable for a number of reasons. Therefore, to provide ease of access to the campus for students and staff from SW 53rd & Barbur Blvd, it seems advisable to improve SW 53rd between Barbur and the campus for pedestrians and bicyclists. In addition, I favor the aerial tram for those who would not be able to walk or bicycle that route.	1/29/2016 10:47 PM

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292	I'm currently disabled. A light rail tunnel directly to the PCC Sylvania campus is the only viable option for me - otherwise it would be very difficult for me to attend.	1/29/2016 10:37 PM
293	Light rail is definitely the way to go.	1/29/2016 10:35 PM
294	Invest in long-term transit through Portland (e.g. light rail options) to make commuting via rail realistic. A high speed/fewer stops line through or around downtown (e.g. people going directly from East to SW or Hillsboro) would dramatically increase likelihood of use.	1/29/2016 10:15 PM
295	Please think of the children.	1/29/2016 10:07 PM
296	I think the walk/bike 53th street option is unproductive, given Portland weather. Should have either bus service or light rail to campus.	1/29/2016 9:48 PM
297	I would like to see grade-separation for BRT if that is the option chosen.	1/29/2016 9:47 PM
298	I am excited to see what happens. Thank you for your consideration.	1/29/2016 9:42 PM
299	Establish a solid plan then put it to voters. Do not circumvent us again.	1/29/2016 9:37 PM
300	I drove a TriMet bus to PCC for many years. Unfortunately I didn't get many riders on the 78 in either direction. It seemed to me that most students drove to the campus. I would not put light rail on Barbur because it so expensive. Improve the bus service to PCC and advertise the hell out of it and maybe things would change. Good Luck! Joe Walicki, Beaverton OR	1/29/2016 9:21 PM
301	Every year transit to St Johns gets worse. You cut the 17 line. The 16 is always late and standing only and the 44 and 4 take an hour to get downtown. You need to make tangible changes to transit here to accommodate the growing population.	1/29/2016 9:03 PM
302	You have made so many good decisions with light rail in the past, I just want to say keep up the good work! The right choice will present itself once surveys are gathered and the data analyzed and models are ran through.	1/29/2016 8:59 PM
303	ROW along WES/PNWR pretty good until you get to Fought Steel. May be able to swing along their north property line over to 72nd St. Or climb above PNWR ROW to get south to Bridgeport Village.	1/29/2016 8:58 PM
304	Please do not let the negative people in the SW/Tigard/Tualatin community affect your decision. Your decision will affect the growth and transit in the region for at least the next 30-50 years. Most people do not think that far ahead. Amortize the construction costs over that time frame and (I believe) light rail will be the head and shoulders winner. Regardless, please make sure that Barbur TC is a main stop along either the new MAX line or any BRT system. Thank you!	1/29/2016 8:49 PM
305	I've never been to the Sylvania campus. ? But I use Trimet. I think that these decisions are being made for conditions 10 - 20 years in the future. Make sure the future has options and sturdy existing infrastructure.	1/29/2016 8:39 PM
306	I strongly believe that rail transit will be the most desired form of public transportation in the Portland area well into the future.	1/29/2016 8:34 PM
307	You're so good lookin' <3	1/29/2016 8:13 PM
308	Needs to run later in the evening and earlier in the morning. Also needs to go to Tualatin.	1/29/2016 8:06 PM
309	I think Light Rail is a far more forward thinking choice for the region, given how well it can integrate with Metro's transit system, its lower cost per rider, and its ability to handle very large increases in ridership over the coming decades. Its the forward thinking choice.	1/29/2016 7:54 PM
310	This is 21st century Portland! It's time to build high-quality **public transit** with minimum headways (waiting times) in Southwest Portland! And you MUST prioritize in this exact order so that everyone benefits most of all (including car drivers): 1. walking 2. cycling 3. public transit 4. freight/delivery of goods 5. private auto use. Also, I am HIGHLY skeptical about "bus rapid transit" proposals, because I KNOW that it will get watered down and become a barely enhanced bus service. I'd much rather have another MAX line! I highly doubt that Metro, Trimet, ODOT, PBOT or anyone is going to commit to REAL BRT.	1/29/2016 7:53 PM
311	Do not select BRT. Just like in Powell Division, it will be watered down by ODOT until it's just an expensive bus line.	1/29/2016 7:46 PM
312	I think it is very important to improve bike trails along Barbur. I think a lot more people would use bike as an option if it were safer as it is a level route.	1/29/2016 7:41 PM
313	BUS BUS BUS RAPID SYSTEM	1/29/2016 7:25 PM
314	PCC and the Far Southwest Neighborhood have had a good relationship in the past. The impact on the neighborhood, both residential and commercial, needs to be seriously considered when making decisions. Also, an accurate estimate of riders who would use light rail or buses, especially to PCC, is very important. Thank you.	1/29/2016 7:14 PM
315	Light rail is a more expensive option, but it has higher capacity and greater reliability in traffic and bad weather.	1/29/2016 7:04 PM

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316	The roads already exist and are more flexible. I get 5 texts a day with delays or problems to MAX and streetcar lines, maybe 1 a month about bus delays.	1/29/2016 6:59 PM
317	We need more light rail. Especially underground as it would not interfere with traffic. We also need better bike lanes. I prefer light rail to buses. I take public transportation from Tigard to PSU all the time and I intend to find work in Portland upon graduation. I feel left out of the light rail culture. Often buses are running late. We need a light rail that is not dependent upon traffic lights. I also am a bike enthusiast. I don't see a lot of safe lanes that go into Portland. Everything is in an indirect and round about way. The Portland area is known for its community transportation and bike friendly attitude but I have seen other countries beat us out time and time again. Really? Is this the best Portland can do? Other than bikes, light rail is the greenest mode of transportation. It's time Tigard gets light rail.	1/29/2016 6:55 PM
318	We would most likely walk to Tigard Triangle if there is no on-campus light rail station at PCC. I would rather drive than use a BRT.	1/29/2016 6:54 PM
319	Enough wasting money!!	1/29/2016 6:52 PM
320	There used to be a trolley line that went into the SW hills terminating at Council Crest. It is a shame you haven't referenced this old system in your planning and proposals. Light rail used to connect portland very efficiently until the auto industry convinced us we needed cars and busses. I encourage you to consider the old system and how it could be modeled for today into light rail / max. Thank you!	1/29/2016 6:49 PM
321	Without an exclusive transit right of way, you cannot have HCT with decent reliability.	1/29/2016 6:33 PM
322	I would prefer to see a solution such as the 96 line from Tualatin to downtown Portland but one that will continue to run throughout the day. If too many stops are planned on the proposed solution, the time spent on transit will be too long and many people will choose to drive instead. Light rail is frequently not a fast method to travel due to the number of stops required.	1/29/2016 6:27 PM
323	Use light rail because portlanders are not familiar with BRT.	1/29/2016 6:14 PM
324	NO MORE LIGHT RAIL!	1/29/2016 6:11 PM
325	Barbur to PCC-SYL is the primary and planning for future expansion to the Tigard/Tualatin/Sherwood areas should also be considered. Let's not get into another situation like what happened in Milwaukie/Clackamas County - keep the public informed and communicate. Planning for the next influx of 400,000 people coming into the area must be done.	1/29/2016 6:10 PM
326	Please ensure there are adequate connections to Multnomah Village, with connections to the #1 Vermont, serving Maplewood and Hayhurst neighborhoods.	1/29/2016 6:07 PM
327	Taking a lane off of barbur is crazy. I would vehemently oppose that option. Also I would only support drilling a tunnel if it would not have extensive negative impacts on the surrounding neighborhoods.	1/29/2016 6:06 PM
328	With the light rail system that is currently in place, it is important that the SW be connected with the same rail system that the rest of Portland gets to enjoy. The Orange line has been a major improvement to the southeast and something similar could be equally great on the southwest.	1/29/2016 6:01 PM
329	Grasp a bold vision for the metro region and work toward its success	1/29/2016 6:01 PM
330	I would like you to stop wasting taxpayer money on this sort of thing until you figure out a way to be profitable without tax money. The easy way would be to pay drivers what they're worth (a hell of a lot less than what you pay them currently) and raise fares. If I see a new bus line or light rail line being put in place I already have a flash mob ready to protest 1000 people strong who are all tired of these "improvements" from a private company that wastes our tax money.	1/29/2016 5:49 PM
331	As a frequent rider on the 78 to PCC Sylvania, it would be nice if there were more options and/or more frequent service to PCC Sylvania. Right now the 78 only runs about every 40 minutes, so if it doesn't fit well with my schedule or if I miss a bus it's a long wait to get to class.	1/29/2016 5:36 PM
332	As someone who lives in this neighborhood and is subject to the whims of the 44 and 45 I appreciate that you are looking into this.	1/29/2016 5:23 PM
333	Plan project for what SWNeeds 50 years from now, which would be about 40 years from in service time.	1/29/2016 5:20 PM
334	Walking half a mile is about ten blocks. That's too far for me to consider, although I'd do it in a pinch. Transit should serve the PCC campus directly, without the need for a transfer.	1/29/2016 5:18 PM
335	Buses are more reliable than the light rail trains. The trains have too many issues with delays and mechanical issues.	1/29/2016 5:18 PM
336	This SW Corridor line absolutely MUST be Light Rail. Anything less will not be able to handle the capacity required well into the future. The segment along Barbur from the BH Hwy merge into Downtown should be a viaduct built similar to the Harbor Viaduct on the Orange line, that way reliability of the buses that will continue to serve Hillsdale, Multnomah, etc. would be greatly improved and Barbur's capacity won't be diminished.	1/29/2016 5:15 PM

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337	Some Residents of Tigard, Tualatin, as well as Capitol Highway will likely vote down a light rail tunnel. I say it's time to stop being in denial, it's time to move on and be progressive. A light rail tunnel is NEEDED in Tigard Tualatin area. WES doesn't cut it anymore. I'm tired of having to wait at a traffic train stop just so another train can pass by. ITS ANNOYING AND GETS ME LATE TO WORK. No more above ground changes, they usually always impact traffic because of stupid people that drive IN FRONT OF THE MAX. That's why having light rail underground will be best. We NEED IT.	1/29/2016 5:08 PM
338	N/A	1/29/2016 5:06 PM
339	Spending all that money on a tunnel is a huge misappropriation of public funds.	1/29/2016 5:03 PM
340	Money is not unlimited, commuters will have to live with years of construction issues for mass transit. Barbur/Pacific Hwy. will forever become a slow moving arterial if we scre it up with mass transit. Light rail will not solve the problem, however a subway underneath would be worth it for the long range. Add lanes for bus only or include cars with 3 or more people. Barbur is the best way out of downtown core going west or south on any given commute day. I-5 and hwy 26 suck constantly.	1/29/2016 4:56 PM
341	You already missed the boat (uh, make that train) to OHSU via tunnel. This is your last chance to make a strong statement in favor of forward-thinking mass transit investment FOR THE FUTURE of the SW Corridor. Please invest in light rail w/ tunneling where appropriate. Please do not move forward with the sort of BRT Lite that Trimet is proposing for Powell.	1/29/2016 4:55 PM
342	Bus service in Southwest is often unreliable and overcrowded. The Orange line doesn't reach enough residential stops to have an impact on commute, at least on the west side, where bus services during rush hour are swamped by OHSU.	1/29/2016 4:50 PM
343	I will not support a line that does not effectively serve both PCC and OHSU/VA. The plans I have seen for OHSU/VA look like half ass guesses of how service will be provided from Barbur.	1/29/2016 4:47 PM
344	Substantial improvements to PCC access can be made even without the SWC project. Do this now. Much more important for the SWC is directly serving OHSU and the VA Hospital and their much larger ridership. You seem to be neglecting this.	1/29/2016 4:36 PM
345	Consider a shuttle service from light rail hub on barbur to PCC and then to Lake Oswego transit center.	1/29/2016 4:36 PM
346	Do not just focus on OHSU and PCC. We all need better transportation between downtown Portland and Tualatin, Tigard, Wilsonville, Lake O, and Sherwood etc. Just by running the 96 bus frequently all day, every day, you could make a huge difference. Obviously the best option is a new MAX line fro Portland to Tualatin and Wilsonville, but the idiot Republican morons in Clackamas County will probably oppose that	1/29/2016 4:29 PM
347	Please consider minimizing community impact especially in regards to residential displacement. The light rail on Barbur combined with the aerial tram to campus would work perfectly to address shorter transit time, congestion, as well as those who are unable to walk/bike the 1/2 mile.	1/29/2016 4:28 PM
348	mostly unrelated but please keep on the tualatin/sherwood bus also!	1/29/2016 4:28 PM
349	Think for the future. The problem with metro is that they don't see the impending growth of the region. Think smart, not cheap.	1/29/2016 4:24 PM
350	I think a light rail line from downtown Portland to Newberg (or even McMinnville) down Barbur is a fantastic idea and would be highly utilized by huge numbers of people along the SW corridor. Thank you for considering this!	1/29/2016 4:15 PM
351	Something has to be done to relieve traffic congestion along 99W which is only going to become worse in the near future with major housing projects in the works and no way for people to get to work. It already takes as much as 30 minutes to go 4 miles to get to the freeway and nearly as long to go only two miles east to get to the freeway. Putting light rail or high speed bus close to I-5 between Tigard and Tualatin does nothing to relieve 99W which is where most of the traffic is.	1/29/2016 4:13 PM
352	do everything possible to encourage development of multi family residences and related businesses along Barbur Blvd rather than Multnomah Village	1/29/2016 4:08 PM
353	I feel like light rail on Barbur is really important to getting middle income riders to use public transportation.	1/29/2016 4:04 PM
354	Light rail costs too much to construct and operate. Improvements in bus service/ rapid bus need along with a better system of fare collection.	1/29/2016 4:02 PM
355	I do not believe that a station on 53rd would see any significant ridership. It is next to a strip club, along a highway with no sidewalks - there really is no reason for a pedestrian to be there. It is a very steep hike up the hill. This is a good 20 minute hike for most people, in the rain (school runs Sept-June)... there are much better places to build stations: where the destination is!!	1/29/2016 3:56 PM

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356	Part of this stems from my time as a tri-met bus driver as well as my time as a courier with time spent driving through this area. I believe that a combination of bus and light-rail will best serve this area.	1/29/2016 3:51 PM
357	Please explore immediate solutions such as more buses to PCC instead of high expense tunnels. It is offensive not to consider the impact on homes and Sylvania Park to accommodate a travel system that could be fixed for 10 to 20 years with more bus service on Capitol Hwy. A tunnel that doesn't connect to anything is outlandish. Provide adequate and timely bus service on Capitol to PCC. You look foolish with talk about building roads/tunnels etc to PCC when there is no system to attach to Barbur yet.	1/29/2016 3:44 PM
358	Make investments that will be best for the long term.	1/29/2016 3:38 PM
359	Why the focus on PCC?	1/29/2016 3:36 PM
360	Anyone can put a bus on the road. But we never maintain our roads well. It takes willpower to put down tracks. Opening up the SW by rail is the right answer.	1/29/2016 3:34 PM
361	Tri-Met must serve the largest campus of the largest higher education institution in the state. Bypassing is tragic from an economic, environmental and a social justice imperative. I wouldn't vote for any additional taxes unless direct service to PCC is included in the plan (who wants to vote for a train to Tigard?!)	1/29/2016 3:33 PM
362	Planning for future expansion is #1. Traffic congestion is exacerbated by additional buses. Vehicle emissions are heavier with buses.	1/29/2016 3:24 PM
363	Improve transit frequency and duration of service, likely by bus connection, in SW Portland in Garden Home/Multnomah area.	1/29/2016 3:19 PM
364	Always think of long term costs	1/29/2016 3:19 PM
365	I worry that BRT without LRT would devolve over the process, reducing transit advantages. This includes moving toward fewer exclusive lanes. I favor a shared exclusive transitway concepts for use by multiple bus lines in the corridor, either with or without light rail.	1/29/2016 3:11 PM
366	Need to work toward more frequent service to hospitals, medical centers and educational institutions.	1/29/2016 3:07 PM
367	I don't think a total BRT system is needed either. Instead Barbur Boulevard could have some station improvements and express bus routes to suburban areas could connect into them. Barbur Bv. needs to remain at four lanes, and not have lanes taken by either LRT or BRT. However, a bike and ped path raised high enough for user safety could be built next to the roadway. The lanes might be reduced a slight amount to allow more room for this, if ODOT approves. Do not reduce number of lanes.	1/29/2016 3:07 PM
368	Given the booming local economy, it makes a lot more sense to prefer a higher initial investment and lower per-rider fees in the future, as well as to consider future rush hour traffic issues.	1/29/2016 3:05 PM
369	Light rail needs to be extended down the 217 corridor from Beaverton to tualatin.	1/29/2016 3:04 PM
370	Annual cost and increase ridership. Light rail has less of a carbon footprint in the long run	1/29/2016 3:03 PM
371	Finally, get decision makers and not politicians in office to get this accomplished.	1/29/2016 3:00 PM
372	Bus service is more cost effective and less intrusive on existing area.	1/29/2016 3:00 PM
373	Yes, but they very likely have already made up their minds to pursue one or the other, when no action would be the most acceptable option to me.	1/29/2016 2:58 PM
374	If the overall goal is to facilitate more transportation for PCC students / staff / visitors, get more bus transportation. I dont support light rail to the campus and approving a plan wit hlight rail getting closer, but ultimately requiring a .5 mile trek at a steep grade the solution seems to miss the mark as highlighted in question 5. Using bus's that can be used for high traffic times for the school that can be reallocated elsewhere as needed makes more sense than fixed rails.	1/29/2016 2:57 PM
375	I want a max/wes line put in from Portland to the coast and have it run down the coastline and back. You could work with the coastal cities hotels/motels for pkg deals.	1/29/2016 2:50 PM
376	As a bus driver I strongly encourage light rail to connect cities. Buses often lead to more congestion, increasing maintenance cost and are subject to the growing population and weather conditions.	1/29/2016 2:48 PM
377	This is not necessary, we do not need Light Rail or Bus Rapid Transit, just more frequent Bus Service.	1/29/2016 2:47 PM
378	With one light rail car handling as much traffic as 3 Bus Rapid Transit vehicles, I can't see how BRT remains a viable option when our population and density is only going to keep increasing for the foreseeable future. With Metro forecasting 725,000 more people in the area in 20 years, light rail can scale to handle that capacity... can BRT?	1/29/2016 2:39 PM
379	Though pcc'so needs are important to take into consideration, meeting the needs of the entire sw quadrant should be a co-existing priority. It's vital to ease congestion and improve transit options for many many residents of the region	1/29/2016 2:37 PM

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380	Listen to the voters. Learn to serve the cities as they are, rather than trying to redesign them to fit another agenda.	1/29/2016 2:33 PM
381	Bus drivers are horrible at picking people up. I'll only ride trains.	1/29/2016 2:29 PM
382	BRT would cost less and take less time to bring online than LRT. It would also have less of a negative impact on neighbourhoods during construction. Buses integrate better with other street traffic than trains do, and are more flexible than a fixed rail system. Boring another LRT tunnel through the West Hills would be an enormously expensive project, at least on par if not more than the cost of the Orange Line's construction. It would also take far longer to complete than a surface line would.	1/29/2016 2:23 PM
383	Why are we focusing on PCC Sylvania? I think one thing that Tri-Met (it seems) does not take into account is peoples ability to walk. Some can just make it a block or two. Barbur has a too high traffic use for the disruption of light rail also light rail would take up needed traffic lanes....I can see a street car install would be great.	1/29/2016 2:21 PM
384	As a wheelchair user, I find light rail much easier to access than bus service, which does not run on weekends where I live. Please strongly consider light rail service.	1/29/2016 2:21 PM
385	A tunnel/rail solution is a 100-year investment that can benefit the whole region. Do not be intimidated by up-front costs, the added usefulness will pay off in the long run.	1/29/2016 2:20 PM
386	Spending more upfront on a tunnel or other grade separated options will help reliability and improve the image of the MAX system as a truly efficient mode of transit that is competitive with cars. Please don't eliminate better options simply because of higher upfront cost.	1/29/2016 2:18 PM
387	Light-rail is much more future proof than BRT.	1/29/2016 2:17 PM
388	I live on 53rd. Ave. and we as a neighborhood have been fighting this unnessarry trafficking through our neighborhood , PCC has already said they no interest in an 3rd. entrance, years back we have all went down to Portland city council to fight this same problem. We have a video from city council and pcc , stating pcc had no interst in opening a 3rd. entrance. We will not have this in our neighborhood	1/29/2016 2:15 PM
389	Please, please, please choose Light Rail! Portland would look very stupid to have light rail connecting every quadrant of the city except Southwest. Our taxes have been paying for light rail for the rest of Portland, now out part of Portland needs and deserves it, too.	1/29/2016 2:14 PM
390	Trees and nature are the most important feature of SW Portland, there preservation should be a high priority in all city planning desisions.	1/29/2016 2:14 PM
391	I take transit to PCC Sylvania and am delighted better options are being explored. But the transit would have to be MUCH faster or far more frequent for me to want to walk the half mile up that hill, particularly in the rain. Getting off the campus to the road is another steep grade. It would significantly add to the total commute time and hassle-factor.	1/29/2016 2:09 PM
392	support the light rail improvements.	1/29/2016 2:06 PM
393	please bring light rail to SW portland we desperately need it to ease traffic congestion here.	1/29/2016 2:05 PM
394	Stop worrying about the cost of improvement projects. All it does is make nothing happen. Portland needs to think like the big city it is.	1/29/2016 2:05 PM
395	Rapid bus with a dedicated lane for bus only would probably be most cost-effective.	1/29/2016 2:03 PM
396	I have a strong personal preference to a light rail for its general separation from car traffic, smoother ride, and reduced commute times. It would also be great to see the WES run all day (however that can be accomplished with shared tracks), which could significantly dent the need for a new light rail or BRT. Supplement that with more frequent existing-line bus service toward PCC Sylvania and/or a direct shuttle between Tigard TC and PCC Sylvania. Ultimately, my highest opinion is to pursue whichever option costs less to TriMet and its ridership.	1/29/2016 1:59 PM
397	Light Rail implementation disrupts much land and business use to lay down rails and the overheads. We spent millions to take up rails not that long ago. Didn't Metro or Tri met learn anything from the past? Not enough people will ride light rail for it to be reasonable. It is not that fast and totally undependable when it snows or there are extremely high rain and water.	1/29/2016 1:57 PM
398	Although the cost of a bored tunnel is high, I feel it would be the most viable solution when considering the already clogged road network. Consider this option... Have the new light rail branch off at SW Lincoln and 1st and immediately go underground just south of 405. have it veer toward OHSU and create a station under the hospital. It can then continue toward the Barbur TC and have a station there (with an optional stop in the vicinity of either Multnomah village or Hillsdale). As soon as it departs the Barbur TC, bring it back above ground.	1/29/2016 1:54 PM
399	Light rail would be fantastic in SW	1/29/2016 1:50 PM

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400	Please increase bus departure and arrivals for southwest Portland. Especially along the Beaverton/Hillsdale highway and along Canyon Road. This would greatly help alleviate traffic congestion in the area and allow for more working professionals to get to/from work more easily. As of right now, the buses do not run as frequently as many of the transit riders would need and most people need to adjust an average time frame of 1.5-2 hours just to get to/from downtown Portland. Please help.	1/29/2016 1:45 PM
401	Population has doubled but there have not been new highways since 217. You keep putting band-aides on it but do not do a new line from I-5 to Hillsboro to WA to get thru traffic off I-5 that could use this alternative. You have done	1/29/2016 1:43 PM
402	Time to commit to articulated buses (albeit with good environment - gas/hydrogen, electric hybrid, maybe even overhead electric. Seattle makes it work well. Need more bike room on bus or at station to allow for multimodal transport. Now you can not count on getting space on a bus - or sometimes at rush hour on a Max	1/29/2016 1:42 PM
403	We don't need better connections leading to Portland, we need better connections that bypass Portland. A Washington county to Clackamas country route bypassing Portland and its congestion fits my needs better	1/29/2016 1:42 PM
404	I would hope that eventually a SW light rail could also extend to the Washington Square mall. Above all, however, I see light rail as a proper response to population growth.	1/29/2016 1:39 PM
405	Cost. My taxes are high, and our infrastructure is terrible. Do the most with the lowest cost.	1/29/2016 1:38 PM
406	Light rail traffic needs to be diverted from east/lanes. Even with trains passing by more frequently than every 10 minutes, there are too many riders. Tri-met buses and MAX are over capacity in many areas.	1/29/2016 1:37 PM
407	I would mainly use this line to go downtown for events--please make sure there's ample parking.	1/29/2016 1:35 PM
408	Direct light rail to PCC SYL no need for further study. After the construction has been completed everyone will enjoy and use it and wonder how they got along without it.	1/29/2016 1:35 PM
409	My preference for light rail is predicated on the possibility of weekend and after hours use. I use the 96 currently, and it's great for commuting hours. Any other time I drive, as all other options take too long.	1/29/2016 1:35 PM
410	they should do walking and biking improvements regardless of which mode gets picked. speed and reliability are two biggest things. look at Seattle.	1/29/2016 1:35 PM
411	Not worth doing at all.	1/29/2016 1:34 PM
412	Light rail is the way to do it. Let's stick with what's made Portland's transportation great, and expand this powerful network.	1/29/2016 1:32 PM
413	The MAX Yellow line & Portland Streetcar are very successful in getting people to and from PSU. (I live in Kenton and know that lots of students ride the train.) People who'd rather bike or walk to campus will do so anyway, but folks who drive would be better served by a light rail line directly to the PCC campus.	1/29/2016 1:31 PM
414	Quit wasting money on toy trains. As to BRT - what is wrong with ordinary buses in mixed use lanes? (answer: nothing)	1/29/2016 1:31 PM
415	Q.3 mentioned Tigard Triangle. I'm thinking that commuters to PCC will be coming from directions like LO, Tigard/Tualatin and Beaverton as well as Portland. I think connects from those areas are important to keep in mind.	1/29/2016 1:30 PM
416	Plan for the long term with a plan that increases ridership and reliability and reduces travel times. Study SDSU's system and how it serves that campus. Light rail!	1/29/2016 1:29 PM
417	BRT is going to be a spectacular failure on Powell/Division. Don't commit to it here, too.	1/29/2016 1:28 PM
418	Speed of transit is the most common reason that people I know do not take the MAX.	1/29/2016 1:28 PM
419	No.	1/29/2016 1:28 PM
420	I think rail is not good use of money. Improving bus routes and busses would be where the money should be spent.	1/29/2016 1:27 PM
421	Transit needs to go where people want to go, not .5 miles away with a steep grade. Look at Jarret Walker always says, "Be on the way"	1/29/2016 1:26 PM
422	I would like to see the homes, and streets in our (FSW) neighborhood impacted as little as possible to keep it a cohesive and attractive neighborhood to live in...	1/29/2016 1:25 PM
423	I believe to take rapid transit to all areas of Portland a bonus for all who live and visit there, makes traveling easy and safe. Leaving fewer cars on the road the best option for everyone. Light rail and improved public transit will put Portland ahead of most cities in the nation and make it a destination people will seek to be part of	1/29/2016 1:21 PM
424	I do not support any tunnels as part of an infrastructure plan. The impact to the neighborhoods and high cost outweighs any benefits	1/29/2016 1:21 PM
425	A light rail in any way would be very awesome...	1/29/2016 1:19 PM

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426	Go with buses for flexibility and cost. Light rail costs are astronomic and they're totally vulnerable to weather/geologic disturbances.	1/29/2016 1:18 PM
427	Do not remove ANY travel lanes from existing streets/highways	1/29/2016 1:16 PM
428	That hill to PCC is too steep for most people to want to bike up, and the 20-minute walk is not exactly interesting to people who are, say, getting off of work at 5 and trying to make a 6pm class.	1/29/2016 1:16 PM
429	Service to Sylvania and SW is slow and unreliable. Bus rapid transit would not solve this issue. Max rain and tunnel would not be subject to traffic and road conditions and would serve the population much better.	1/29/2016 1:15 PM
430	My concern is the disruption along 99W for a long time to come, along with the transporting of homeless people to my neighborhood. no thanks.	1/29/2016 1:13 PM
431	If the #12 Barbur is any indication, these are high volume routes that light rail could serve efficiently	1/29/2016 1:13 PM
432	Student options are important but commuter options to the city center should not be minimized to accommodate the seasonal student demand.	1/29/2016 1:12 PM
433	Expanding Max light rail in all directions is best for the future of Portland. Worth the cost long term.	1/29/2016 1:12 PM
434	Huge fan of MAX & support more make lines in the city.	1/29/2016 1:11 PM
435	I think ultimately you need to look at the ridership going to PCC and see what the actual needs are there. As to decide what is the best choice for PCC. I'm not sure about a tunnel with all the talk of earthquakes is it even feasible.	1/29/2016 1:10 PM
436	As a current daily commuter by MAX, having previously used a frequent service bus line for 3 years, I strongly prefer light rail over bus.	1/29/2016 1:10 PM
437	Please start the project SOON!!!!	1/29/2016 1:10 PM
438	Light rail must be chosen. Thanks to the ongoing Powell-Division project, Metro and TriMet have proven that there is no guarantee of dedicated transit lanes with a "BRT" alternative.	1/29/2016 1:07 PM
439	Bus on I205 between Clackamas and Tualatin.	1/29/2016 1:07 PM
440	A lot of my interest in BRT would depend on whether it would get dedicated lanes or if it would have to compete with passenger car traffic on Barbur.	1/29/2016 1:06 PM
441	Time to improve bus service in Portland.	1/29/2016 1:06 PM
442	I prefer LRT to BRT because according to your technical reports: * BRT would already be at capacity by 2035, while LRT still has he ability to carry more people. * LRT will attract a higher amount of new ridership, meaning that more people will be choosing transit over driving. This is important because that road capacity is then opened up for more people who still want to (or have to) drive. *BRT would add a large number of vehicles to the transit mall downtown. LRT could (and under the current plan, would) be interlined with one of the existing MAX lines. That would keep capacity open on the transit mall for future projects (such as Powell-Division BRT, or increasing bus service.) Some other reasons to favor LRT here: * Most buses used by trimet do equal or more damage to roads than a semi truck and running a lot of them on one route will require a dedicated lane (ideally surfaced with concrete) for the entire BRT route to avoid destroying the road along the BRT path. *The Powell-Division BRT project hasn't even reached the street design stage yet, and it's already looking like securing dedicated facilities, especially on ODOT-controlled 82nd and Powell, is going to be a battle. BRT without dedicated bus lanes is just a huge waste of funding for minimal payoff. The SW corridor is also going to have to contend with ODOT and the dedicated facilities issue, so you should expect the same battle for the BRT options. * We've already seen how poorly maintenance needs are handled, so even though the startup costs are typically much higher I generally favor rail for it's scalability, reliability, and also because it isn't subject to potentially major fuel price swings. With regards to the PCC issue, I don't see the payoff in a LRT tunnel, especially if it will increase travel times for LRT when there are better alternatives. The branded bus allowed to use LRT ROW seems like the best value and use of limited resources.	1/29/2016 1:02 PM
443	When will they put in the Vancouver max line?	1/29/2016 1:02 PM
444	We need bus and/or light rail stops on Dartmouth Ave in the Tigard Triangle that are adjacent to and directly serving Winco and Walmart,	1/29/2016 1:00 PM
445	Build LRT and do this right the first time. Let's not spend a billion dollars on something that reaches capacity in a few years. This is the last major corridor in/out of the city center for light rail and a natural extension for the green line. This will give us a comprehensive LRT system with no corridor left out.	1/29/2016 1:00 PM
446	If you decision is based on safety and reason, it will be the best one. Thank you.	1/29/2016 12:58 PM
447	Try to preserve Portland's more relaxed pace of life.	1/29/2016 12:57 PM

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448	Inclement weather needs to be considered on any type mode provided. This area often shuts down due to it's altitude and propensity to snow/ice.	1/29/2016 12:56 PM
449	Nobody is going to get off at a MAX or BRT stop at 53rd and Barbur and then walk, and certainly nobody will walk to it. There's an actual bus stop on campus now, students will keep using that because it's right there, well lit, and has many bus options. They wont walk to a station and hope the service frequency means they get a ride in decent time.	1/29/2016 12:56 PM
450	Light rail is the way to go. There are a lot of people in the SW who need access to transit, and running buses instead of rail vehicles would eventually lead to too many buses to be feasible. It's much easier to carry thousands of people per hour on trains rather than buses	1/29/2016 12:55 PM
451	I think that the most important factor should be the ability of the new corridor to stimulate growth and increases in density. Both LRT and BRT may provide a stimulus, but I LRT is by far the most proven in this regard.	1/29/2016 12:53 PM
452	Yes. Stop fucking the people that ride TriMet, and stop ramming it down the throats of the residents like you did Clackamac County. Saying that new bridge is the bridge of the people says that the residents of Clackamas County are not people. You rammed the orange line down their throat, therefore it's NOT the bridge of the people.	1/29/2016 12:52 PM
453	As a disabled veteran i would like to ask that you take us into account. A higher education is crucial to people with disabilities. We already have more trouble getting jobs that pay a living wage. Hike & bike routes don't do much if you can't hike or bike.	1/29/2016 12:51 PM
454	you need to get "rapid" transit out of traffic. I already spend plenty of time trying to get to work, packed into a bus stuck in traffic. Also, why don't you consider a flexible third rail line to serve a limited stop express line in and out of town during rush hours?	1/29/2016 12:50 PM
455	Portland has a good light rail system in place but still lots of room for Improvement, planning for the future needs. Streetcar and MAX work well in all but most extreme weather conditions, buses do not.	1/29/2016 12:49 PM
456	Please ensure that enhancements to bicycle and walking facilities throughout the corridor are included in the plan.	1/29/2016 12:49 PM
457	Will the PCC Sylvania campus always be so important? Seems like it might be more cost effective for PCC to expand in other locations (as they have already started to do) and offer more online education over the next 50 years than to invest a huge amount of money to just to incorporate the Sylvania campus into the public transit infrastructure.	1/29/2016 12:48 PM
458	Light rail is by far the wiser investment, even with the higher up-front cost. It's faster, has a lower cost per rider, a higher capacity, and it has a lower carbon impact than BRT (because electrical power generation can either be carbon free, or have large carbon scrubbers at a fossil fuel powered plant; buses can never be as carbon-free as electric trains).	1/29/2016 12:47 PM
459	I would support light rail if it were extended to Wilsonville. Second, the tunnel option seems contraindicated given the likelihood of a strong earthquake. Thanks for this opportunity to provide input.	1/29/2016 12:47 PM
460	YOU HAVE SIDE WALKS AND BIKE PATH ON CAPITOL HWY AND 49TH YOU DO NOT NEED 53 AVE	1/29/2016 12:41 PM
461	A true subway type system should not be left out of consideration for the region given the projected population growth	1/29/2016 12:39 PM
462	thanks for asking	1/29/2016 12:39 PM
463	See comments I added to earlier question.	1/29/2016 12:36 PM
464	Good, reliable transit is VERY important. We need to keep up with the ever-growing population here. Highways are always jammed.	1/29/2016 12:36 PM
465	"The distance from SW 53rd Ave. to campus is approximately .5 mile with a somewhat steep grade." How would people with physical disabilities traverse this?	1/29/2016 12:35 PM
466	If BRT is proposed, make it actual BRT and not a regular bus route with a fancier name. If there isn't a dedicated lane, at least during rush hour, it isn't going to do much. It has to be a reliable alternative to driving. If it's not frequent or fast enough, people will still rather drive.	1/29/2016 12:34 PM
467	PCC can be well served by frequent, timed bus service from Barbur Transit Center light rail stop.	1/29/2016 12:33 PM
468	Please heavily weight the fact that we have an extensive - but incomplete - light rail network that necessitates continued public investment to become complete. Consider that future extensions to light rail service from suburb-to-suburb across spokes of the existing network will enable us to create new LRT routes that don't go downtown, and that these extensions can connect spokes for built-in network redundancy in the event of unexpected - or planned - blockages that would today require bus bridges and massive delays. Please also consider that, despite your best intentions, BRT projects typically get watered down in later phases because the vehicles can "technically" share road space with existing traffic - this is not the case with light rail, and selecting light rail is the only way to guarantee that the built result of this project has it's own dedicated right of way.	1/29/2016 12:32 PM

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469	Light rail along Barbur eventually extending south on Pacific to Sherwood is definitely a need considering the daily congestion on Pacific through Tigard.	1/29/2016 12:30 PM
470	Sw 53rd is a gravel road that I walk every day. I worry that "improvements" always benefits cars and not pedestrian and biker safety, which are paramount in this situation.	1/29/2016 12:29 PM
471	I have made trips around this area and including the campus, but making it more transit friendly would benefit the students as well as those who live and work in that area traffic wise.	1/29/2016 12:28 PM
472	Help to get carpool lanes on I-5 between downtown and Wilsonville.	1/29/2016 12:27 PM
473	No.	1/29/2016 12:26 PM
474	Please keep the big picture in mind. Upfront capital costs are certainly important, but the long term impacts and returns should be the primary focus.	1/29/2016 12:26 PM
475	Consider the long-term costs of BRT and maintenance of Barbur Blvd as a whole. Also, analyze the potential for car-on-train accidents and the cost of this including whether or not it is minimized by a tunnel option	1/29/2016 12:25 PM
476	Bus service on I5 is often late due to traffic and is very unreliable during snow/ice. Trains at least don't get stuck in traffic.	1/29/2016 12:24 PM
477	PCC has their own shuttle buses and is already served by TriMet. The students drive their because they want to and will continue to do so after improvements. Extending the line to the campus is a waste of money. And a waster of commuter time. Make a BRT system and have shuttle buses from Barbur to the campus. Anything else is just another waste of taxpayer money.	1/29/2016 12:24 PM
478	Rapid bus is a short-term cheaper band-aid solution that will be obsolete in a few years. Although more expensive, I hope the committee considers the more long-term option of light rail.	1/29/2016 12:18 PM
479	Quick transit times are the most important thing to me.	1/29/2016 12:15 PM
480	I think the promising light rail should benefit the most possible number of people. It should provide them alternative transport to cars; it should be built with a goal of improving the convenience of life.	1/29/2016 12:13 PM
481	I work about half a mile from the Sylvania campus on Capitol Hwy. I'm worried that all these options will serve areas near my job, but not be convenient for getting here. What is your plan for serving the rest of the neighborhood?	1/29/2016 12:13 PM
482	The parking lot at Barbur Transit Center is full by or before 8am most days - with any option, parking capacity must be increased at this important transit center.	1/29/2016 12:13 PM
483	As we are quickly finding out with the Powell-Division BRT project, light rail is a preferred option for high-capacity transit because it FORCES dedicated facilities. Even though BRT is more appropriate for certain projects, interdepartmental issues, ODOT's chronic prioritization of motor vehicles over active transportation, and a lack of political will to push for crucial project elements like dedicated bus lanes may result in the Powell-Division BRT's being nothing more than an expensive rapid bus with a few extra bells and whistles. ODOT is already shirking its requirements for bike improvements as part of the Bike Bill, and we're not even at the design phase yet. Until we get our priorities straightened out on a city, metro, and state level, I cannot advocate for another BRT project. For this reason alone, I urge the committee to stick with light rail.	1/29/2016 12:12 PM
484	Transit Mall on campus would seem disruptive but should be nearby because of traffic congestion in the area.	1/29/2016 12:10 PM
485	It's important that access to PCC Sylvania be wheel chair and low mobility accessible as well. Best option is to have either tram/bus stop right on the campus. Definitely not a good idea to have the transit system drop a person a half mile away from campus and have to deal with a hill.	1/29/2016 12:09 PM
486	I am looking forward to this!	1/29/2016 12:09 PM
487	Invest in our future!	1/29/2016 12:08 PM
488	Not really at this time	1/29/2016 12:08 PM
489	Barbur Blvd. works because it is a WIDE road that accommodates bikes, cars and buses from downtown to Portland/Tigard city limits. Leave it alone to keep the smooth traffic flow on the west side and add more bus service and express service rather than radically redesign this major thru-way. If light rail is the option...make this Portland's FIRST subway line!	1/29/2016 12:06 PM
490	Prefer subway with stops at OHSU/VA medical, Hillsdale and beyond. This would be an extension of the existing yellow line	1/29/2016 12:06 PM

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491	Light rail into SW would make transportation from other parts of the city much faster into areas such as Hillsdale, and along Beaverton Hillsdale highway. I explicitly bought a car for my frequent trips from NE portland to SW portland off of Beaverton Hillsdale. Using trimet to get there would be untenable, and this project would assist in me doing multi-modal transport there using rail and bike.	1/29/2016 12:06 PM
492	Upgrades to SW walkable routes should always be made, regardless of where I use them or not - they are for ALL the people in SW Portland to use.	1/29/2016 12:05 PM
493	Plan should serve PCC but also maximize service to all adjacent neighborhoods to increase ridership and decrease vehicular commutes. Light Rail allows for future continued growth and operates independent of traffic congestion.	1/29/2016 12:05 PM
494	any light rail that takes road space away is a very bad idea. light rail should be either elevated or buried so existing road structure is not impacted and rail and cars do not compete for space.	1/29/2016 12:03 PM
495	there is no room for placing a light rail system in sw Portland the space that is marked in the city s map for sw 53 takes over 4 houses in a line if you were to direct a train up the hill it wold cause more congestion for residence that travel down and up 53 and Pomona st. also the planed space wold cut down the trees that embank the hill and support the ground from erosion .	1/29/2016 12:02 PM
496	With split-trip access to PCC, but timing synched to rail timing is critical.	1/29/2016 12:01 PM
497	People use public transit either because they have to or because they choose to. For those choosing public transit above other options, they weigh reliability/cost/convenience.	1/29/2016 11:59 AM
498	Light rail is the answer	1/29/2016 11:59 AM
499	The SW Corridor has been grossly underserved for the past 5 years and the last year has seen greatly increased riders and nothing has been done. To wait longer and more costs for light rail would NOT be the best. The Bus Rapid Transit would be fantastic, (bigger double buses like in SEA) and be quicker to be implemented. Not only do we have PCC, but riders on the SW Corridor lines go to St. Marys and PSU!!	1/29/2016 11:58 AM
500	Need more stop shelters from weather.	1/29/2016 11:58 AM
501	Not at this time.	1/29/2016 11:57 AM
502	Failing to directly serve PCC is a mistake. Compromising and failing to take advantage of this opportunity does a disservice to our community. People will use the walk/bike facilities, for sure, but make no mistake, it will do little to reduce vehicle use if direct service is not available. People are lazy.	1/29/2016 11:56 AM
503	Ligral is too expensive.	1/29/2016 11:54 AM
504	If there were a pedestrian bridge over I-5, to link the other side (north side) of the freeway to Barbur, I suspect those of us living there would use the street improvements, especially if you get rid of the nasty strip clubs at 53rd and Barbur!	1/29/2016 11:53 AM
505	Build it as light rail. Bus Rapid Transit is still a bus...and people see it as just that.	1/29/2016 11:53 AM
506	A covered escalator for the hill portion of on SW 53rd might be a low cost / highly effective option for commuting to PCC Sylvania.	1/29/2016 11:52 AM
507	Light rail, while more expensive in the short term, is far more affordable, effective, and attractive to riders in the long term. Choosing bus rapid transit would be a temporary fix in the long term that would not adequately accommodate citizens in the long term.	1/29/2016 11:52 AM
508	PCC isn't going anywhere anytime soon, Attendance will only continue to increase, go for the light rail stop right at the school. Make the long term investment.	1/29/2016 11:52 AM
509	You need to avoid rapid/heavy transit on Capitol Hwy between Barbur and PCC. There are a grade school, library and park that are frequented by small children throughout the day that would create a major potential traffic safety hazard.	1/29/2016 11:52 AM
510	Bus Rapid Transit works better than rail today because of technology improvements of electric buses. Electric busses can be environmentally friendly, articulated vehicles for high capacity, and busses have more flexibility than vehicles on rail tracks. Whats more there is less cost and infrastructure to maintain and deal with when it comes to bus rapid transit, there is less interruptions to service over rail due to more complex systems such as switch issues. Busses are more versitle and not stuck to tracks which can effect all service on multiple rail lines.	1/29/2016 11:51 AM
511	BRT would be appropriate because of the option of flexibility. A station at the campus makes sense. Hopefully whatever is decided, it wont increase travel times for riders unlike other recent and ongoing transit projects.	1/29/2016 11:51 AM
512	Bus commute can be wonderful...or awful! I use an Express and find its route (64) not efficient. Pacific Highway/99 through Tigard is a major issue--not possible to be a high-volume highway and local business center. Think expansion to Sherwood.	1/29/2016 11:50 AM

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513	Vet the possible delays caused by poor contracting. Look at other similar projects in other cities and double check the timelines given.	1/29/2016 11:49 AM
514	no	1/29/2016 11:49 AM
515	We need to ensure that the students at PCC especially the physically challenged students have a convenient way to access the campus. Its the "right" thing to do.	1/29/2016 11:48 AM
516	Love the idea of Light Rail to downtown Portland! Would be a fantastic addition to SW Portland and hopefully a way to revitalize Barbur Blvd	1/29/2016 11:48 AM
517	Light Rail is sexy, but very expensive and not so reliable. With hybrid buses, pollution is not as much of an issue.	1/29/2016 11:47 AM
518	bring back free mall fare for downtown at least for seniors!	1/29/2016 11:47 AM
519	Generally, I have better experience on the MAX lines as opposed to bus line in terms of riding experience and reliability. If it is between the two, I would prefer light rail.	1/29/2016 11:47 AM
520	BRT would require new / upgraded maintenance facilities, maintenance worker training, parts, etc., to accommodate new type of vehicle.	1/29/2016 11:46 AM
521	No mention of ride sharing (Uber/Lyft), which is the future of transportation, steering committee you fail.	1/29/2016 11:46 AM
522	The learn more link did not work Buses only carry 2 bikes. Not enough!	1/29/2016 11:46 AM
523	Make PCC Sylvania more easily accessible by bike, for goodness' sake! Bike infrastructure around there is shamefully underwhelming!	1/29/2016 11:46 AM
524	These decisions will have long range implications. Don't prioritize saving money in the short term.	1/29/2016 11:46 AM
525	I feel that buses are WAY more reliable than light rail. There are too many problems with the existing train system on a daily basis.	1/29/2016 11:45 AM
526	flexibility in extreme conditions and natural disasters, earthquake effects on OCS/traction power systems vs. self-sufficient flexible nature of BRT	1/29/2016 11:45 AM
527	You did a good job making the last tunnel, you would do good on another one	1/29/2016 11:45 AM
528	I don't think you should consider the walk/bike improvements on SW 53rd. I love to hike, so that's why I said I'd be somewhat likely to use it, but folks don't like to walk. Increased ridership is more important than saving money. Thus, I support building light rail directly to PCC Sylvania. Thank you!	1/29/2016 11:44 AM
529	For returning adult students who cannot walk or bike, a station on campus would be nic.	1/29/2016 11:44 AM
530	Build for the future with Light Rail	1/29/2016 11:43 AM
531	NO ARIAL TRAM. The cost is enormous, it will be at least 3 times your projection, and they are inconvenient. A tram in that location serving that population will be largely empty. Service will be cut, and there will be no improvements to other options. There is nothing positive to be said for a tram.	1/29/2016 11:43 AM
532	Due to the short distance to PCC, it would be more cost effective to put a dedicated shuttle bus along 53rd in addition to the bikes and pedestrians, as options are key to those walking or biking and would be a shame to improve 53rd without providing an option for those bidders and walkers, some of which would prefer to shuttle bus up and walk/bike back down. Since Barbur is a parallel option to I-5, messing with dedicated signals should be kept at a minimum to maintain that asset.	1/29/2016 11:42 AM
533	I teach at MHCC and it is a city crime that there is not an extension on max for our poor students who must rely on the bus to get here which is so costly in terms of time.	1/29/2016 11:41 AM
534	Long term infrastructure improvement costs should be weighed heavily. What makes the most sense, for 20+ years, not just the immediate 5-10 years. The cut directly to the campus seems nice now, but long-term, is it truly best to have the train make that departure from other existing infrastructure?	1/29/2016 11:40 AM
535	I think the only way people will use the light rail option rather than a car would be having a station at the PCC campus. If you introduce any other indirect method of getting there (i.e having to change modes of transport from MAX to bus/bike/walk) it lengthens the time and hassle of travel and people would still choose to drive. So if your goal is to reduce cars on the road, then the only option would be light rail directly to PCC campus. The aerial tram should not be considered - residents under the tram would be up in arms, like they were in Lair hill.	1/29/2016 11:39 AM
536	I'm concerned about crime on Barbur Blvd if a light rail line goes in.	1/29/2016 11:39 AM
537	BRT is certainly a great option on paper, but .. riders don't like it as much, and it tends to get watered down- pretty soon it's sharing lanes, not getting signal priority, etc. Expanding light rail is investing in our future. It also allows us to use the existing rolling stock.	1/29/2016 11:39 AM

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538	don't ever go to campus	1/29/2016 11:38 AM
539	The "mode comparison" that was supposed to be "non-biased" has numerous false statements about BRT and is absolutely pro-light rail biased. A good example is its insistence of through service in downtown Portland, but completely ignoring through service/transfers in Tigard. The "branch" option of light rail actually significantly worsens and reduces service to Tigard, as a train would only serve Tigard TC every 30 minutes!!! BRT does not have that problem, can effectively provide service THROUGH Tigard, and can easily interline with Powell-Division BRT if needed. The operating cost comparison is blatantly biased, as Eugene and Snohomish County have proven BRT saves money and actually costs less than LRT, as well as reduces operating costs compared to current bus service; LRT "saves" money by shifting certain costs to the Capital Budget, which is an accounting scheme. We taxpayers deserve truth and honesty, not another Enron accounting scandal.	1/29/2016 11:36 AM
540	We should always be expanding light rail and streetcars when possible.	1/29/2016 11:36 AM
541	Travel & parking at the campus is difficult, especially in bad weather. As time-consuming as lightrail construction might be, its worth it in the long run.	1/29/2016 11:34 AM
542	Ultimately, light rail is only practical once we are nearer to Burlingame. Rail needs to run from Sherwood with maybe connecting service (bus) to places up and down the hill, and then straight downtown, if possible. Hey, you asked my honest opinion. I imagine you will still attempt BRT. The citizens will regret your decision, even though you won't have to worry about the consequences.	1/29/2016 11:34 AM
543	light rail	1/29/2016 11:34 AM
544	Any light rail on Barbur (I am highly in favor of this option) should include a shuttle (or other on-road version of bus) to directly connect the light rail station to PCC Sylvania. Having this option for the Lewis & Clark campus would also be very helpful. I attended LC in the 1980s and my son now attends PCC.	1/29/2016 11:33 AM
545	Don't just throw out the rail/tunnel due to cost. A cheaper route that people don't use is a waste in it's own way.	1/29/2016 11:33 AM
546	The intersection of Barbur Blvd, Taylor's Ferry Road & Capitol Hwy needs serious improvement. I live off of 50th & Taylor's Ferry. Some mornings traffic is backed up PAST 50th ave. That's over 4 city blocks. It's ridiculous. I think they should utilize buses rather than light rail which would be less disruptive to traffic on Barbur, which is very congested at present in the morning and evenings. Truthfully, I think one solution to the intersection at Barbur/Capitol/Taylor's Ferry would be to CLOSE the I-5 freeway exit #295 onto Taylor's Ferry. That exit fouls up the whole function of the 4 way stop intersection at Capitol & Taylor's Ferry. Keep the freeway south entrance. The traffic getting off the freeway and going to PCC is what is causing the backup there. A left turn lane with signal on Barbur (going south) onto Capitol toward PCC would help to ease congestion, in my opinion.	1/29/2016 11:32 AM
547	Focus on travel time, must be competitive with auto. Don't jack it up with too many stops. People can and will walk for better speed on HCT. There will be winners and losers, so don't kill transit speed of service to make everyone happy, long station spacing please.	1/29/2016 11:32 AM
548	Make a web of transportation options that utilize HUB/Transit Center destinations	1/29/2016 11:32 AM
549	Please make sure that the Transit Police are properly trained on mental health crisis/issues. No more killer cops!	1/29/2016 11:32 AM
550	Is there anything in the future regarding light rail service to the south Clackamas area; RE: South of Oregon City. I commute from Molalla and the commute time to Hillsboro, as an example is 2.75-3.25 hours. (Driving time is 1.15-1.25 hrs. avg., depending on traffic) This is difficult from an employment perspective. It limits where you can work, due to lack of "Rapid" commuter lines. Light rail needs expansion !	1/29/2016 11:30 AM
551	I am not currently riding MAX (on a Express bus route) but I get alerts when MAX is running behind or is having issue with equipment . Would like to see better reliability to exciting trains right now before a new one is considered.	1/29/2016 11:30 AM
552	Thank you for involving the public even though we really have no clue about the actual work it takes to proceed with such a huge project. We are confident that the right plan will be made.	1/29/2016 11:29 AM
553	No rapid bus line!	1/29/2016 11:29 AM
554	Make sure to provide safe pedestrian and bike routes to all stops from within the surrounding community. Include bike storage near platforms and more bike storage on trains.	1/29/2016 11:28 AM
555	A light-rail line along Barbur Blvd/I-5 Corridor is long overdue. I hope the steering committee makes the best choice for the region: a light rail line.	1/29/2016 11:28 AM

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556	The committee assumes that the "high percentage" of single-rider vehicles traveling to PCC Sylvania is an issue to be solved. I challenge this assumption. I do not see a strong issue with PCC Sylvania which warrants my tax dollars being spent on a special solution to a "problem" that does not exist. The campus has ample surface parking and I have never seen a published survey showing overwhelming student dissatisfaction at their current commute options. Moreover, a majority of campus students come from regions not serviced by the SW HCT Corridor based on the maps published on metro website. I believe the primary and highest priority objective of SW HCT Corridor should be providing reliable and efficient mass-transit options for commuters from SW Beaverton, Tigard, Tualitin, and Sherwood to get to and from Downtown Portland.	1/29/2016 11:27 AM
557	You guys rock. I would like to see further expansions and have a few ideas.	1/29/2016 11:27 AM
558	Looking forward to light rail in the SW Corridor!	1/29/2016 11:26 AM
559	Light rail is failing in many ways recently due to constant technical difficulties and worn out switches.	1/29/2016 11:26 AM
560	no	1/29/2016 11:25 AM
561	a great target area for progress. keep up the good work. but listen to rider feedback about hostile, unprofessional, and racist drivers. that shit is real and deserves more immediate attention.	1/29/2016 11:25 AM
562	https://en.wikipedia.org/wiki/Universal_design	1/29/2016 11:23 AM
563	Redevelopment of the campus and Barbur transit center and Barbur corridor as a whole should be studied for jobs, education and housing opportunities before any viable option is cast aside from further evaluation	1/29/2016 11:22 AM
564	If someone is carrying lots of books and things and doesn't have a bike available or car, the .5 mile walk can be long especially in rainy cold or other inclement weather in which the bus may not run well if at all, so think about what kind of walkway and/or bike ways are to be made. Plus there are other businesses and homes beside the campus that could use easier access then a .5 mile walk with a steep grade.	1/29/2016 11:22 AM
565	Consider electric busses that can share the light rail lane and share the over head power grid	1/29/2016 11:22 AM
566	I love TriMet!!!	1/29/2016 11:22 AM
567	Please include plans to PCC sylvania!	1/29/2016 11:22 AM
568	The current TriMet buses are quite literally "Hell on wheels", any BRT buses would have to be at least an order of magnitude smoother for me to even consider riding them. I don't currently use the Sylvania campus because it's too hard to get to.	1/29/2016 11:21 AM
569	Even though improving transit to PCC Sylvania is an important issue, I live off the 45 line and attend PSU. Some of my required classes end at 9:30 p.m., which is an issue, since the last 45 line heading toward the Tigard Transit Center leaves the downtown area at 8:45 p.m. This is a big issue, and impedes me from taking my required classes. I don't have a car, and its hard to finish up my program and I might have to move, but housing costs is also an issue.	1/29/2016 11:21 AM
570	Any transit needs to not be held up by rush hour as a major priority. Express bus lanes are another option to consider, these are successful in Seattle. Currently it is faster to ride a bike from North Portland to SW, fix this.	1/29/2016 11:21 AM
571	Keep in mind that this is planning for 20 years in the future. Letting current political sentiment ham string transit 20 years from now is completely unacceptable.	1/29/2016 11:20 AM
572	Need more often bus service between BTC and Sylvania. On weekends it can be as long as 1 hour and a half between buses	1/29/2016 11:20 AM
573	Make what you have now more reliable, then do the next project. My max is late almost every day.	1/29/2016 11:20 AM
574	Tunnel is the ONLY viable and long term solution.... using a low impact drill, and include a much needed stop at OHSU.....	1/29/2016 11:19 AM
575	The benefit to the future of the PMA greatly outweighs the cost of tunnel boring. Just do it.	1/29/2016 11:18 AM
576	I support Light Rail runs portion of I-5 and leads to SW 53rd, depend whatever portion of Barbur Blvd depend area of depend geographical area.	1/29/2016 11:18 AM
577	Light rail could improve traffic issues dramatically. My husband works in Regard and the bus is constantly having to deal with horrible traffic that light rail will not.	1/29/2016 11:17 AM
578	na	1/29/2016 11:17 AM
579	The ".5 mile steep grade" route to PCC on SW 53rd may require consideration of construction of a multi-use path with a more ADA-compliant grade (and associated lighting/safety amenities, as well as property purchases, exchanges). Perhaps this cost should be compared to the cost of a MAX station on PCC campus.	1/29/2016 11:16 AM

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580	Thanks for making a smart decision about this large investment into transportation options in the future that will have the greatest benefit and impact.	1/29/2016 11:16 AM
581	Anything to relieve the congestion on Barbur Boulevard and Pacific Highway (including TIGARD!!!!)	1/29/2016 11:16 AM
582	Need public transit in SW badly. Live in NW PDX work in Tualatin. I5 is a daily parking lot getting worse each year. Barbur is no better and huge bottleneck thru downtown near Naito. As soon as there's a Trimet way to get to Tualatin I'm on board (besides the 96 that sits on I5 with the rest of us).	1/29/2016 11:15 AM
583	Bus is the most effective and least disruptive and least expensive way for transit in SW - quit wasting time and money on tunnels and light rail options	1/29/2016 11:15 AM
584	If there was a BRT or LRT system in place, has there been a study to determine what would happen in non-peak times and summer periods (when student pop is less)? If so, how does this impact Tri-met financially? Can an express bus-service with dedicated lanes (not BRT) during high demand times solve the problem?	1/29/2016 11:14 AM
585	Any of these options would be a great improvement on what we currently have.	1/29/2016 11:14 AM
586	I am emotionally drawn to the bus option because it is obviously easier to get built in the short term, and it doesn't create an ugly barrier in the middle of southwest Portland. It seems it could make the streets more pedestrian friendly and prettier. However, if the train were done RIGHT (tracks easily crossed on foot, no big barriers like on Interstate Ave but more like downtown Beaverton's corridors) and if we can AFFORD it, then I see the advantages for winter reliability and speed.	1/29/2016 11:13 AM
587	It's a pretty complicated and tough decision. Good Luck!	1/29/2016 11:13 AM
588	The steep grade and possibility of inclement weather (ice/snow) in the west hills leads to limitations in movement from Barbur to the campus. It's hard to confirm the upkeep of these pathways, and we would need to ensure that they are clear for people of all abilities. Too often walkways are limited and not kept up, so using them creates a dangerous situations for people trying to use them in icy and snowy weather (especially in Portland, where often people don't have proper weather attire).	1/29/2016 11:13 AM
589	Please do not select Bus Rapid Transit for this option. BRT is too slow and will likely need to have large portions of mixed traffic making this slow and unreliable and not much more effective than the current route 94. A BRT line would not have nearly the same ridership as an LRT line. This region needs pursue up front costs to create transit that is efficient and attractive instead of cutting corners trying to please small car oriented businesses that are afraid of unknowns.	1/29/2016 11:13 AM
590	I think it is a mistake to focus on PCC Sylvania for improving SW corridor. Let's consider the impact on all the commuters and provide attractive options on getting to PCC.	1/29/2016 11:13 AM
591	STOP BUILDING LIGHT RAIL.	1/29/2016 11:13 AM
592	Focus on bus service, not light rail. DO NOT change route 43.	1/29/2016 11:13 AM
593	Take into account future expansions and the lack of road options (expansion options) for buses - there is none in the works. Our roads are already overcrowded. Light rail is the smartest move for the future and puts us on the forefront for future expansion while reducing traffic problems. Portland is not that large of a city to be in the top 10 in the nation with traffic concerns. We can address that with the light rail system now while thinking for the future.	1/29/2016 11:11 AM
594	The current options for travel to PCC Sylvania have been one factor in my decision not to use this campus. If options were improved it would make it easier for people like me to commute to the campus.	1/29/2016 11:11 AM
595	I'm a daily mass transit rider and have no idea what bus rapid transit is. Is there currently one in Portland? Are we supposed to imagine what it is? Seems there needs to be some education before a survey like this is distributed.	1/29/2016 11:11 AM
596	Creating a light rail line on Barbur without putting a transit station on campus is not equitable. People with limited mobility are not able to travel 1/2 mile easily.	1/29/2016 11:11 AM
597	Have a plan to operate the new services rather than just getting money from the federal gov to build.	1/29/2016 11:11 AM
598	Light rail on Barbur is a must!	1/29/2016 11:11 AM
599	More service to Progress Ridge area in Beaverton. There is no bus within a mile of Progress Ridge. Would take the bus to Milikan MAX stop if there were one within walking distance.	1/29/2016 11:10 AM
600	make decisions that are smarter for those who have to use the services	1/29/2016 11:09 AM
601	Rail. It's fast. It's reliable. It's clean.	1/29/2016 11:09 AM
602	Busses that get stuck in already terrible traffic do nothing to help the situation.	1/29/2016 11:08 AM
603	We need to continue to lead the nation in forward-thinking transportation options. Light rail all the way!	1/29/2016 11:07 AM

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604	we need more tunnels	1/29/2016 11:06 AM
605	Buses may not be as "sexy" as light rail but cost is paramount. I think TriMet is too fixated on light rail at the expense of bus service.	1/29/2016 11:05 AM
606	LIGHT RAIL, LIGHT RAIL, LIGHT RAIL!	1/29/2016 11:05 AM
607	Please take into consideration the impact on existing homes, park, and increased foot traffic, i.e., crime has on this neighborhood. I purchased a home in this area and really enjoy the quietness of 53rd and Capitol Hwy. I don't believe there is a student population at PCC to warrant this amount of money spent and possible increase in property taxes.	1/29/2016 9:39 AM
608	i bike almost everywhere and a better "separated" bike lane (not just a white line painted on the road) will make me bike more along this corridor.	1/28/2016 4:20 PM
609	I have mobility issues and a young child who uses a stroller to get about. Buses are not really an option for us because it is hard to get the stroller on and off the bus. MAX and the Streetcar are so easy to get on and off of that is the only way we can get around on transit. Please consider parents with small children when making your decision, the MAX is just easier to get on and off of.	1/27/2016 10:17 PM
610	Build it right - serve the campus. Don't waste anyones' time and money on BRT that will just sit in traffic 50% of the time when it doesn't have its own lane. This would make an excellent rail line.	1/27/2016 5:50 PM
611	With PCC not at full capacity year round, it should be considered for light rail at all. Bus service can be increased for peak hours and reduced for slower times!	1/27/2016 5:29 PM
612	Please do the max, the busses are unreliable and aren't nearly as nice to ride in	1/27/2016 5:26 PM
613	For me and most everyone else I know who lives in South Burlingame and Multnomah Village light rail is strongly preferred to BRT. With lightrail easy trails and bikability into the surrounding neighborhoods from stops near South Burlingame / Multnomah Village would be necessary. While more expensive to build, lightrail will cost less to maintain and will serve the long-term interest of the residents of SW Portland as well as those in the Tigard, Tualitin and Sherwood area. Furthermore, connecting PCC to the rest of the city, especially to Portland State University through direct light rail connection will improve the commute not only for those working in the city but for the many students the commute between PSU and PCC regularly.	1/27/2016 4:03 PM
614	This is ridiculous that you would disrupt a neighborhood to provide high cost transit solutions for a community college. These plans threaten home owners and their quality of living. The disruption of construction alone, let alone turning a quiet neighborhood into a high traffic area is unreasonable. There are so many less costly and more neighborhood friendly options. There is a bus transit center on Barbur at this time. Many of the lines (such as 44) could be routed through there to increase rider use and rider choice. There is already an issue with PCC students parking on residential streets - raise the parking fees and subsidize the transit passes to motivate students to use mass transit. They are not motivated at this time. And, in closing, let me point out the atrocious condition of so many roads in Multnomah County at present. I don't know how you can even consider such a multi-million dollar, over-kill solution to providing transit to a college when we have roads to repair and neighborhoods to protect. Your answers about not notifying affected home owners earlier "because it's not required" makes me believe that you really don't care what the opinion of the home owners is, that you have your own self interests at heart at the taxpayers cost and disruption.	1/27/2016 3:38 PM
615	Negating any potential pollution should be high on the list.	1/27/2016 11:10 AM
616	We just moved here and we're wondering why there is no light rail down the 5. We didn't consider including pcc, but this is brilliant! Please put in light rail including bored tunnel to pcc!!	1/26/2016 8:23 PM
617	Afternoon service should Not be ignored	1/26/2016 1:09 PM
618	Light Rail is very important for the long term viability of Portland. Do it!	1/26/2016 12:19 PM
619	Please keep HCT along Barbur and away from an established neighborhood like Far SW.	1/26/2016 11:13 AM
620	I don't trust you to make BRT effective. Too much of the line would be in mixed traffic.	1/25/2016 3:33 PM
621	Taxpayers are already saddled with too much welfare burden. Transportation additions must pay their own way or cancel it.	1/25/2016 11:58 AM
622	Looking creatively at infrastructure that improves connections and better access to both OHSU and PCC is important. Ideally the infrastructure solutions also can be used by others in the larger community.	1/25/2016 11:07 AM
623	You have not provided information regarding the plans for development of the area that will be the side effect created by their decision and the impact of those plans on the surrounding area. Not the actual light rail or bus line but after that.	1/25/2016 8:18 AM
624	I would like to know what PPC's future plans are that will effect transit and transportation needs in the SW before any more decisions about same are made.	1/25/2016 1:18 AM

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625	This route should also be connected to Beaverton Central - why is a route not being considered which is a continuation of the Red Line/WES to connect to this project? The current routing makes riding light rail impractical from the West side because of the hour-or-so long detour through Downtown. It encourages people in Hillsboro/Beaverton to continue driving to PCC Sylvania and Bridgeport because of the huge headways (20-30 minutes driving vs. 1hr. on MAX or 1hr30 on BRT). Maybe include express bus service from points west to the new stations.	1/24/2016 8:44 PM
626	To disrupt anything along the 53rd avenue corridor is unconscionable; the rural feel of this and surrounding neighborhoods would be irretrievably ruined; find another route, along Capitol highway, not through an established tranquil neighborhood.	1/24/2016 6:52 PM
627	Go light rail	1/24/2016 5:57 PM
628	Light rail needs to connect to the SW corridor. Please get it done.	1/24/2016 5:44 PM
629	A dedicated bus should circle the campus rather than a single stop. The bus mall parking should be enlarged as much as possible rapid bus transit is the best, most sensible option	1/24/2016 5:24 PM
630	Spend the money on improving the biggest choke points in Portland area instead of subsidizing ineffective obsolete technology's	1/24/2016 5:03 PM
631	In keeping with our Climate Smart Strategies, we need to focus on GHG emissions from the chosen option.	1/24/2016 3:04 PM
632	Trimet must consider the future high cost of labor and fuel when considering cost. Light rail make better since.	1/24/2016 2:40 PM
633	Can't fathom why tunnel or any lrt would be considered for PCC. Waste of money and unnecessary.	1/24/2016 1:44 PM
634	I currently do not travel to the Sylvania campus and in the past even when working in the Triangle it was far from convenient to go there, even when using it as a bus transfer point to get back across town to NE PDX having improved access could open some adult ed class opportunities, but now that the SE PCC is up to speed that might not be necessary ...	1/24/2016 12:38 PM
635	Keep in mind the families who want to travel from Tualatin to Portland and the zoo on weekends. It would be great if WES traveled on the weekends or/and later on a Friday night for date night.	1/24/2016 12:29 PM
636	Light rail! Need relief to road traffic. Rush hours are hell and only getting worse. Thanks for your work.	1/24/2016 12:28 PM
637	Try not to fragment the system further. MAX does well for what it is, and the line needs to maintain reasonably fast speeds. BART in the San Francisco Bay area just completed a line to Oakland Airport and is currently working on an extension to Antioch, but those two lines are not even using interchangeable BART equipment, so transfers are required (too many transfers makes it unrealistic). It's also time for MAX to consider longer platforms so 3 or 4 car trains can operate through the SW Corridor.	1/24/2016 12:28 PM
638	Look to longterm future as the top priority. It is far too easy to get swayed by so many competing interests. Longterm enhancement of the region and lasting infrastructure should be the guiding compass. Disruptions are part of change but are temporary. Buses rely on tires and asphalt that constantly breakdown and have to be continually replaced based on a toxic and dying petrochemical industry. It is a solution that will not stand the test of time.	1/24/2016 6:00 AM
639	No Light Rail or Rapid Transit Bus lines.	1/23/2016 9:09 PM
640	Please respect the wishes of the general public to add more capacity for normal traffic, instead of just listening to public transit riders and advocates.	1/23/2016 1:12 PM
641	Build roads!	1/23/2016 10:38 AM
642	Bus transportation is much more cost effective and flexible than light rail. I will NOT support light rail.	1/23/2016 8:40 AM
643	In the long run, it would be foolish to build this line without an underground station at the campus.	1/22/2016 11:51 PM
644	When I need to go to PCC, I drive my car. Transit makes no sense given where I start out, and given how much stuff I need to carry when I go to places like PCC.	1/22/2016 10:49 PM
645	If there is sufficient demand for ridership to PCC, optimize the bus system and stop spending money on High Capacity Transit... I do not believe you have the demand to justify the expense, and if you do, then increase bus fares to self-fund the projects after voter approvals...	1/22/2016 6:32 PM
646	Frequent shuttle buses from transit stations to PCC would be more useful than walking and bike trails. Walking and biking during fall and winter semesters is very difficult .	1/22/2016 4:16 PM
647	NO LIGHT RAIL or BRT, PLEASE. Do everything in your power to increase road capacity. ESPECIALLY: Widen 99W to 3 lanes and widen other arterial streets. We are choking, and your choo-choo will never meet 90% of transportation needs, and you know it!!!! SPEND NO MORE MONEY on LRT or BRT HAIR-BRAINED schemes.	1/22/2016 3:59 PM
648	Snow, heat and high water all imperil light rail, why waste more money for something so undependable and costly? Crime is higher on light rail.	1/22/2016 3:06 PM

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649	I believe we need bus service and if transportation to PCC is needed have a dedicated bus line there. Don't think we need the cost and disruption that light rail or Bus rapid would bring.	1/22/2016 2:52 PM
650	why is "PCC Sylvania campus...an important goal for Southwest Corridor partners"? how many students commute? If you are building transit specifically for PCC, the majority of the cost for it should be borne by PCC students.	1/22/2016 2:39 PM
651	Think long-term, and go with light-rail.	1/22/2016 2:08 PM
652	Energy needs to be focused on improving existing Bus Service, make more convenient and affordable; higher rider share can keep fares from rising.	1/22/2016 1:56 PM
653	Y'all are great! Thanks for the busses and sundry	1/22/2016 1:23 PM
654	I think the 1/2 walk + LRT is a very good option. Community college students can handle the trek, and there is always an option for a shuttle or tram if the demand is present. It will have the added benefit of allowing transit-oriented development near Barbur & 53rd. Build the station and rezone for mixed-use TOD!	1/22/2016 9:03 AM
655	I think the focus should include moving people quickly. Currently I live 3 miles from work and it takes an hour or more to get there by bus. I live and work in Tigard and the nearest crossroad is Durham Road a major connector unserved by transit. It's easy to go east or west but going north or south is time consuming. It would be nice if there was some focus on the east west connections in the Southwest area. Even getting to Beaverton from this area is slow and difficult.	1/22/2016 8:08 AM
656	A faster way to beaverton for early morning comuters	1/21/2016 10:33 PM
657	I would prefer getting away from using buses. I like streetcar or Max. I NEVER use the bus.	1/21/2016 7:39 PM
658	Light Rail is 100+year technology. Many billions of \$ are being spent on driverless autos. If you have given consideration to its impact, it is not apparent. The Uber concept will also have an impact.	1/21/2016 6:54 PM
659	Please strongly consider that light rail is a wise long-term investment - think long-term!	1/21/2016 2:20 PM
660	We ride the street car and the Max frequently but DO NOT take the bus. We definitely will not use the bus. We would rather walk or drive than ride the bus.	1/21/2016 11:30 AM
661	I think the Barbur Transit Center and associated intersection absolutely NEEDS to be studied further and the well-documented issues there need to be resolved as part of this project!	1/21/2016 9:26 AM
662	Abandon the pursuit HCT in the corridor and refocus on dealing with the traffic choke points. http://portlandtribune.com/bvt/15-news/246342-113667-think-traffics-bad-now-just-wait-says-study According to the study, congestion is an especially important issue in the region because the state's economy is heavily dependent on goods and services that move along area highways and through the Port of Portland. Portland is the 26th largest metropolitan region in the country but has the 16th worst congestion, according to a recent report by the American Transportation Research Institute. Choke points include the Interstate 5 bridge over the Columbia River, the intersection of I-5 and Interstate 84, and portions of Interstate 205, Highway 26 and Highway 17.	1/21/2016 7:53 AM
663	Walking to the campus is a good thing! Does not cost the tax payers who do not use the campus!	1/21/2016 7:18 AM
664	High-capacity transit requires high-density neighborhoods. Few people are interested in the tradeoffs involved.	1/21/2016 12:04 AM
665	While service to PCC is part of what makes ANY of this fiasco a plausible benefit to the community. Please don't waste the millions of dollars on BRT or LRT and just provide improved bus service and better community connectivity.	1/20/2016 8:57 PM
666	Please be sane and think of future traffic and transit needs and grade separate the entire line. I'm tired of reading tweets regarding Max delays due to problems associated with private vehicles and trains not being separated.	1/20/2016 4:51 PM
667	I'm more interested in transit to the Tigard triangle area, personally! But these ideas all seem interesting and hopefully helpful.	1/20/2016 4:05 PM
668	Not many students commuting into PCC Sylvania are bringing bikes and many already have heavy backpacks to haul up the hill. Only a few will be motivated to walk up the hill with that load.	1/20/2016 3:37 PM
669	From the documents for the January planning meeting, it seems that the choice is between: Spend ~\$1 Billion on a BRT system that will already be at capacity by 2035, create crowding issues on the transit mall (impacting other future transit projects), cost more per rider to operate, and attract fewer riders away from single occupancy vehicles (potentially necessitating more road/freeway or other transit projects in the future). OR Spend ~\$2 Billion on an LRT system that will still allow for future ridership, maintain current capacity on the transit mall for other projects, cost less per rider, and will attract more ridership from single-occupancy vehicles (freeing up more road capacity for people who still choose to drive). I would urge the committee to advance LRT. It may be more challenging, it may involve a higher capital cost in the beginning, but investing now will help our region in the long-term and will be well worth the financial and political costs.	1/20/2016 2:30 PM

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670	It must be about cost! Ability to work around traffic problems very important. The light rail in Portland is not nearly as reliable as Bus transect. No longer use rail, use Bus instead. Often, can not rely on rail!	1/19/2016 11:30 PM
671	No More Buses! Obnoxious, cumbersome, fossil fuel dependent--let's move to the future here and leave late 19th century technology behind. Light Rail all the way to wine country--Newberg and beyond! Please!	1/19/2016 11:26 PM
672	PCC have their own buses	1/19/2016 8:39 PM
673	All the way to PCC or forget it. Campus is on major hill and walking or biking from light rail is not considering all people.	1/19/2016 4:41 PM
674	Consider the population explosion in the metro area over the next decade. New arrivals will be forced to live in the burbs because they won't be able to find adequate housing in the greater Portland-metro area.	1/19/2016 4:24 PM
675	With light-rail performance at an all-time low in 2015, it's time to focus on a different mode.	1/19/2016 11:17 AM
676	http://www.cato.org/publications/commentary/rapid-bus-systems-smarter-investment-light-rail-us	1/19/2016 8:40 AM
677	Please get this right! Think about it. You have a LIGHT RAIL system in place. Add to it. Build the system out so that it grows just like other systems in other cities grow. I live less than a 1/2 a mile from the WES platform in Tigard and have seen what you building that has encouraged the downtown to do. Since 2006 when the train went in, the town has remodeled itself and is continuing to improve. I just don't see that happening with a spiffed up bus. Sorry. People around here deserve a light rail train. They will use it. I will use it as I use the WES train. There will be countless benefits to choosing the Light Rail. You're connecting to OHSU (where I work) and the WES and Portland State as well as PCC. It is a slam dunk. If you have to not do the tunnel to PCC, so be it. As long as you do Light Rail to SW 53rd, that should be good as it is close enough to the station. If you can, I would encourage you to go "all out" for the future and put in the tunnel. However, I know there are neighbors and cost to consider but not building Light Rail shouldn't be a choice. You can't put bikes on a bus. There have been so many times I've been kicked off that Barbur 12 bus because of no space for bikes you wouldn't believe. While we're at it, why don't we make significant improvements to Barbur for pedestrians and bikes?	1/19/2016 12:23 AM
678	I suggest clarifying the differences between transit "market capture" or service area for each of the PCC Sylvania options.	1/18/2016 12:19 PM
679	No more light rail anywhere. It doesn't work.	1/17/2016 3:14 PM
680	Light rail is an investment for 100 years. Please choose light rail.	1/17/2016 2:12 PM
681	How can you possibly fit light rail on Barbur Blvd. there's no room and reducing lanes is not an option. A tunnel is far too expensive and not necessary.	1/17/2016 9:41 AM
682	I live in Tigard and work in Portland. I'd commute by light rail if there were a more direct route. With what we have currently, it's more convenient to drive.	1/17/2016 7:35 AM
683	Light rail is fundamental to the neighborhoods along Barbur Boulevard between Portland and Tigard. This will help to minimize auto traffic, noise, and pollution. If light rail is in place then it should also naturally stop at the PCC campus. To do otherwise would simply continue the spotty patchwork approach that has plagued regional transportation planners and by extension us citizens! Spend the money and put in a tunnel to PCC Sylvania. Everyone with varying degrees of mobility and ease should be able to easily access the campus. It is a question of equity and equal access for everyone.	1/16/2016 3:35 PM
684	Make the 87 run every half hour already.	1/16/2016 11:21 AM
685	PCC or bust. Not serving a major regional destination with a major regional transit line would be a huge mistake. For people around the region who must travel to different PCC campuses to take different course offerings, PCC Sylvania's location and lack of good transit is a huge barrier to opportunity for people all around the region, not just in SW.	1/16/2016 11:00 AM
686	light rail is to expensive to build and operate and can not change with the future, high speed bus service can change with the times. Technology is rapidly changing and will for transportation, light rail can not adapt and creates more traffic congestion than it solves	1/16/2016 9:09 AM
687	SW 53rd should not be in consideration for any type of access to PCC.	1/15/2016 5:18 PM
688	My use of public transportation depends solely on light rail access. If a trip requires a transfer to a bus where I may have to wait more than a few minutes, I will drive instead. If the trip requires transfers to more than one bus, I will drive instead. Buses are alright for short trips, but transfers seem to take too long to be worthwhile.	1/15/2016 11:24 AM
689	Riding the bus means the traffic still impacts ride times. Light rail will attract more riders since getting into and out of downtown during rush hour will be quicker than driving.	1/15/2016 10:41 AM

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690	As both a neighborhood resident and rider of mass transit, I understand the need to improve access to the PCC campus. However, I am strongly opposed to both the bored and cut-and-cover tunnel options because of impacts to the neighborhood, and the cost. I urge the committee to focus its efforts on the other options, which are more sensible and efficient.	1/14/2016 2:18 PM
691	How can PCC be worth a tunnel if Marquam Hill is not?? Would it be cheaper to build a new PCC campus closer to existing transit?	1/13/2016 4:51 PM
692	Bike/walk 53rd would work for me... but I have Very Strong legs. If a tunnel bore is not feasible, then some other transit to get people from PCC to Barbur Transit should be done. Please, consider that many PCC Sylvania people are commuting between there and Beaverton/Tigard, not downtown Portland or beyond. PCC need not absolutely determine the fate of transit for the whole corridor. (Leave that to OHSU, VA, and the geography of SW.)	1/13/2016 4:45 PM
693	We need more sidewalks so pedestrians can safely walk. Particularly between Stephenson and Jackson Middle school, where 11 year-olds are expected to walk on SW 35th Ave (no sidewalk) while cars hugely exceed the 35mph speed limit.	1/12/2016 10:17 PM
694	It is absolutely crucial that you select light rail for this corridor. In the comparisons light rail outperforms brt in EVERY category, except upfront cost. A new MAX line would better connect with our current system, better serve the environment and the people in the region, have much greater marketing potential, and cost less over time. It is abundantly clear that light rail is a worthwhile investment for the Southwest Corridor and the majority of people agree. \$2 billion isn't that much when you realize that this is the last major light rail line the Portland region will ever need. With that I hope you will consider the long-term benefits of this project, especially while debating on the tunnel to PCC. The Portland region is a region of light rail and we in the Southwest want to be included in that. So please make the right choice and unite us to the rest of this great city with light rail. This is the most important decision you'll have to make and, with all the positives that come with a new MAX line, it should also be the easiest.	1/12/2016 9:30 PM
695	For neighborhood and PCC connections, think about electric bike share, a miniature trolley (maybe automatic), or small bus running on a 5-10 minute loop or on-call basis. We should be doing more with express bus service and carpool/transit only lanes on I5 and Barbur. Light rail is a waste compared to what we could be doing with BRT right now and how much that technology will change before light rail is even built. Can we get a self-driving grid-tied hybrid biodiesel+solar bendy bus? We need to give transit more priority on the infrastructure we already have rather than spend a lot of time and money on infrastructure we won't be able to afford to maintain.	1/12/2016 4:10 PM
696	The cost-effectiveness of various solutions is often highly dependent upon the assumptions made in the course of the analysis. You're probably already doing this but just in case...consider how robust each solution is (i.e., how well each one works) if you vary your assumptions within reasonable bounds.	1/12/2016 2:28 PM
697	Existing MAX trains are already running at near peak capacity during rush hour, with trains packed full of riders. I support light rail for its higher capacity for lower operating costs, plus it's faster service that won't get stuck in traffic. Also, if I'm going to get stuck in traffic with BRT that operates on something less than 100% dedicated lanes, I'm likely to just drive.	1/12/2016 1:39 PM
698	Common sense - Why invest \$1 billion in a bus rapid transit system when there is no option to increase capacity in the future? As we know, this region is growing fast and having the ability to increase capacity and ridership should be a high priority. Invest \$2.1 billion for LRT now to prevent the issues our region will face with traffic and capacity in the future. If we decide later (after BRT has reached capacity) that we now need LRT, the cost will be much greater than \$2.1 billion. Furthermore, our region has already set up an amazing LRT system. One day it may be possible that the Green and Orange lines will expand and connect in Oregon City and perhaps continue down 205 to connect in Tualatin. Now that's regional transit!!!	1/12/2016 10:35 AM
699	While it is understandable for the neighborhoods to be concerned about displacement, there should be extra attention placed on the improvements that will benefit the area and the property values. People are often to concerned with the immediate benefit and loose sought of the long benefits, especially with population growth that will be sure to continue into the future.	1/12/2016 10:33 AM
700	Please keep in mind that PCC Sylvania is a school that is in session something like 180 days a year. That is ~50% of a year. It is not a business where employees go on a daily basis.	1/12/2016 9:32 AM
701	Metro needs to seriously consider the negative impacts of light rail. Light rail is ONE route, it is not a transit system. Light Rail will serve one corridor, and will require expensive "shuttle buses" that TriMet historically provides little service on, and cuts when the "economy is down". BRT has, solely, the capability, of providing multiple lines of service - a single busway from Portland to Tigard, and then individual routes (same bus, not a transfer) to Sherwood, Tualatin and Progress Ridge - providing 15 minute or better service south of Tigard, and extremely frequent service north. LRT will never, ever accomplish this; in fact LRT will result in cutting transit service south of Tigard. Is Metro openly stating they want more automobile traffic on local two lane residential streets? That is what LRT means. BRT means neighborhood transit. LRT means park-and-rides.	1/11/2016 9:21 PM
702	Would love light rail on Barbur. Do not want bus rapid transit at all as it would feel disjointed.	1/11/2016 9:16 PM

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703	The distance and especially the grade of the 53rd to campus could be problematic for those with mobility concerns.	1/11/2016 8:42 PM
704	Keep cost down! We are all tax payers and should think about costs, regardless of whether or not the money comes from the Federal Government.	1/11/2016 8:33 PM
705	Light rail to PCC is essential to lessen the parking and congestion issues. That campus is going to grow significantly over the next 10-20 years.	1/11/2016 7:49 PM
706	If light rail is chosen, future residents will be happy. Think about future residents! Nobody is saying, "Gee... I wish there was BRT instead of light rail between Downtown Portland and Downtown Hillsboro."	1/11/2016 5:35 PM
707	Most people prefer to travel by automobile.	1/11/2016 5:27 PM
708	Take no residential property against the owner's wishes.	1/11/2016 3:49 PM
709	For question 3, I most like the idea of LRT on Barbur with the bus hub at PCC Sylvania, timed arrivals, shared transit way, etc. I think this would be cheaper than the tunnel, serve Sylvania well, and help move along Tigard's vision for the Triangle. I want PCC Sylvania to have crucial transit access, but a tunnel seems extreme if it only serves one facility. I believe the option I mentioned would also reach a wider ridership demographic.	1/11/2016 3:40 PM
710	Strongly against a public transportation system going thru a residential neighborhoods. (53rd Ave)	1/11/2016 2:25 PM
711	LRT is by far a better investment than BRT. LRT is also the better option with regard to CO2 emissions (both in terms of operation, and by getting more autos off the road). BRT is a bad investment; consideration of BRT should be dropped.	1/11/2016 1:14 PM
712	Travel time must be considered for transit to be successful in SW. Barbur Blvd vehicle capacity should be maintained, additional dedicated ROW will be necessary for transit in many areas. Consider elevated structures where necessary. Avoid the cost of tunnels.	1/11/2016 10:44 AM
713	Don't forget Sylvania Natural Area Park...lots of water issues!	1/11/2016 10:26 AM
714	Look at a map - this is the missing leg in the LRT system - lets keep expanding the HCT mode we have already invested in so heavily.	1/11/2016 10:07 AM
715	Tunnel to PCC isn't worth studying because it's too expensive to build with relatively little benefits over cheaper and frequent bus connections. PCC, unlike OHSU, has too much cheap or free parking that doesn't justify spending any more time or money on studying or building a tunnel.	1/11/2016 9:31 AM
716	For question number 5 - a steep grade is not appealing for cyclists, so don't waste the time of money on improvements for that mode of travel. I think flexibility is key in this region - given the impending "big one" earthquake, investing billions of dollars in light rail tracks and tunnels seems like a waste of potential dollars. Although BRT has higher operating costs, I think the flexibility is key. Flexibility is also key given the rapid demonstrated (and predicted) growth in the Portland region. I think there is still a lot of unpredictability about where people will choose to locate/live due to constantly changing housing costs and supply.	1/11/2016 8:42 AM
717	BRT works well compared to nothing, and in minor corridors, such as in Eugene of maybe Beaverton Hillsda;e. In major corridors, BRT experience has been less favorable. Ottawa is scrapping its billion dollar BRT, and replacing it with LRT. LA regrets BRT on the Orange line, and Seattle has given up on its all bus system, for which the bus tunnel was built. This region needs to stick with LRT for the major corridors, and not be beguiled by the "next glossy thing".	1/10/2016 11:27 PM
718	As a resident on SW Vesta my goal is to prevent an increase in automobile traffic/bring less traffic to the streets in my area. The best way to improve transit, increase ridership and reduce automobile and bus traffic on our already busy streets is for there to be a convenient max line. I strongly support light rail directly to the PCC Sylvania campus as a means for students and SW commuters to go to and from downtown Portland and the metro area in general. Please keep the light rail option on the table. Thank you.	1/10/2016 7:47 PM
719	Light rail is highly preferred	1/10/2016 6:49 PM
720	The exorbitant upfront cost of the tunnel option is not commiserate with the benefit of serving pcc. Pcc can be adequately served without a tunnel. It is the tail wagging the dog IMO.	1/10/2016 3:30 PM
721	You fail to consider the fact that too much bike use will constrain access to BRT or LRT...so a bike shuttle is not practical for a large number of students.....and of course handicapped persons will be particular;y disadvantaged. You would need a bored tunnel people mover..like a PDX walkway.	1/10/2016 11:55 AM
722	Regarding #5, although I don't travel to the PCC Sylvania campus, if I did, the hilliness of this part of town would be an absolute deterrent to wanting to walk or cycle 1/2 mile	1/10/2016 11:33 AM
723	Please drop the idea is atunnel up SW 53rd. The impact on the neighborhood is great and the cost is huge for .5miles of rail to the campus. Accurate data on how much it would be used is unclear. Has PCC considered building several floor parking garages to frr up space for more building?	1/10/2016 12:29 AM

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724	There needs to be a pedestrian and bike bridge built from SW 52nd Ave to Markham Elementary. It needs to cross I-5 and safely cross Barbur.	1/9/2016 10:08 PM
725	make sure the volume to PCC and history of improvements by PCC and their use really necessitates any changes that are destructive to the neighborhoods	1/9/2016 6:43 PM
726	Before going forward with this SW Corridor Project and its many flaws; (no service to OHSU/VA, Hillsdale, South Waterfront, Tualatin and probably PCC Sylvania), high cost with low value - consider redoing WES as a light line between Beaverton and Tualatin.	1/9/2016 4:58 PM
727	Get on with it.	1/9/2016 4:05 PM
728	Not a bus rider, but would definitely use light-rail.	1/9/2016 3:41 PM
729	I think the money can be better spent than for light rail. We need our roads repaired and improved, and sidewalks added where school children live and go to school. A tunnel is a horrible idea for this area (due to cost and prolonged construction, and taking of private property). I would not want to see light rail along Barbur and/or Capitol. Barbur is a good alternative to I-5, but that would change with light rail tracks and additional waiting at signals. A few express TriMet buses to PCC might be helpful. Maybe another direct bus route added so some students would not have to transfer one or more times, reducing commute time. There aren't distinct morning and evening rush hours because students attend classes at all different times of day and evening, so light rail would be setting up a gross over-capacity. It would also lead to a lot more traffic and cars parking nearby (unofficial park-and-ride), causing more congestion and less liveability in the area. On a personal note, I live close to SW 49th/Capitol Hwy and Pomona, and need to quickly get out onto Capitol Hwy to Barbur or I-5 to go to work downtown. If I have to deal with protracted construction and delays getting to work, I would seriously consider selling my house and moving. I only live 7 miles from downtown, and it shouldn't take more than 20 minutes to go that far.	1/9/2016 3:39 PM
730	Far Southwest Neighborhood is a small neighborhood that is spread out around PCC. We do not want our small neighborhood destroyed by light rail or HCT infrastructure changes... that's priority one for me...	1/9/2016 3:20 PM
731	I would use light rail but not sure about bus.	1/9/2016 3:07 PM
732	I think the the decision guideline should be the greatest good for the greatest number of people. The PCC tunnel is contrary to the overall goal of efficiently transporting as many people as possible north and south. A PCC tunnel adds unnecessary time to the commuter's trip, the majority of whom aren't going to PCC, In lieu of a tunnel, Why not have an elevator served tower and a high bridge at 55th on land odot already owns. On the PCC side of the bridge it's only seven blocks to PCC. A surface running shuttle along 55th, either a drone type train like many airports, or buses use could to transport the half mile to campus. The cost has to be substantially less than the tunnel.	1/9/2016 2:26 PM
733	Light rail stop under pcc would be preferable.	1/9/2016 1:19 PM
734	I am much more likely to use light rail. When living in the NW Portland, I was a frequent user of both MAX and streetcar. Now living in SW, I am using public transportation options significantly less, because my only option is the bus. I could rely on light rail to replace my use of the car, but I am significantly less likely to do so with a bus rapid transit.	1/9/2016 1:09 PM
735	I have lived in SW Portland and Tigard for almost 30 years. Four of those years I lived near PCC. As much as SW residents value the "naturalness" of the area, it's time to grow up and recognize we live in a city that is growing rapidly. To me that means serving a major hub like PCC with direct light rail service. People will find a stop at 53rd and Barbur too inconvenient and won't use it.	1/9/2016 12:24 PM
736	I am longtime supporter of SW Corridor Plan. I will support whatever you do to get more people on transit and out of their cars.	1/9/2016 10:11 AM
737	One concern is seismic. What happens in a major earthquake? Which kind of service will be fastest to restore?	1/9/2016 9:36 AM
738	Whether it is BRT or LRT, the line should DIRECTLY serve PCC, otherwise riders would be best served using conventional bus service on the 44.	1/9/2016 9:08 AM
739	Getting light rail to PCC is necessary to decrease single occupant vehicles to the campus. This should be the highest priority.	1/9/2016 8:42 AM
740	Instead of tunnels has any thought been given to a monorail type system to connect to pcc? Seems a bad idea to dig into soils already highly prone to instability with a tunnel.	1/9/2016 8:22 AM
741	Initial higer construction costs are analogous to installing an energy-efficient appliance to a home. The initial cost is recovered after a certain number of years and then it is saving even more money over the long term.	1/9/2016 8:17 AM
742	Light rail is the best choice to convince people to take public transport instead of driving. Also should build protected bike lanes along the route. Thanks!	1/9/2016 8:12 AM

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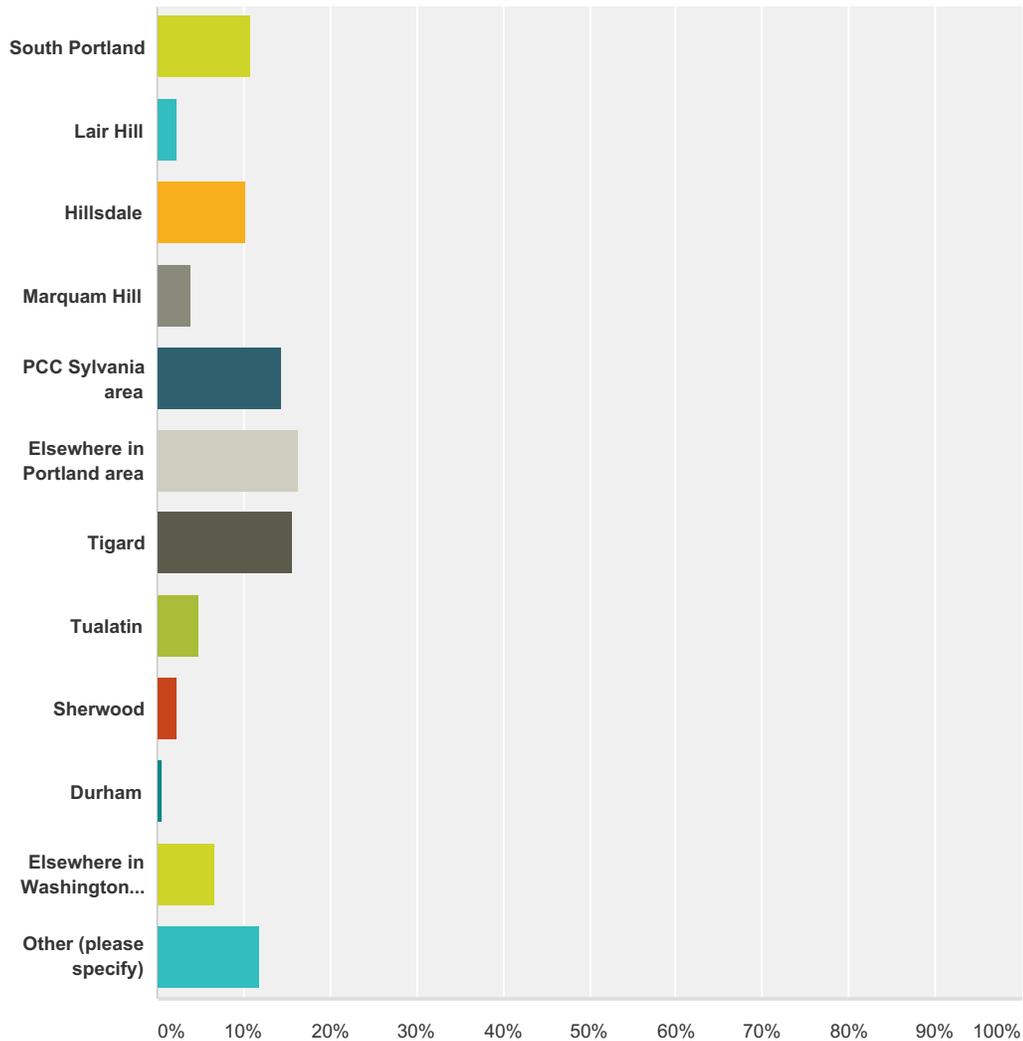
743	We would need improvements to the area, such as sidewalks to facilitate foot traffic. The answer I gave to question 5 is because I live 1/2 mile to PCC on the other side of campus and walk there.	1/9/2016 7:32 AM
744	A lightrail stop at 53rd and Barbur would only make sense if it is combined with revised zoning to allow more housing/retail/commercial use around the stop. Makes more sense to have Light rail stop directly at PCC.	1/9/2016 4:58 AM
745	I HATE playing into the the present mayor's grubby hands by recommending light rail, but it appears to be necessary here as opposed to a bus every few minutes. By the way, I can't go along with ANY proposal that does't include late night service on the feeder lines.	1/9/2016 1:47 AM
746	We do not view steps to make PCC Sylvania as any more of a hub than it already is necessary. Bus improvements to existing infrastructure acceptable, tunnels or trains or trams connecting PCC Sylvania to Tigard Triangle unacceptable. Not everything in life is easy. Not everywhere in Portland easy to get to. That's life.	1/8/2016 11:06 PM
747	I use Portland Transit every day, and I live near PCC so I would benefit from a way to get to down town Portland and buses are to unreliable.	1/8/2016 10:45 PM
748	Neighborhoods and needs change over time. Bus rapid transit is much less costly to modify as needed.	1/8/2016 10:40 PM
749	If something is worth doing, it's worth doing right. I hope you will not choose the bus option because of it's cheaper initial cost. At a time of unprecedentedly low bond rates this is the best time ever to finance the option with the most efficient carrying capacity and lowest operating costs--light rail. If you let this opportunity go by to build light rail you may never get another chance this good.	1/8/2016 10:31 PM
750	This is the last major corridor in/out of the Portland City Center. The region has committed to Light Rail and it provides a natural extension of the Yellow or Green line. BRT is unproven, expected to attract fewer new riders and will be at or near capacity within 15 years of construction. Light Rail is more expensive, but BRT is not a good use of our limited transit dollars for this particular corridor.	1/8/2016 10:16 PM
751	As a neighbor of PCC Campus, I do not think that PCC can expand without light rail. The traffic on 49th and the parking on our street are both at capacity right before classes.	1/8/2016 10:16 PM
752	Shuttle buses timed to LRT should be inexpensive but effective option for students to get to the appropriate area of the campus	1/8/2016 9:53 PM
753	Please do not tear down my home. Buses are a perfectly good option, not to mention far more cost effective.	1/8/2016 9:40 PM
754	I support light rail.	1/8/2016 9:35 PM
755	Need light rail on Barbur; will lead to positive developments in this corridor.	1/8/2016 9:09 PM
756	I live on sw 53rd ave. I am very upset that you would even consider filtering thousands of your students up the street in front of my house. No matter how they get there. This is a very disruptive idea. How would you like thousands of students traveling up your street. I have lived here nearly 30 yrs. It is a very quiet neighborhood. There is a natural park, animals etc.. I did not move here for you to make this a commercial street and I am offended that you would even consider such an outrageous idea. This is a small side street. If you want it to be campus property buy my house outright. I was planning to stay here, but the thought of a silly tunnel, tram, or thousands of students going by my house each day makes me feel very unsafe. Use the current entrances you already have and quit trying to waste hundreds of millions of dollars on your studies, and outlandish ideas. Fix the bridges, or do something that makes sense. This is the craziest idea I've heard in this city. To put a tunnel, or tram for students to take their P.E. class. You already have buses. Use them and put a high rise parking structure at the Tigard Triangle and bus thrm up Haines Rd to the lower entrance and quit wasting everybody's money and time on these outlandish projects.	1/8/2016 9:01 PM
757	We really need sidewalks and walk ability improvements to the entire area so people can get to any transit station. Particularly main roads like Capital Hwy when it splits off from 49th and Lesser Rd.	1/8/2016 8:51 PM
758	I'm frustrated to see that Washington Square was not considered in this study. Many people live and work in this area and would benefit from increased, reliable mass transit. I would use public transportation more frequently if it were more readily available. Why should I have to take a bus to the Beaverton Transit Center to get MAX into downtown Portland? I am ambivalent as far as Light Rail or BRT on Capitol Hwy, but would love Light Rail to Washington Square.	1/8/2016 8:46 PM
759	I think it's incredibly important to consider how Portland is RAPIDLY growing. Rail Transit is the most effective way to handle the incredibly over-stressed transport infrastructure.	1/8/2016 7:57 PM
760	I travel to and from PCC Sylvania campus five days a week. Please pick the best long-term solution - don't give in to the NIMBYs who want to do nothing.	1/8/2016 7:50 PM
761	Rail line	1/8/2016 7:12 PM

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762	Resilience against traffic incidents is key to make this a competitive mode of travel. Ample capacity is also very important; extra cost now is worthwhile if it means that demand can still be met in 1-2 decades without an expensive and disruptive overhaul.	1/8/2016 7:08 PM
763	I voted for I-5 connects with Barbur Blvd TC and SW 53rd to PCC to Tigard to Tualatin.	1/8/2016 6:29 PM
764	I strongly support light rail and would oppose bus rapid transit. With one third the capacity, BRT would need three times the buses and operators to equal the capacity of light rail. The long term operating costs would be tripl. Modeling shows that there would be significantly lower usage with BRT.	1/8/2016 6:14 PM
765	Walk/Bike option is unfriendly to disabled, elderly, or medically compromised people.	1/8/2016 6:12 PM

Q7 Which part of the corridor do you most identify with?

Answered: 2,126 Skipped: 298



Answer Choices	Responses
South Portland	10.96% 233
Lair Hill	2.21% 47
Hillsdale	10.25% 218

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Marquam Hill	3.95%	84
PCC Sylvania area	14.39%	306
Elsewhere in Portland area	16.18%	344
Tigard	15.62%	332
Tualatin	4.84%	103
Sherwood	2.30%	49
Durham	0.71%	15
Elsewhere in Washington County	6.73%	143
Other (please specify)	11.85%	252
Total		2,126

#	Other (please specify)	Date
1	Multnomah Village	2/14/2016 4:33 PM
2	South Burlingame	2/14/2016 1:37 PM
3	Multnomah Village	2/14/2016 12:26 PM
4	Multnomah Village	2/14/2016 9:48 AM
5	We live off of 53rd.	2/14/2016 9:45 AM
6	Multnomah village	2/13/2016 8:11 PM
7	Westlake	2/13/2016 12:09 PM
8	Lake Oswego	2/13/2016 8:03 AM
9	Crestwood neighborhood	2/12/2016 1:04 PM
10	Lower Multnomah	2/11/2016 11:14 PM
11	West Slope area and Canyon Road. When will Trimet address transit issues along this corridor???	2/11/2016 12:55 PM
12	Hillsboro/Orenco	2/11/2016 10:47 AM
13	Beaverton/Washington Square area	2/11/2016 8:48 AM
14	Beaverton	2/11/2016 8:44 AM
15	Multnomah Village	2/11/2016 8:42 AM
16	Lake Oswego	2/11/2016 8:29 AM
17	Multnomah Village.	2/11/2016 8:04 AM
18	West Portland Park	2/10/2016 8:50 PM
19	SW Pomona Street/West Portland Park	2/10/2016 4:29 PM
20	North Portland	2/10/2016 4:21 PM
21	SW Capitol Highway & 45th	2/10/2016 3:57 PM
22	Multnomah villagevillage	2/10/2016 3:01 PM
23	Multnomah Village	2/10/2016 2:42 PM
24	Multnomah Village	2/10/2016 2:26 PM
25	Garden Home	2/10/2016 1:11 PM
26	Multnomah Village	2/10/2016 1:05 PM
27	King City	2/10/2016 12:28 PM

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28	Beaverton	2/10/2016 9:57 AM
29	Markum	2/10/2016 9:23 AM
30	Multnomah Village	2/10/2016 8:51 AM
31	multnomah village	2/10/2016 8:26 AM
32	I live in NW portland and sometimes drive to PCC, Tigard, Marquam	2/10/2016 7:58 AM
33	Multnomah Village, Garden Home	2/10/2016 12:06 AM
34	Multnomah Village	2/9/2016 4:53 PM
35	Multnomah Village	2/9/2016 4:34 PM
36	Garden home	2/9/2016 4:27 PM
37	Multnomah Village	2/9/2016 3:09 PM
38	King City	2/9/2016 3:08 PM
39	Multnomah Village	2/9/2016 2:50 PM
40	King City area / Sherwood	2/9/2016 2:13 PM
41	Live in Milwaukie. Have worked in Lake Oswego (and might again). Frequently go to downtown Portland from either place.	2/9/2016 8:54 AM
42	Multnomah village	2/8/2016 9:55 PM
43	Gresham/East Portland	2/8/2016 5:47 PM
44	North Portland	2/8/2016 5:41 PM
45	Multnomah Village	2/8/2016 3:07 PM
46	Multnomah Village	2/8/2016 1:12 PM
47	Multnomah Village	2/8/2016 12:36 PM
48	Multnomah village	2/7/2016 9:34 AM
49	Lake Oswego	2/7/2016 7:35 AM
50	SW 35 Ave and the reason I don't ride the bus more often is service only runs once an hour near my home	2/7/2016 7:25 AM
51	OHSU through PCC Sylvania corridor	2/6/2016 10:19 PM
52	Garden home	2/6/2016 7:57 AM
53	And I work at Bridgeport so I would commute south every day	2/5/2016 10:29 PM
54	Multnomah Village/Mountain Home area.	2/5/2016 3:11 PM
55	Beaverton-Tigard Boundary	2/5/2016 12:51 PM
56	Crestwood	2/5/2016 10:58 AM
57	Multnomah Village	2/4/2016 4:49 PM
58	Lived in PCC Sylvania for over 30 years.	2/4/2016 10:06 AM
59	Burlingame	2/3/2016 10:52 PM
60	Sw taylors ferry	2/3/2016 7:00 PM
61	STOP BUILDING THIS CRAP! We don't need it, you are bleeding us tax payers dry	2/3/2016 2:29 PM
62	Mountain Park	2/3/2016 1:43 PM
63	PCC Cascade	2/3/2016 12:52 PM
64	I work in Hillsboro	2/2/2016 5:24 PM
65	Central Barbur	2/2/2016 1:23 PM
66	Multnomah	2/2/2016 9:55 AM
67	Lake Oswego	2/2/2016 9:35 AM

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68	South butlingame	2/2/2016 6:27 AM
69	Lake Oswego	2/1/2016 11:13 PM
70	Outside Portland Area. Studying to become transportation engineering	2/1/2016 4:28 PM
71	Cedar Mill- Beaverton	2/1/2016 3:45 PM
72	I live in Gresham and sometimes it takes me TWO HOURS to get downtown. Because the bus lines never run on time, every 30 minutes is ridiculous.	2/1/2016 1:50 PM
73	I am resident of Portland S599W the City neighborhoods and my business is in the 72nd Ave. Sequoia Business area.	2/1/2016 12:19 PM
74	72nd Avenue and Cardinal / near Home Depot in Tigard	2/1/2016 12:09 PM
75	Raleigh West	2/1/2016 9:54 AM
76	Multnomah Village	2/1/2016 8:59 AM
77	Mountain park	2/1/2016 7:17 AM
78	Scholls/Washington Square/Murray Hill/Progress Ridge	1/31/2016 7:40 PM
79	Madison South neighborhood	1/31/2016 6:13 PM
80	denton	1/31/2016 5:50 PM
81	Lake Oswego	1/31/2016 3:11 PM
82	SE Portland near Clackamas Mall.	1/31/2016 2:24 PM
83	Wilsonville	1/31/2016 6:44 AM
84	NORTHEAST PORTLAND, EAST OF 82nd AVE. Since we didn't even rate an OPTION on this question...;o/	1/30/2016 10:06 PM
85	PSU to PCC	1/30/2016 6:05 PM
86	Vancouver, WA	1/30/2016 4:51 PM
87	Clackamas County	1/30/2016 4:39 PM
88	Multnomah Village	1/30/2016 3:55 PM
89	sw downtown	1/30/2016 3:15 PM
90	West Linn	1/30/2016 2:20 PM
91	West Portland Park neighborhood	1/30/2016 12:57 PM
92	St. Johns	1/30/2016 12:38 PM
93	Multnoma Village	1/30/2016 12:34 PM
94	Markham/West Portland Park	1/30/2016 11:38 AM
95	South Beaverton (Progress Ridge area)	1/30/2016 11:31 AM
96	SW Vermont, bus Number 1	1/30/2016 11:05 AM
97	King City	1/30/2016 9:04 AM
98	Crestwood	1/30/2016 8:32 AM
99	Troutdale	1/30/2016 7:44 AM
100	Multnomah Village	1/30/2016 2:43 AM
101	Garden Home	1/29/2016 11:51 PM
102	Lake Oswego	1/29/2016 11:41 PM
103	Multnomah Village	1/29/2016 11:01 PM
104	Capitol Hill/Burlingame	1/29/2016 9:48 PM
105	Clackamas County	1/29/2016 9:32 PM
106	King City	1/29/2016 9:21 PM
107	St johns	1/29/2016 9:04 PM

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108	Multnomah Village	1/29/2016 8:59 PM
109	Multnomah Village	1/29/2016 8:22 PM
110	Taylor's Ferry	1/29/2016 7:29 PM
111	Garden Home/Multnomah	1/29/2016 7:06 PM
112	Beaverton/Tigard/unincorporated Washington County	1/29/2016 6:54 PM
113	From NW to SW	1/29/2016 6:49 PM
114	S. Burlingame area	1/29/2016 6:39 PM
115	SE portland	1/29/2016 6:36 PM
116	Multnomah Village	1/29/2016 6:32 PM
117	King City	1/29/2016 6:20 PM
118	multnomah village	1/29/2016 6:03 PM
119	I DO NOT SPEND TIME IN WASHINGTON COUNTY FOR ANY REASON, STOP WASTING MY MONEY	1/29/2016 5:50 PM
120	Lake Oswego	1/29/2016 5:49 PM
121	Beaverton to PCC	1/29/2016 5:38 PM
122	Garden Home	1/29/2016 5:28 PM
123	Capitol Hill	1/29/2016 5:28 PM
124	John's Landing	1/29/2016 4:51 PM
125	I am very interested in entire length of the line.	1/29/2016 4:48 PM
126	I regularly use trimet in portland as well as tigard, sylvania area, tualatin, and gresham	1/29/2016 4:30 PM
127	Progress Ridge	1/29/2016 4:29 PM
128	Newberg	1/29/2016 4:25 PM
129	Sherwood to downtown, line 94 express	1/29/2016 4:16 PM
130	Multnomah Village	1/29/2016 4:08 PM
131	n/a	1/29/2016 3:39 PM
132	I use the Orange Line	1/29/2016 3:37 PM
133	West Portland Park	1/29/2016 3:26 PM
134	Garden Home	1/29/2016 3:20 PM
135	No idea what this is.	1/29/2016 3:02 PM
136	Summerfield/King City	1/29/2016 3:01 PM
137	Campus to Campus	1/29/2016 3:01 PM
138	Forest Grove/Cornelius/Hillsboro/Beaverton---TV HWY---HWY 8 (57 bus route) always jam packed/standing room only...we need a max line	1/29/2016 2:59 PM
139	Wilsonville	1/29/2016 2:53 PM
140	North LO/Mountain Park	1/29/2016 2:37 PM
141	Multnomah village	1/29/2016 2:26 PM
142	Hillsboro, tanasbourne area	1/29/2016 2:20 PM
143	Northwest	1/29/2016 2:17 PM
144	Raleigh Hills/ Burligame	1/29/2016 2:16 PM
145	"Most identify with"? I'm not sure whether you mean "most likely to be my destination" or "most likely to be my origin" or "contains my kind of people"...odd wording	1/29/2016 2:11 PM
146	Barbur Transit Center area?	1/29/2016 2:10 PM

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147	clackamas	1/29/2016 2:07 PM
148	South Beaverton	1/29/2016 2:02 PM
149	Burlingame area	1/29/2016 1:57 PM
150	Pcc sylvania and NE portland	1/29/2016 1:54 PM
151	south burlingame	1/29/2016 1:50 PM
152	Beaverton	1/29/2016 1:46 PM
153	Garden Home	1/29/2016 1:45 PM
154	Downtown out to South Portland	1/29/2016 1:43 PM
155	Bridgeport village	1/29/2016 1:41 PM
156	North Portland (Kenton)	1/29/2016 1:33 PM
157	Lake Oswego	1/29/2016 1:28 PM
158	Barbur Blvd/Burlingame	1/29/2016 1:14 PM
159	Hillsdale and Raleigh Hills	1/29/2016 1:13 PM
160	North Portland	1/29/2016 1:13 PM
161	Elsewhere in WA County but also Marquam Hill at this point in time. I did use to commute from Tigard and Tualitin.	1/29/2016 1:11 PM
162	SE portland	1/29/2016 1:03 PM
163	Ashcreek neighborhood. Rely on barber Transit buses. Travel through crazy intersections around Barbur World Foods.	1/29/2016 12:52 PM
164	South Burlingame/Markham	1/29/2016 12:52 PM
165	MULTNOMAH	1/29/2016 12:42 PM
166	Multnomah Village	1/29/2016 12:36 PM
167	Multnomah Village	1/29/2016 12:34 PM
168	Live in Progress. Easy access to Beaverton Transit Center.	1/29/2016 12:32 PM
169	Burlingame	1/29/2016 12:31 PM
170	Downtown and Southwest Beaverton	1/29/2016 12:29 PM
171	Cedar Hills area of Portland	1/29/2016 12:28 PM
172	Wilsonville to Lloyd Center	1/29/2016 12:25 PM
173	I don't know. I attend PCC daily via bus.	1/29/2016 12:16 PM
174	Hillsboro	1/29/2016 12:13 PM
175	Cedar hills	1/29/2016 12:11 PM
176	Portland	1/29/2016 12:08 PM
177	beaverton	1/29/2016 12:07 PM
178	downtown (SW)	1/29/2016 12:00 PM
179	Portland State University/City Center	1/29/2016 12:00 PM
180	Gresham to OHSU	1/29/2016 11:59 AM
181	Right off Barbur (in sight of) by Burlingame Fred Myer	1/29/2016 11:58 AM
182	Brentwood-Darlington but my folks live/I grew up down the hill from PCC.	1/29/2016 11:57 AM
183	SW Portland, across I-5 from PCC	1/29/2016 11:55 AM
184	I travel from Portland to Sherwood weekly and use transit every day for transportation in Portland.	1/29/2016 11:52 AM
185	Lake grove	1/29/2016 11:51 AM
186	Multnomah Village	1/29/2016 11:49 AM

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187	N Portland but lived for many years in Multnomah Village and attended class at PCC Sylvania	1/29/2016 11:47 AM
188	Oregon City	1/29/2016 11:46 AM
189	SW, Burlingame.	1/29/2016 11:44 AM
190	Washington county	1/29/2016 11:44 AM
191	I do not live in the afformentioned corridor.	1/29/2016 11:43 AM
192	Marshall park	1/29/2016 11:42 AM
193	Newberg	1/29/2016 11:41 AM
194	Wilsonville	1/29/2016 11:35 AM
195	Marquam Hill to SE Portland	1/29/2016 11:31 AM
196	Beaverton, but traffic clogging is important to the whole region	1/29/2016 11:30 AM
197	Downtown South	1/29/2016 11:30 AM
198	Ash Creek	1/29/2016 11:29 AM
199	Lake Oswego, Mountain Park	1/29/2016 11:28 AM
200	Tigard Triangle	1/29/2016 11:27 AM
201	between Multnomah Village and PCC Sylvania	1/29/2016 11:26 AM
202	all the areas are possibly important, I travel on Trimet as do others	1/29/2016 11:24 AM
203	Central city	1/29/2016 11:23 AM
204	Garden Home	1/29/2016 11:22 AM
205	Lake oswego	1/29/2016 11:21 AM
206	Beaverton	1/29/2016 11:21 AM
207	I live in SE Portland, but I used to live a half-mile from Capitol Highway/Barbour Blvd. and I can well-remember traffic conditions there.	1/29/2016 11:19 AM
208	Both Tigard and Marquam Hill: I commute	1/29/2016 11:18 AM
209	I currently live in Hillsboro and use Max regularly; will likely be moving to Tigard/Tualatin in the next couple of years	1/29/2016 11:16 AM
210	west Lake Oswego	1/29/2016 11:15 AM
211	Tigard, Tualatin and Durham	1/29/2016 11:15 AM
212	Multnomah Village	1/29/2016 11:13 AM
213	Garden Home /Oleson area	1/29/2016 11:13 AM
214	NE Portland, but I commute to Kruse Woods for work	1/29/2016 11:12 AM
215	Progress Ridge, Beaverton, Tigard	1/29/2016 11:12 AM
216	Downtown	1/29/2016 11:12 AM
217	Banfield	1/29/2016 11:12 AM
218	Multnomah Village	1/29/2016 11:12 AM
219	Garden home	1/29/2016 11:11 AM
220	pearl	1/29/2016 11:10 AM
221	Multnomah Village	1/29/2016 10:08 AM
222	Collins View	1/27/2016 9:38 PM
223	South Burlingame	1/27/2016 4:03 PM
224	Wilsonville (I work there)	1/24/2016 12:38 PM
225	Gateway	1/24/2016 12:29 PM
226	Greshsm	1/23/2016 5:41 PM

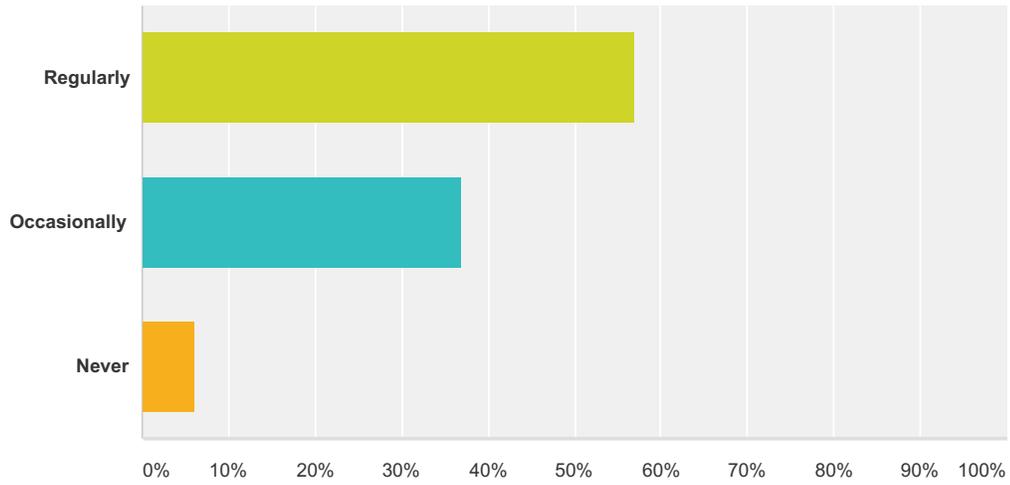
SWCP Jan 2016 Survey

227	Beaverton	1/22/2016 1:24 PM
228	Capitol Hill	1/22/2016 9:06 AM
229	Downtown to Tigard	1/21/2016 2:21 PM
230	I frequently use the entire corridor.	1/21/2016 7:54 AM
231	I would never have a need to use light rail or mass transit!	1/21/2016 7:20 AM
232	Portland	1/18/2016 11:29 AM
233	Multnomah Village	1/15/2016 1:40 PM
234	Ash creek neighborhood	1/14/2016 8:15 PM
235	Burlingame	1/13/2016 4:52 PM
236	Multnomah Village	1/11/2016 7:50 PM
237	S. Burlingame	1/11/2016 3:51 AM
238	Burlingame	1/10/2016 11:28 PM
239	West Portland Park	1/10/2016 3:28 PM
240	Raleigh Hills	1/9/2016 10:10 PM
241	multnomah neighborhood and Barbur	1/9/2016 6:09 PM
242	Multnomah Village	1/9/2016 4:03 PM
243	My office is on Barbur, my work involves many trips a week and generally includes all the choices above	1/9/2016 2:30 PM
244	Murrayhill	1/9/2016 1:20 PM
245	Downtown Tigard and PCC/Barbur corridor	1/9/2016 12:26 PM
246	Its my commute from Tigard to Downtown	1/9/2016 12:15 PM
247	Crestwood neighborhood	1/9/2016 8:24 AM
248	Lake Oswego	1/9/2016 8:17 AM
249	Wilsonville-Newberg	1/8/2016 9:15 PM
250	Unincorporated Washington County	1/8/2016 8:46 PM
251	Multnomah Village	1/8/2016 7:50 PM
252	South Burlingame	1/8/2016 6:15 PM

Q8 How often do you currently ride transit?

Answered: 2,140 Skipped: 284

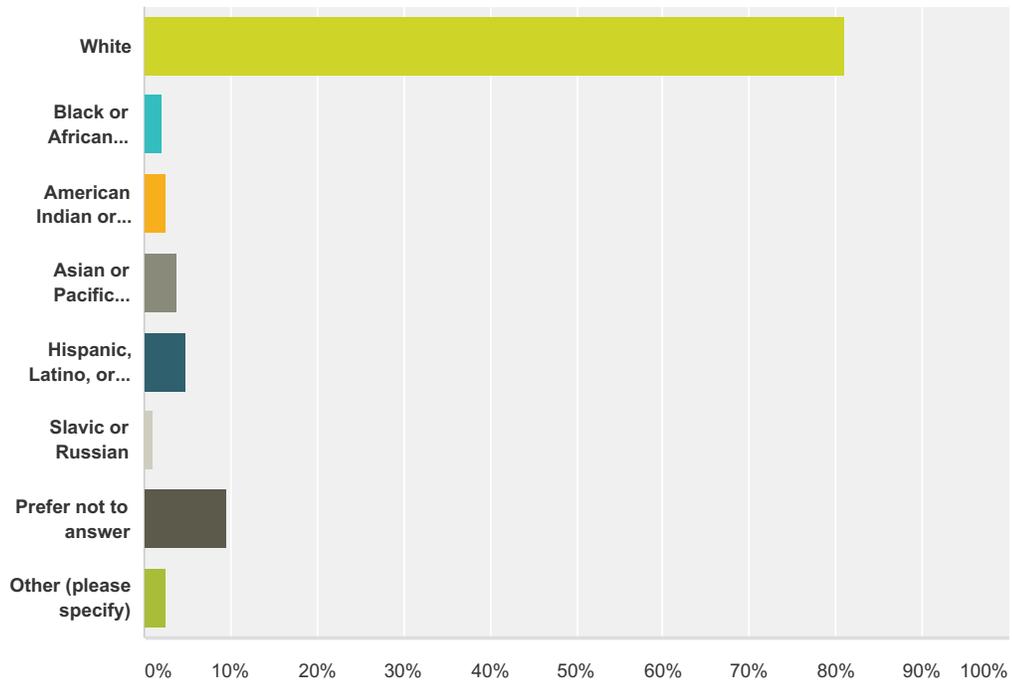
SWCP Jan 2016 Survey



Answer Choices	Responses	Count
Regularly	57.01%	1,220
Occasionally	37.01%	792
Never	5.98%	128
Total		2,140

Q9 Optional. Below is a list of race categories. Please choose one or more races you consider yourself to be. (check all that apply)

Answered: 2,010 Skipped: 414



SWCP Jan 2016 Survey

Answer Choices	Responses
White	81.04% 1,629
Black or African American	2.14% 43
American Indian or Alaska Native	2.49% 50
Asian or Pacific Islander	3.78% 76
Hispanic, Latino, or Spanish origin	4.78% 96
Slavic or Russian	1.14% 23
Prefer not to answer	9.70% 195
Other (please specify)	2.49% 50
Total Respondents: 2,010	

#	Other (please specify)	Date
1	Scottish American	2/15/2016 7:51 PM
2	Basque	2/12/2016 12:37 PM
3	Race has nothing to with this.	2/12/2016 10:13 AM
4	Human	2/11/2016 6:11 PM
5	Ameroasianican	2/11/2016 10:47 AM
6	Please stop asking this question. This permotes racism. Race counting has to be less.	2/10/2016 8:52 PM
7	Human	2/10/2016 1:29 PM
8	Human	2/10/2016 11:03 AM
9	Semitic	2/10/2016 9:42 AM
10	Jew	2/9/2016 7:21 PM
11	European American before 1776.	2/9/2016 4:53 PM
12	human	2/8/2016 6:21 PM
13	human	2/4/2016 11:45 AM
14	What? You only count the answers from some races?	2/2/2016 6:50 AM
15	Caucasian (which is not the color white)	2/1/2016 11:13 PM
16	bi-racial	2/1/2016 9:57 AM
17	Irish American	2/1/2016 9:34 AM
18	I'm not sure why this is needed. I am not a minority - and ride/bike/walk to work. We are already aware that minority and poor need transit while work force prefers to use transit. Thus, why is race a survey factor?	1/31/2016 7:40 PM
19	mixed	1/31/2016 6:01 PM
20	Arab	1/31/2016 6:44 AM
21	WHY WOULD THIS POSSIBLY MATTER!?!?!?	1/30/2016 3:40 PM
22	Mixed/Multicultural	1/30/2016 2:08 PM
23	Scientifically, 'race' does not exist, psychologically the use of race in surveys only increases the perception that people are unequal.	1/30/2016 8:15 AM
24	Race has nothing to do with this.	1/29/2016 6:11 PM
25	Multi-ethnic	1/29/2016 1:51 PM
26	Mixed	1/29/2016 1:45 PM

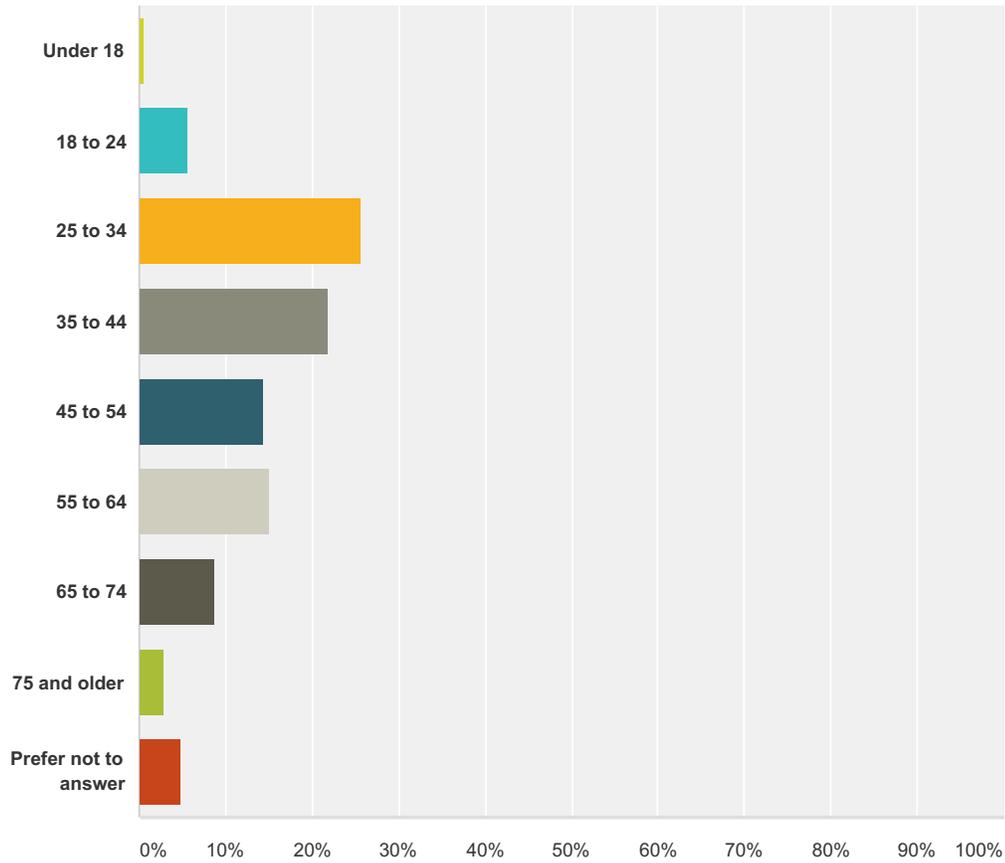
SWCP Jan 2016 Survey

27	mixed race	1/29/2016 1:44 PM
28	Non-applicable	1/29/2016 1:19 PM
29	Middle Eastern	1/29/2016 12:56 PM
30	AMERICAN	1/29/2016 12:42 PM
31	East Indian	1/29/2016 12:12 PM
32	mixed	1/29/2016 12:00 PM
33	Human	1/29/2016 11:49 AM
34	Interesting that "White" is not "White or Caucasian" but "Black" is "Black or African American". Also "Slavic or Rusian" is generally considered to be a subset of White/caucasian..	1/29/2016 11:44 AM
35	Tuatha de Danaan	1/29/2016 11:36 AM
36	secular jew	1/29/2016 11:32 AM
37	all	1/29/2016 11:17 AM
38	Heinz 57	1/29/2016 11:12 AM
39	Human	1/23/2016 9:10 PM
40	What does race have to do with this? Aren't we all just Americans?	1/23/2016 10:41 AM
41	European American	1/22/2016 4:21 PM
42	What difference does it make? Stupid question.....	1/22/2016 4:01 PM
43	Human. Stop categorizing people based on superficial traits.	1/22/2016 2:30 PM
44	irrelevant question	1/21/2016 7:54 AM
45	Race should not be a factor!	1/21/2016 7:20 AM
46	American mixed nut!!! Heintz 57!!!	1/19/2016 4:42 PM
47	Irish	1/16/2016 11:22 AM
48	Indian	1/15/2016 5:04 PM
49	Can't answer because I'm not sure about "deep" ancestry.	1/9/2016 9:37 AM
50	Welsh	1/8/2016 8:46 PM

Q10 Optional. Which of the following age ranges includes your age? (check one)

Answered: 2,076 Skipped: 348

SWCP Jan 2016 Survey

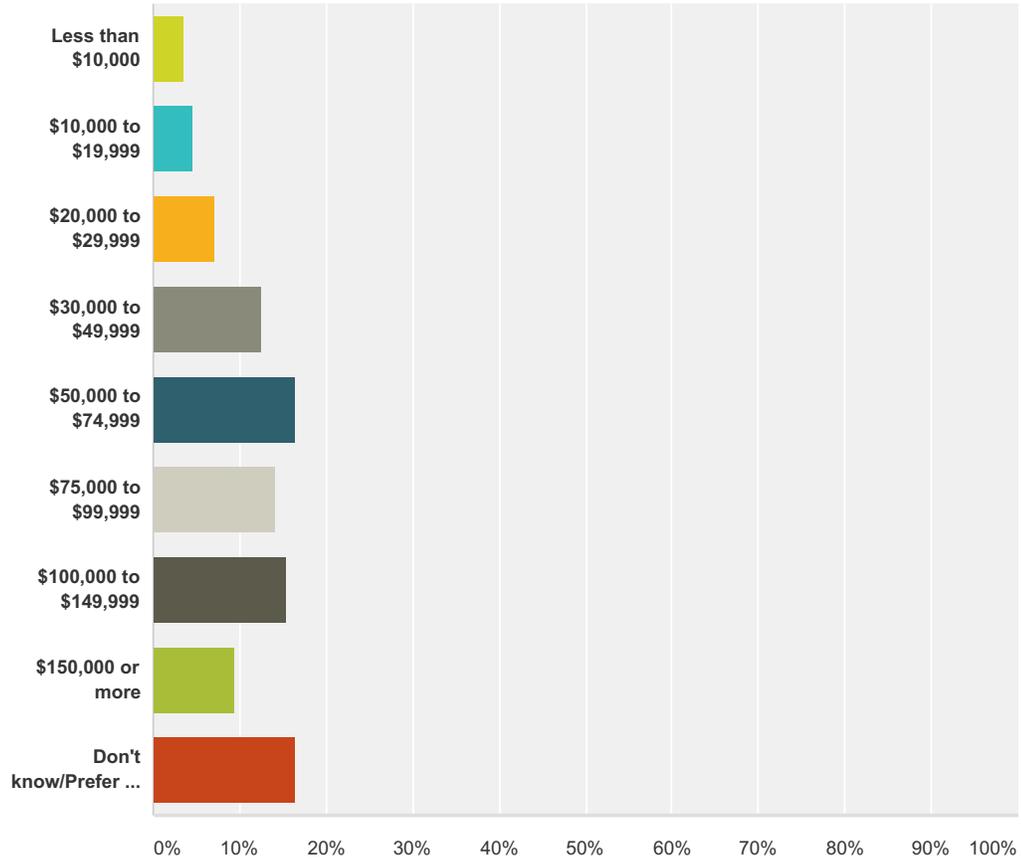


Answer Choices	Responses	
Under 18	0.58%	12
18 to 24	5.73%	119
25 to 34	25.77%	535
35 to 44	22.01%	457
45 to 54	14.35%	298
55 to 64	15.13%	314
65 to 74	8.77%	182
75 and older	2.89%	60
Prefer not to answer	4.77%	99
Total		2,076

Q11 Optional. Which of the following categories best represents the annual income of your household before taxes? (check one)

Answered: 2,048 Skipped: 376

SWCP Jan 2016 Survey



Answer Choices	Responses
Less than \$10,000	3.56% 73
\$10,000 to \$19,999	4.54% 93
\$20,000 to \$29,999	7.18% 147
\$30,000 to \$49,999	12.55% 257
\$50,000 to \$74,999	16.55% 339
\$75,000 to \$99,999	14.21% 291
\$100,000 to \$149,999	15.43% 316
\$150,000 or more	9.47% 194
Don't know/Prefer not to answer	16.50% 338
Total	2,048

Southwest Corridor Plan

Request to Comment

(Please print legibly)

Name: R A FONTEJ Date: 2/13/15
Affiliation (if any): -
Street address: PO Box 144
City: LAYTON OREGON
Email address: Rfonter@Q.com

Southwest Corridor Plan

Request to Comment

(Please print legibly)

Name: Morgan Thiers Date: 2/13/15
Affiliation (if any): -
Street address: 4431 SW Vesta Street 97219
City: Portland
Email address: mthiers@tinet.com

Southwest Corridor Plan

Request to Comment

(Please print legibly)

Name: John Gibbon Date: 7-13-2015
Affiliation (if any): SWNT
Street address: 9822 SW Quail Post Rd.
City: PDX
Email address: jtgorygun@aol.com

Southwest Corridor Plan

Request to Comment

(Please print legibly)

Name: ROGER AVEDEBENT Date: _____
Affiliation (if any): SWNT
Street address: _____
City: _____
Email address: _____

Southwest Corridor Plan

Request to Comment

(Please print legibly)

Name: Doug Allen Date: 7/13/15
Affiliation (if any): AORTA
Street address: 734 SE 47th Ave
City: Portland, 97215
Email address: dougallen@centurylink.net

Southwest Corridor Plan

Request to Comment

(Please print legibly)

Name: Sam Diaz Date: 7.13.15
Affiliation (if any): 1000 Friends of Oregon, SW Corridor Equity Coalition
Street address: 144 SW 2nd Ave Suite 201
City: Portland
Email address: sam@friends.org

Southwest Corridor Plan

Request to Comment

(Please print legibly)

Name: Paul Thiers Date: 7/13/15

Affiliation (if any): _____

Street address: 4031 SW Vega St

City: Portland

Email address: pthiers@~~thiers~~.wsu.edu

Southwest Corridor Plan

Request to Comment

(Please print legibly)

Name: MARCIA LESLIE Date: 7/13/15

Affiliation (if any): Far Southwest NA

Street address: 5445 SW Palatine St.

City: Portland

Email address: m_mae_les@yahoo.com

Southwest Corridor Plan

Request to Comment

(Please print legibly)

Name: Emma Newman, Anna Kersey, Thomas Tallis Date: 7/13

Affiliation (if any): Cascade Policy Institute

Street address: _____

City: _____

Email address: _____



REFINED DRAFT VISION

Southwest Service Enhancement Plan

In September 2014, TriMet asked for public comment on the Draft Vision for the Southwest Service Enhancement Plan (SWSEP), a public engagement for developing a long-range plan to make transit better in Southwest Portland, Beaverton, Durham, King City, Lake Oswego, Sherwood, Tigard, Tualatin, and West Linn. The Draft Vision was developed following a year of data mapping and outreach, including community meetings, surveys, focus groups, open houses, and individual stakeholder meetings.

Refined Draft Vision

The SWSEP Refined Draft Vision reflects feedback in some 2,000-plus comments received from riders and community members since September 2014. As with the Draft Vision, the Refined Draft Vision adds new bus lines, reorients existing lines, increases service frequency and includes new community transit shuttles for improved connections between Southwest neighborhoods, employment areas and education centers. Also similar to the Draft Vision, the Refined Draft Vision doesn't include potential high-capacity transit currently being studied by Metro in the Southwest Corridor Plan process. The SWSEP can be updated at a later date

once the Southwest Corridor Plan has reached a conclusion on a locally preferred alternative.

The following service improvements are shown in the map on page 3.

New Frequent Service

Line 12-Barbur: Continue Frequent Service between Downtown Portland and Tigard Transit Center.

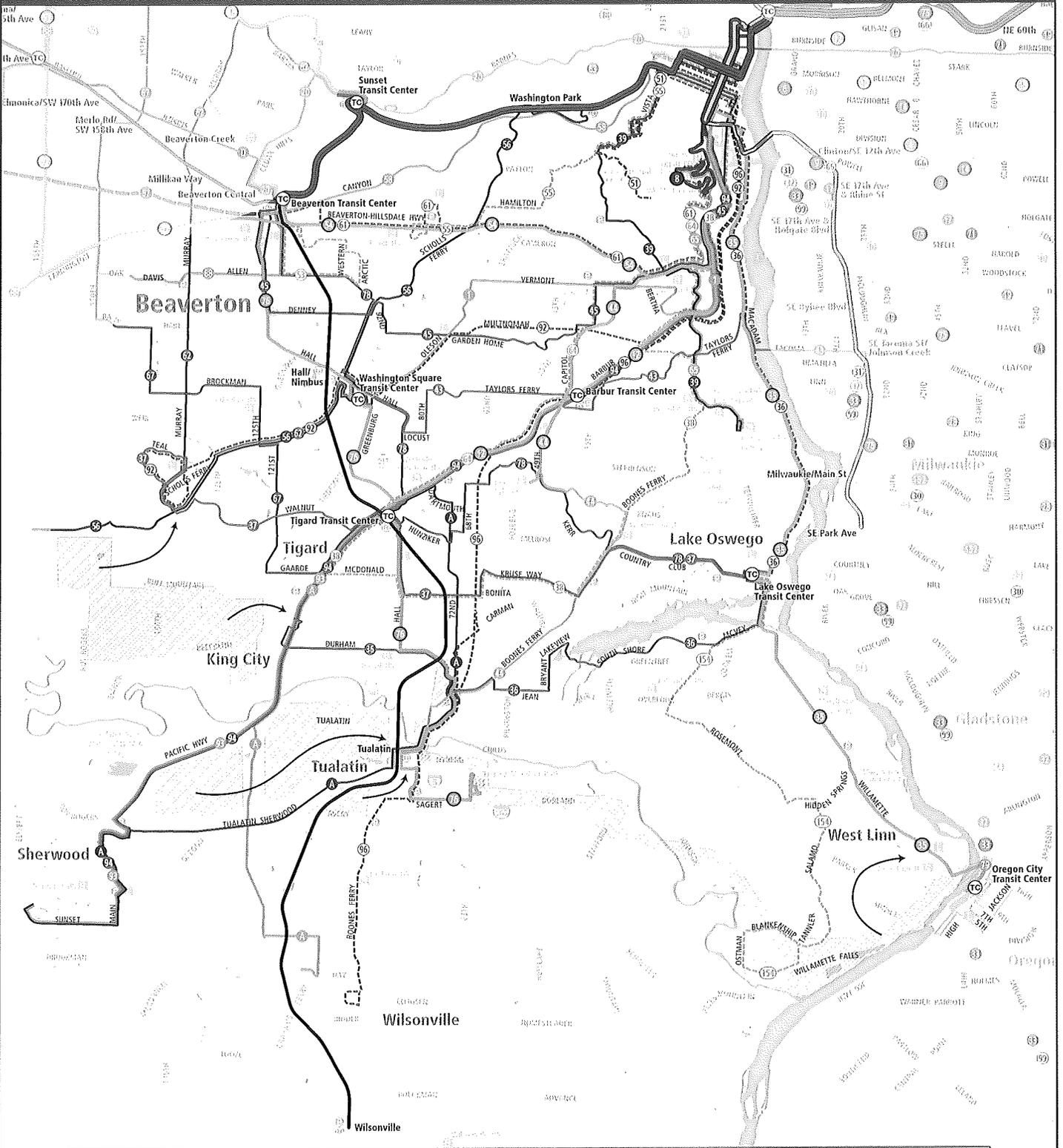
Line 35-Macadam: New Frequent Service between Downtown Portland, Southwest Portland, Lake Oswego, West Linn, and Oregon City.

Line 44-Capitol Highway: New Frequent Service between Downtown Portland, Hillsdale, Multnomah Village, and Portland Community College Sylvania.

Line 54-Beaverton-Hillsdale Highway: New Frequent Service between Downtown Portland, Hillsdale and Beaverton Transit Center.

Line 76-Beaverton/Tualatin: New Frequent Service between Beaverton Transit Center, Washington Square, Tigard Transit Center, Bridgeport Village, Downtown Tualatin, and Legacy Meridian Park Hospital.

Southwest SEP Refined Draft Vision for Future Service



Bus Service		Rail Service		Community/Job Connector Service Area	
Frequent Service	Standard Service	MAX Blue Line	MAX Green Line	Community/Job Connector Service Area	Landmarks
Rush-Hour Service	Proposed High Capacity Transit Service	MAX Orange Line	MAX Red Line	Park & Ride	High School or College
Proposed new bus service		MAX Yellow Line	WES Commuter Rail	Secure Bike Parking	Hospital
				Transit Center	Library

NORTH



SWNI Comments RE SW Corridor Plan: June 30, 2015

Southwest Neighborhoods, Inc. (SWNI) has been engaged in the SW Corridor Plan since 2011, submitting numerous letters to staff and decision makers, and has consistently provided the following requests and recommendations. The SW Corridor High Capacity Transit project should provide:

- Improved access to jobs, services and educational opportunities
- Safety for all transportation modes
- Improved pedestrian, bicycle and transit infrastructure
- Preserve and enhance livability in our neighborhoods

Individual neighborhood associations have provided comments on this project. The expensive but transformative projects such as the Ross Island Bridgehead improvements and West Portland Crossroads improvements can greatly improve livability in our neighborhoods. We desire less congestion from regional motor vehicle travel through our neighborhoods, and less congestion from regional motor vehicle travel to key destinations at OHSU and PCC. We need key infrastructure improvements to improve mobility and safety for all modes.

We recognize and appreciate the extensive staff efforts to date. From our perspective, these efforts have been focused on the elimination of less feasible HCT alignments with not enough discussion on the benefits to the communities served by HCT. Much additional work and public involvement is needed regarding HCT designs and associated investment strategies that meet the above goals in order to gain support for the SWCP within SW Portland and other partner communities.

Sam Pearson

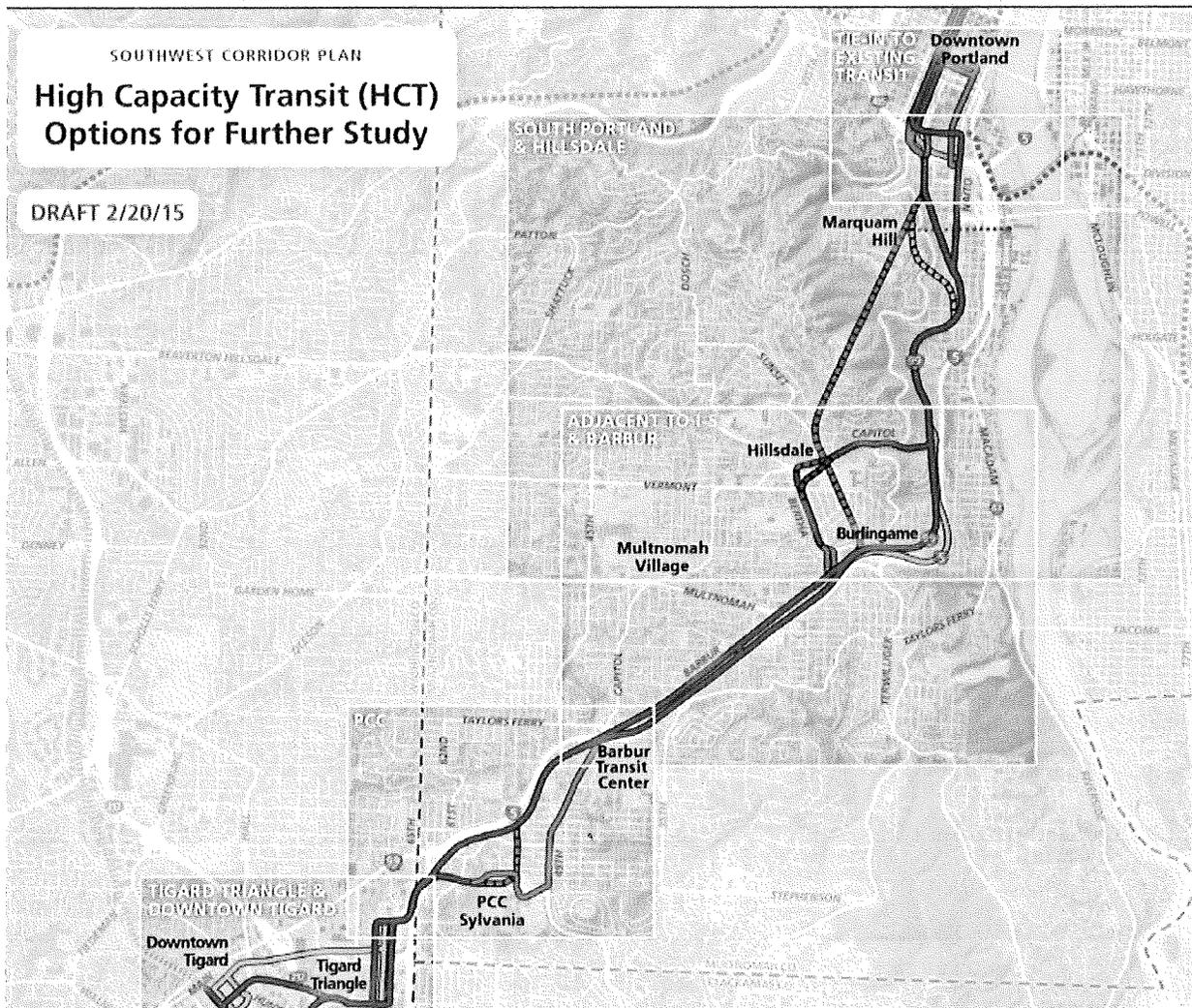
President, Southwest Neighborhoods, Inc.

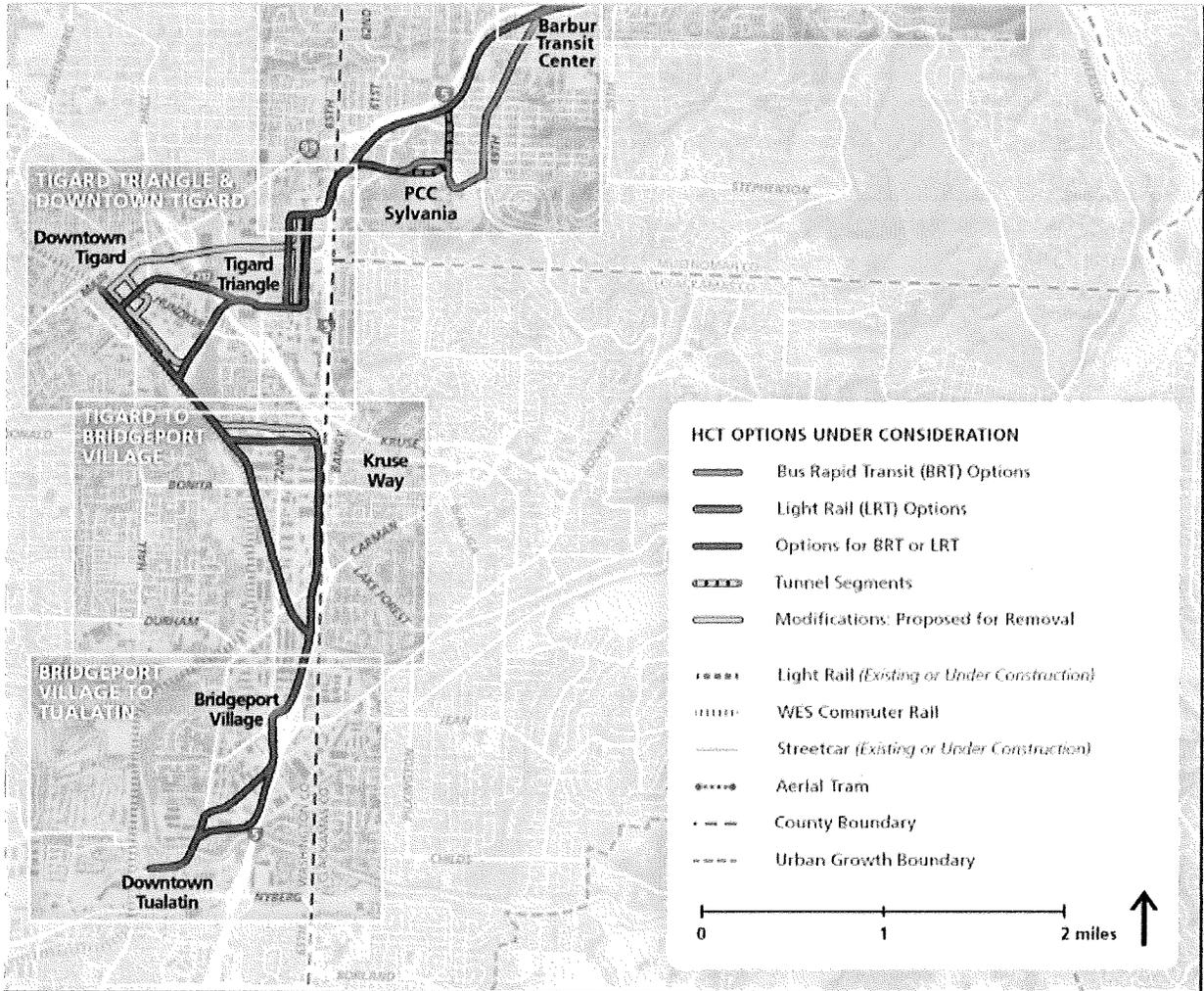
Transit Performance

	New system transit trips	Line ridership	Travel time (minutes) Portland to Tualatin
Representative surface light rail (LRT) alignment	22,600	36,900	30
Marquam Hill-Hillsdale tunnel (LRT)	23,300 (3% increase)	*45,500 (23% increase)	27 (10% reduction)
Hillsdale cut and cover (LRT)	21,700 (4% reduction)	35,500 (4% reduction)	33 (10% increase)
PCC tunnel (LRT)	23,500 (4% increase)	38,400 (4% increase)	31 (3% increase)

All percentages are compared to the representative light rail alignment, which does not include transit tunnels.

*The 23% increase in line riders is largely due to bus riders transferring in Hillsdale or downtown to light rail to travel one stop to Marquam Hill.





TIGARD TRIANGLE & DOWNTOWN TIGARD

Downtown Tigard

Tigard Triangle

PCC Sylvania

Barbur Transit Center

TIGARD TO BRIDGEPORT VILLAGE

Kruse Way

BRIDGEPORT VILLAGE TO TUALATIN

Bridgeport Village

Downtown Tualatin

Route Changes/More Trips

Line 1-Vermont: Change the Line 1 route to serve Washington Square via Vermont, Oleson, Hall, Palmblad, Blum and Washington Square Transit Center. Add midday, evening and weekend trips.

Line 36-South Shore: Extend the Line 36 route from the Tualatin Park and Ride to King City via 72nd Ave. and Durham and add trips. Discontinue service on Pilkington, Childs, 65th, and McEwan.

Line 37-Lake Grove: Change the Line 37 route to serve Downtown Lake Oswego, Kruse Way, Tigard Transit Center, Progress Ridge and Murrayhill via Country Club, Boones Ferry, Kruse Way, Bangy, Bonita, Hall, Commercial, Tigard Transit Center, Main, Pacific Hwy., Walnut, Barrows, Horizon, Scholls Ferry, and Teal. Add midday, evening, and weekend trips.

Line 38-Boones Ferry: Change the Line 38 route to serve Wilson High School, Burlingame, Kruse Way, Bonita/McDonald areas and Tigard Transit Center via Capitol Hwy., Terwilliger, Barbur, Spring Garden, Boones Ferry, Kruse Way, Bangy, Bonita, Hall, McDonald, Pacific Hwy., Main, Commercial and Tigard Transit Center. Discontinue service in Mt. Park.

Line 39-Lewis & Clark: Extend the Line 39 route up Terwilliger to Capitol, Sunset, Dosch and merge with the existing Line 51-Vista. Add midday, evening, and weekend trips.

Line 43-Taylor's Ferry: Change the Line 43 route to cross the Sellwood Bridge, serve Tacoma, and end at the SE Tacoma Street/Johnson Creek MAX Station. Add trips.

Line 44-Capitol Highway: Extend every other Line 44 trip to Mountain Park, Lake Grove, Bridgeport Village, Durham, and Downtown Tualatin via Kerr Pkwy., McNary Pkwy., Monroe Pkwy., Boones Ferry, Bridgeport, Upper Boones Ferry, Boones Ferry, and the Tualatin WES Station.

Line 45-Garden Home: Change the Line 45 route to serve the Denny Rd. area and Downtown Beaverton via Garden Home, 92nd, Scholls Ferry, Denny, Hall, Canyon, Lombard, and Beaverton Transit Center. Add trips.

Line 51-Vista: The existing Dosch Rd. portion of Line 51 is incorporated in Line 39 (see Line 39-Lewis & Clark above). Line 51 continues to serve Council Crest during the weekday commute hours only.

Line 55-Hamilton: Change the Line 55 route to serve the Southwest Hills via Hamilton, Shattuck, Patton, Vista, Main, King, Salmon, and 2nd.

Line 56-Scholls Ferry: Change the Line 56 route to serve Washington Park and the Oregon Zoo via Scholls Ferry, Skyline, Westgate, Canyon Ct., Knights, and the Washington Park MAX Station.

Line 65-Marquam Hill/Barbur Blvd.: Change the Line 65 route to serve Marquam Hill and Lewis & Clark College via Terwilliger, and Palantine Hill. Add weekday midday, weekday evening, and weekend trips.

Line 67-Bethany/158th: Extend Line 67 from the Merlo Rd./SW 158th Ave. MAX Station to South Beaverton and Tigard TC via 170th, Bany, Hart, 155th, Beard, Brockman, 125th, Scholls Ferry, 121st, Gaarde, Pacific Highway, Main, Commercial, and Tigard Transit Center. Add Sunday trips.

Line 78-Beaverton/Lake Oswego: Change the Line 78 route to serve Hall Blvd. north of Pacific Highway, Washington Square Transit Center, Scholls Ferry, Allen, Lombard, and Beaverton Transit Center.

Line 92-South Beaverton Express: Change the Line 92 route to serve Murrayhill, Progress Ridge, Washington Square and Southwest Portland via Teal, Horizon, Barrows, Murray, Scholls Ferry, Hall, Oleson, Multnomah, Interstate 5 and Downtown Portland.

Line 93-Tigard/Sherwood: Extend Line 93 to serve Sunset Blvd. and the Sherwood YMCA via Main, Sunset, and Woodhaven.

Line 154-Willamette: Change the Line 154 route to serve the Salamo commercial area, City Hall, Lakeridge High School, and Downtown Lake Oswego via Salamo, Santa Anita, Hidden Springs, Rosemont, Stafford, McVey, Highway 43, B Ave., and Lake Oswego Transit Center. Serve weekday commute hours only.

New Bus Lines



Tualatin-Sherwood Rd/72nd Ave.: A new line connecting the Sherwood YMCA, Downtown Sherwood, Sherwood Town Center, Tualatin Industrial Area, Downtown Tualatin/WES Station, Bridgeport Village, 72nd Ave. employment area, the Tigard Triangle, Downtown Tigard, and the Tigard Transit Center via Woodhaven, Sunset, Main, Railroad, Pine, Sherwood, Langer, Tualatin-Sherwood Rd., Boones Ferry, Lower Boone Ferry, 72nd, Dartmouth, Pacific Highway, Main, Commercial, Tigard Transit Center.

Pacific Highway/124th Ave.: A new line connecting Tigard Transit Center, Downtown Tigard, Downtown King City, the Tualatin Industrial Area, and the future Basalt Creek neighborhood via Tigard Transit Center, Commercial, Main, Pacific Highway, 124th Ave., and roadways to be developed in the future Basalt Creek area.

Community/Jobs Connector Shuttles

Community/Jobs Connectors are local area services operated by a 3rd party in areas where the population or job density, land use, or street network doesn't support traditional fixed route transit. Shuttles are open to the public, operate in neighborhoods and employment centers and are implemented in partnership with local jurisdictions. Examples include the Tualatin Shuttle, the GroveLink (in Forest Grove), the Swan Island Shuttle, and the Clackamas Community College Shuttle. Future shuttles include:

Tualatin Shuttle Expansion: Expand the Tualatin Shuttle to include the Riverpark neighborhood and employment areas west of 124th.

Tualatin-West Linn-Oregon City: Create a new shuttle serving Bridgeport Village, Durham, Downtown Tualatin, Nyberg Rd., Legacy Meridian Park Hospital, the Willamette Town Center in West Linn, and Oregon City Transit Center via Borland and I-205.

Tigard-King City: Create a new shuttle serving the residential areas of King City, Bull Mountain, Progress Ridge and the future River Terrace and South Cooper Mountain areas.

Next Steps

We're accepting feedback on the Refined Draft Vision through April 10, 2015. Go to trimet.org/southwest to submit your comments. Your input will be used to complete the Southwest Service Enhancement Plan Final Vision due in Spring 2015.

TRIMET
Available in other formats.

Douglas R. Allen
734 SE 47th Ave.
Portland, OR 97215
July 13, 2015

TO: Southwest Corridor Plan Steering Committee
Testimony for July 13, 2015 Meeting

Co-chairs Dirksen and Stacey; Members of the Committee:

I want to bring to your attention an item distributed in the meeting packet for today. This is a memo dated July 6, 2015, with the heading "Project Memo: Public Comment on the Southwest Corridor draft staff recommendations."

On the last page of this memo, it says:

"A small group of public stakeholders continue to express concern that a long tunnel from the South Waterfront to the Barbur Transit Center or the Tigard Triangle is not being considered. Staff analyzed various elements of this proposed tunnel separately and some were removed from consideration by the steering committee in 2014. Staff determined that bypassing the historic highway portion of Barbur Boulevard did not support the land use goals of the Barbur Concept Plan and that a tunnel from South Waterfront would have higher travel time, cost and construction impacts than a tunnel from Barbur Boulevard. Staff does not support adding this additional tunnel option for consideration."

In light of this staff recommendation, I would like to make an official public records request to the Steering Committee for any and all public records from this project that support or oppose this conclusion. I would like to see the staff analysis behind the statement that "a tunnel from South Waterfront would have higher travel time, cost and construction impacts than a tunnel from Barbur Boulevard," and the staff analysis that bypassing portions of Barbur would undermine the land use goals of the Barbur Concept Plan. I would also like to see the documents and work product analyzing any elements of the AORTA proposal. I request that this information be posted on the Southwest Corridor Plan web site in the Project Library.

Because this topic is under current consideration, these documents should be readily retrievable, and because I am not asking for any paper copies to be produced, and since the availability of this information is clearly in the public interest, I ask that any potential fees be waived.

Thank you.

WHY AM I HERE?

I am here to advocate for the TriMet MAX line that would run from PSU (Portland State University) to Tualatin via the PCC (Portland Community College) Cut-And-Cover Tunnel option.

WHY DO WE NEED THIS?

This is a vital transit line because it takes a long time to get from Tualatin to downtown, and it is challenging for college students to get from their classes at PSU to their classes at PCC, this would increase enrolment at both schools because it would allow students at PCC to also take classes at PSU and the other way around. This would also connect the Bridge Port shopping malls to the rest of Portland. All of this together would boost the economy in the Portland metro area.

WHY MAX AND NOT BUSSES?

Max trains are comfortable, fast and smooth. They are more fuel efficient because they run on electricity. Max trains also eliminate the line at the front door to get in to a buss because people do not have to show their driver the buss fair. Max trains also run more frequently than busses which is very important. Sometimes the 44 and 43 busses which are used to get to PCC from downtown come once every 40 minutes which is unacceptable.

WHY THE TUNNEL BY PCC

This tunnel would boost the number of riders by 4% which is more than any other options on this max line.

Conclusion:

The MAX line via PCC is the most logical option and would benefit the city the most. By increasing the possibilities for college within the city and by increasing the city's economy. Whereas the "bus rapid transit" is a step backward for Portland.



Far Southwest Neighborhood Association

Portland, Oregon

July 9, 2015

Members of the SWCP Steering Committee

A draft of the Far Southwest Neighborhood Association Policy Statement on the SWCP is attached to this letter, along with comments sent to the SW Portland Post at their request.

We support the following Multimodal Projects:

- #6013 Barbur/PCC ped/bike connections as originally planned in the PBOT Neighborhood Greenway Safety Plan in 2012 (with or without a station);
- #5057 SW 53rd and Pomona;
- #6026 Pomona St. bike/ped improvements (35th to Barbur);
- #2027 Pedestrian Overpass near Markham School;
- #5009 Capitol Hwy Improvements (Multnomah to Taylors Ferry);
- #5059 SW Portland Crossroads;
- #6034 Taylors Ferry, SW bike/ped improvements (Capitol Hwy to city limits);
- #1044 Ross Island Bridge ramp connections.

The Far Southwest Neighborhood has existed for more than 150 years. PCC came to FSW in 1961 as an Adult Learning Center for Portland Public Schools, and became a Community College in 1968. Many of the homes along SW 53rd are older than the campus. Both FSW and West Portland Park have had a good relationship with the campus for decades, working together to resolve issues that affected the campus and neighborhoods. We look forward to continuing that relationship for decades to come.

That said, Metro has done more to damage that relationship with their "tunnel vision" than any issue we've faced in the past, and has done so in direct contradiction to many of their own stated policies and goals giving the appearance of making this happen no matter what. Even the name "PCC Tunnel" shows where their emphasis has been. PCC is the destination - SW 53rd is the proposed route to get there. This tunnel is more damaging to FSW than the Haines Street option which was voted out over a year ago. We feel PCC has been hurt as well by the effort to force into existence a tunnel that is so controversial, costly and divisive, rather than find efficient and constructive solutions to provide the direct access PCC desires.

While reviewing the numerous reports generated by Metro for the SWCP, it has become painfully apparent that everything dealing with the proposed tunnel along SW 53rd to PCC has been geared toward the direct access preferences of PCC (please see attached "Comments", also the last bullet point on pg.16 of Staff recommendations), and unidentified redevelopment potential on the campus. The need to "sell" the SWCP to taxpayers has been mentioned, but not the need to "sell" a bond measure to fund campus redevelopment if and when that package is identified.

PCC-Sylvania Key Issues Summary:

1. Transit performance: Of the four LRT lines built between 1986 and 2009, the last two failed to reach their first year ridership projections and, six years later, one has yet to meet the first year projections. Odds are that LRT in southwest will perform the same. *This applies to Project Goal #1, pg. 73 HCT TERM Pt.1.*

2. Capitol costs: The "Balanced costs and benefits" of the PCC Tunnel in the Staff Recommendations appeared to become "balanced" only after the tunnel costs were reduced from \$515M (Key Issues: PCC-Sylvania, 5/4/15 pg. 23, LRT to PCC via cut-and-cover tunnel) or

\$520M (HCT Technical Evaluation R & M Part 1, 5/8/15 pg. 55) or \$376M "added to Barbur" in 3/24/15 power point at the FSWNA meeting, down to \$244M "added to Barbur costs" in the Staff Recommendations, 6/12/15 pg. 11, yet on pg.17 it refers to "higher contingency costs" and "likelihood of cost and schedule overruns." The Barbur "segment" costs were shown as \$270M, but were not listed separately in prior reports. Changing the way costs and figures are presented is just another example of inconsistency that raises questions about accuracy. A breakdown of project costs was requested but has not yet been received. *Project Goals #4 & 11: Lower operating costs shouldn't justify significantly higher costs to build.*

3. Community development: Access: The "Key Issues: PCC-Sylvania" is geared more toward PCC, less the community – "Major decisions for PCC Sylvania", understanding "concerns and community aspirations" of PCC, not the rest of the neighborhood. The "Key Considerations" on pgs 17-18, the answers are > with planned enhanced bus service – Yes; LU changes to justify a tunnel investment – No; c-and-c tunnel cause significant disruption to traffic flow and neighborhood access – YES !! A dedicated express bus line would "optimize service" with direct access even more than the enhanced bus service.

Redevelopment potential: As stated in the May 2014 letter to you, the reference to "additional housing on campus to accommodate students, as well as leasing opportunities . . ." was removed from the Barbur Concept Plan at the insistence of PCC. It is sad to see that Metro continues to include this error as if it was fact. This may or may not be part of the new Master Plan and, again, funding such development on campus will be an issue. The "Focus Area" at 53rd and Barbur included conceptual designs for multiuse business/apartments north of Barbur. These should include affordable housing for PCC students and others, along with new restaurants, markets, specialty shops, and good access to multimodal networks. Shared Investment Strategy projects at the start of this letter will increase mobility and connectivity in the corridor. (*Goals 5, 6, 8, 9, 10*)

Until PCC knows what they want to do on campus, providing HCT to PCC is impractical. We have suggested a LRT "spur" from the Tigard Triangle to the underground station at PCC, not continuing to 53rd, which could accommodate potential redevelopment on campus.

4. Engineering complexity & risk: Among the reasons for removing the Hillsdale tunnel from consideration were "considerable capital cost" and "substantial construction impacts", along with community feedback. While pg. 15 of Staff recommendations lists six examples of "disruptive construction impacts" for Hillsdale, pg. 17 only refers to the challenges of the depth and width of the tunnel needing more shoring "or other measures", and the "higher contingency costs" for FSW. Twice as deep as Hillsdale, twice as much shoring needed, twice as much disruption from twice as many trucks needed to haul away twice as much dirt, and bring it back, which "would also affect local circulation." It won't affect it, it will dominate it. As usual, Metro downplays the effects of the tunnel on the neighbors and traffic circulation. Please see comments for more examples.

The "Engineering complexity" issues of "Traffic and business disruptions . . ." cited for the Hillsdale loop tunnel could read "Traffic and residents disruptions . . ." for Far Southwest. The "Risk of complications . . ." with c-and-c tunnels applies to both Hillsdale and Far Southwest.

"Lack of community support" is cited as a reason to remove the Hillsdale Loop tunnel from further consideration. That same lack of community support exists with the PCC Tunnel.

The Tunnel Alignment Report of May 2015 states "Three to six acres are usually needed at portals (for staging areas). Metro said they don't necessarily need three acres. But with twice as much shoring material needed on site, three or more seems reasonable, and there aren't three at the north portal. Please see the "Comments" sheet for more discrepancies about waterproofing.

5. Community impacts: The story as to how the tunnel will impact the neighborhood has changed often over the past year. Credibility of the answers has become a serious concern. The

Tunnel Alignment Report clearly states "All surface features above the tunnel alignment or the station must be removed." The first mention of removing houses was at the May Steering Committee meeting, and staff started denying it the next day at Wilson High School. According to Portland Maps, there are 32 properties meeting that criteria, and another 19 that will have no access (cost in 2014 \$\$ over \$16M). *Goals 12 & 13: The tunnel is not sensitive to the environment, will disrupt tributaries feeding into Fanno Creek watershed, but may increase air quality and decrease carbon emissions – but so will surface HCT. Putting the pieces back together after the tunnel is constructed will be restoration – not improvements – to the natural resources, habitat and parks in FSW, and could take decades to return to their pre-tunnel quality.*

As you know, PCC Sylvania has recently undergone a change in key leadership positions, including a new president as of July 1. It is not realistic to expect the campus to create an accurate projection of future growth, campus needs and redevelopment potential in three months (July to October) on which to base a new Master Plan, let alone major traffic access projects, even with the help of the SWC project team. A valid plan could take a year or more. But Metro expects FSW to agree to the tunnel on speculation and campus wishes, not on documented need. FSW is being expected to sacrifice its livability, its mobility, its environment "short term" (according to PBOT) for the "long term" benefit of the campus. The impact to the neighborhood will last far longer than two to three years of tunnel construction, whereas parking lots at PCC that are dug up for a tunnel will be the same as before as soon as repaving and restriping is completed.

Staff Recommendations: Public input: It was interesting to see that staff met with "hundreds of people". There are hundreds of thousands affected by the SWCP, and most have never heard of it and know nothing about it. This speaks to the outreach to the public, and calls into question the validity of "public input" from the few people who know about it. Yet Councilor Dirksen said "We need to hear from as many people as possible in order to form a basis for our decision." **How are we doing?** All four of the objectives are failures based on public awareness, amount of feedback, understanding and enthusiasm, and public engagement.

In summary: We are asking Metro and its partners to "think outside the box" (or tunnel, in this case). The three "Viable alternative approaches" for solutions for access to PCC were the most promising part of the recommendations. However, the best "people movers" are the feet of the pedestrians and wheels of the bicycles. A shuttle bus could be an option. In addition to the enhanced service on line 44, a dedicated "express" bus from downtown to PCC Sylvania and back would provide direct access to the campus, could request PCC ID in order to board, and would free up seats on other buses for non-PCC riders.

As stated earlier, this is the most challenging issue PCC Sylvania, West Portland Park and Far Southwest have faced. We look forward to working together, and with the SWC project team, to find a solution that will do the least harm and the most good for all involved.

Thank you for considering these comments.

Sincerely,

Marcia Leslie, Chair
Far Southwest Neighborhood Association

Far Southwest Neighborhood Association
Policy Statement on the Southwest Corridor Plan

At the June 23, 2015 FSWNA meeting, a poll was taken with the following results:

- 58% felt Metro should continue plans for a HCT corridor in Southwest Portland
- 75% opposed the 53rd Street tunnel (referred to by Metro as the PCC tunnel)
- 75% felt the current level of development at PCC does not support investment in a tunnel to provide direct access to the campus (this question was taken directly from a power point presentation by Metro at the FSWNA meeting March 24, 2015)
- 2/3rds said the BRT option on Capitol Hwy. should be studied further in the DEIS
- 83% recommended BRT, LRT or both along Barbur Blvd. for further study in the DEIS

Given these results, our policy is as follows:

- Metro, its partners and the Steering Committee need to remember that, while PCC is located entirely within the FSW neighborhood, is a major part (roughly 30% by acreage) of the FSW neighborhood, it is not THE neighborhood, and the "local concerns and community aspirations" (referenced in all three "Key Issues" summaries) of the remaining 70% of this neighborhood need to be considered, along with those of PCC Sylvania.
- We support further consideration of BRT along Capitol Hwy. to provide the direct access to campus that PCC desires. If LRT is the mode of choice in December, enhanced bus service from the Barbur Transit Mall to PCC can still provide this service, and possibly an "express" bus line (like the #94 to Tigard) from downtown Portland directly to PCC Sylvania.
- HCT along Barbur provides the best Preferred Package options for ridership combined with land use and development potential as recommended in the Barbur Concept Plan.
- The new leadership at PCC Sylvania needs time to accurately identify the needs and future potential and direction of the campus. Creating a new Master Plan to meet those needs and goals, if done well, could take over a year. PCC acknowledges that enrollment drops when the economy improves, and how this will affect the future is unknown. PCC will continue to be a major part of this city and region. Making highly disruptive changes to the neighborhood in which PCC is located, without a valid campus plan for the future, is speculative, costly and serves only PCC, not the region as a whole.
- We support removing the north half of the 53rd/PCC tunnel from Barbur to the PCC campus from consideration for many of the same reasons the Hillsdale Loop tunnel was, as cited in the Tunnel Alignment Report of May 2015, and the Staff Recommendations released June 12th.
- The south half could be built from the proposed underground station on campus to connect with LRT along Barbur and I-5 at a station in the Tigard Triangle. This gives PCC the direct access they want by way of enhanced bus service from the east, and LRT from the west. It will be easier and cheaper to construct this part of the already-planned tunnel while eliminating the disruption to traffic flow in the neighborhood that would affect the area from Pomona to Vacuna and Capitol/49th to 60th.

The Far Southwest Neighborhood Association feels enhanced bus service on Capitol and a LRT tunnel from PCC to the Tigard Triangle are the best options to meet the direct access desired by PCC Sylvania while causing the least destruction to the Far Southwest and West Portland Park Neighborhoods.

The bottom line is that HCT needs to go AROUND the neighborhood, not THROUGH it.

These are comments sent June 28, 2015 to a reporter at the SW Portland Post which he requested for an article he was writing ---

First, Far Southwest residents have expressed support for HCT either along Capitol Hwy. or Barbur Blvd., and strong opposition to the "PCC tunnel" along SW 53rd street.

We have major concerns that Metro doesn't appear to be following its own criteria where the "PCC (53rd street) tunnel is concerned, specifically to "equally distribute the benefits and burdens to all groups throughout the corridor." (pg. 6 of the 3/9/15 SWCP Meeting Summary, and elsewhere in numerous reports.) This was talking about population groups – low income, non-English speakers, people of color, seniors, etc. – but it applies to residents and communities as well. {Project Goal #7, added 7/12/15}

Many of the same Community Development concerns, construction issues and cost factors applied to the Hillsdale Loop tunnel, and used to justify removing it from consideration, also apply to the 53rd street tunnel. One main difference is that, from what I understand, the Hillsboro Business Association opposed the tunnel and PCC supports it. In the June staff recommendations one of the reasons given to remove the Hillsdale Loop tunnel is "Multiple years of highly disruptive construction impacts. . ." That also applies to FSW. In addition, the 53rd tunnel will be twice as deep, requiring deeper shoring walls and removal and replacement of twice as much soil and twice as many truckloads to haul it away and back.

The May 2015 Tunnel Alignment Report Executive Summary states that "All surface features above the tunnel alignment or the station must be removed." This means the loss of, or loss of access to, nearly 45 homes and businesses along SW 53rd Street {added 7/12: plus 7 properties for staging}. It also said "Three to six acres are usually needed at portals {for staging areas} . . ." At the north portal at 53rd, I don't believe there are three acres available. When this was pointed out to Metro, the response was 'We don't necessarily need three acres.'

On pg. 3 the summary states "Streets or paths across the alignment would be closed or restricted during much of the construction period . . ." Streets crossing 53rd include Barbur Blvd. (a major thoroughfare), Pomona (shortcut to Capitol Hwy/49th and PCC), Capitol Hwy (major east/west street between 49th and Lesser Rd.) and Vacuna (east/west n'hood access street between 49th and 55th). Nowhere in any of the impact statements about the "PCC tunnel" is this mentioned. {need to add SW Lesser Rd. to this list because of the west tunnel portal planned for the west exit from PCC}

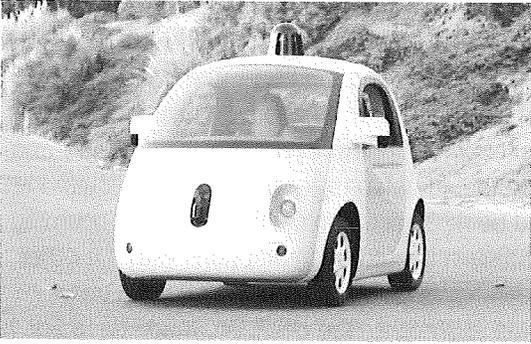
As recently as March 24, 2015 TriMet was unaware of the groundwater/natural springs covering Mt. Sylvania and the tunnel site, flooding basements and crawl spaces for 40-50 years or more. Yet the June staff recommendations state the groundwater is below the level of the tunnel, implying waterproofing the tunnel won't be needed. If the tunnel is 70' below ground, how come groundwater is flooding surface structures above the tunnel?

Then there's the issue of cost. In May 2015 the estimated cost of the tunnel was \$515-520M. In the staff recommendations it has dropped to \$244M while the recommendations cite "Balanced costs and benefits" as a reason to keep the tunnel in consideration. A drop of more than 50% in cost ??? Does this include the cost under the Federal Relocation Act to buy out/reimburse the homes and businesses affected? Or to waterproof the tunnel?

In the PCC Sylvania "Key Issues" Executive Summary it states "The SWC project partners are taking a place-based approach to understanding the key issues as they related to local concerns and community aspirations." In various reports put out by Metro there are comments like "Project staff is coordinating with PCC as they undertake a visioning process for the Sylvania Campus . . ." and "serve PCC Sylvania", not 'serve the n'hoods in SW Portland'. The emphasis appears in the name of the tunnel -- the "PCC tunnel", not the "53rd Avenue tunnel". It appears project staff has focused more on PCC as a "major destination" than on the concerns of and impacts to the n'hood in which it is located. At the end of the day the PCC faculty, staff and students go home off campus. The other 75% of the n'hood is coming home to Far Southwest. Community colleges were never intended to be residential campuses. Many are working students attending classes before, in-between and after work. For decades Far Southwest has had a good working relationship with PCC, partnering with the administrations of Presidents Alice Jacobson and Linda Gerber to resolve issues and work together for the best interests of the campus and the community in which it is located. We hope that will continue for many more decades. But where the SWCP is concerned, whose concerns, aspirations and best interests are more important?

Autonomous Vehicle (AV) Update; BRT vs. LRT - 7/13/15

R A Fontes PO Box 144, Lake Oswego 907034 rfontes@a.com



May 2014: Google introduced its first purpose-built AV

- 100% electric
- Meets federal low-speed vehicle regs [49 CFR 571-500]
- Limited to 25 mph
- Not as heavily regulated as full-service automobiles
- Legal where speed limits are 35 mph or less [ORS 811.512]
- Local governments may permit them on other local roads
- Designed to be shared, not as a personal car
- Introduction follows Google's \$258 million investment in Uber

Photo courtesy of Google

Compared with TriMet, and without any direct subsidies, trips by small shared AV's such as Google's "car" should be:

Safer: It's not just that AV's would travel more safely than human-operated vehicles; riders would no longer be exposed to the hazards getting to and from or waiting at transit stops.

Faster: MAX averages about 18 mph and buses 14 between stops. Those speeds do not include the time getting to and from transit, TriMet's suggested five-minute early arrival to allow for off-schedule buses, and transfers.

Far more convenient: Shared AV's could provide offpeak door-to-door service within seconds of an app-swipe.

Cheaper:

Transit operating costs - no capital, interest, etc.				Cars' total direct costs		
System	cost per PASSENGER mile	cost per boarding ride	% of ops costs paid by fares	Type	cost per VEHICLE mile	% paid by users
MAX	\$.46	\$2.54	46.8%	Current cars	\$.59	100%
TriMet bus	\$1.04	\$4.08	26.7%	Shared intermediate AV's	\$.41	100%
WES	\$1.98	\$15.92	6.6%	Shared low-speed AV's	\$.15	100%
Streetcar	\$2.74	\$3.08	3.1%			

How will voters react to a large permanent transit ridership drop? Will TriMet adapt? Without TriMet, who'd run this project?

April 2015: OECD released city future transport study: HCT—maybe; local bus—no

The Organization for Economic Cooperation and Development study of Lisbon, Urban Mobility System Upgrade, may be the first major report seriously considering possible roles for public transit after AV's become available. It concludes that High Capacity Transit could have a major impact on a city's transportation future. Perhaps even more significantly, the study assumes that local bus service would be completely replaced by AV's. This is in a city where buses provide over 25% of all trips, and bimodal trips using bus and the city's underground metro make up another 3.5%. For comparison, all public transit together only provides about 11.6% of commutes to work in Portland, and only about 5.8% in Washington County.

BRT: The better MAX?

Frequency: Because buses are smaller than LRT trains, shorter headways are guaranteed with any but the lowest riderships. High frequency is consistently at or near the top of transit user preference surveys. Buses have no need for a rail system's block signaling system and safely can be scheduled much more closely together than MAX trains.

Flexibility: Well designed BRT systems include station bypass lanes, allowing stop-skipping and express buses. Buses can continue off the BRT alignment, thereby eliminating transfers, getting more utility from the busway, and allowing for significant growth without additional capital expenditures.

Operations Costs: While the project's initial analysis claims that BRT ops costs would be higher than for LRT, the real

world experience is often just the opposite. In the two US cities which have both LRT and BRT, Los Angeles and Cleveland, BRT costs less on a per rider-mile basis. Each of our four MAX lines operates with excess capacity, costing us roughly an extra \$28 million annually for the privilege of having LRT rather than BRT built to MAX standards. That would go up to about \$40 million if TriMet converts its fleet to autonomous operations. The Green, Red, and Yellow lines don't have the ridership to reach thresholds where LRT frequent service would be more economical than BRT per boarding ride. Blue line scheduling is limited by interactions with the other three lines, and its ridership is cannibalized by Red and Green trains operating on Blue alignment. The decision, made decades

ago, to offer airport and (eventually) Clackamas riders a single seat ride into downtown Portland was perfectly legitimate; it's just that it continues to cost a lot of money.

Robustness: A bus breakdown or collision usually only affects those who are on or waiting for that specific bus. An LRT vehicle, power, or signal malfunction can affect a line, the whole LRT network, and even the entire transit system when buses are called in to bridge LRT services. Increasing reliance on LRT puts TriMet in an ever more precarious position, especially when we have our next major earthquake or other disaster. We can expect buses to function as soon as roads are cleared, at least some bridges are deemed safe, and fuel supplies are secured while part or all of MAX could be out for years.

Capacity: Initial project documents talk about capacity in terms of passengers per vehicle. A more relevant metric would be



to consider facilities in terms of throughput. The photo at left shows the Lincoln Tunnel Bus Lane on New Jersey 495. For decades, this 2 1/2 mile long counter-flow eastbound bus lane has operated for about four hours during the morning commute, carrying an average of about 450 buses per hour. 450 standard TriMet buses have a working capacity of almost 23,000 riders, well over three times MAX's current scheduled peak capacity. Make no mistake, such a large volume of buses would require major revamping of TriMet's route structure and procedures in downtown Portland, but not necessarily large capital expenditures.

Bias: The best BRT systems in the world are in Latin America and China, with the result that they are often seen as the poor man's HCT. So if a project is expensive and requires lots of right-of-way, policy makers figure they might as well go for "the real thing", i.e. rail. Otherwise, they compromise with BRT, as is being done with Powell-Division. We don't know how that project will end up, but every other BRT in America is second rate at best. Some projects don't even meet minimal BRT standards set by the Institute for Transportation and Development Policy (ITDP).

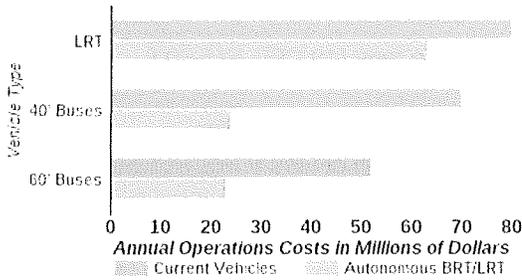
Projections vs. Reality

When it comes to predicting transit ridership, our official forecasting model has been suffering from a chronic case of irrational exuberance for years. The Green Line and WES have yet to meet first year projections. The Lake Oswego streetcar extension hasn't been built, but existing route ridership along the proposed route is flat to declining instead of rising at the tremendous rates projected by the model. It reported that the new Orange line will carry 17,000 riders a day in its first year. The tea leaves at one our favorite Chinese restaurants foretold ridership wouldn't reach half of that.

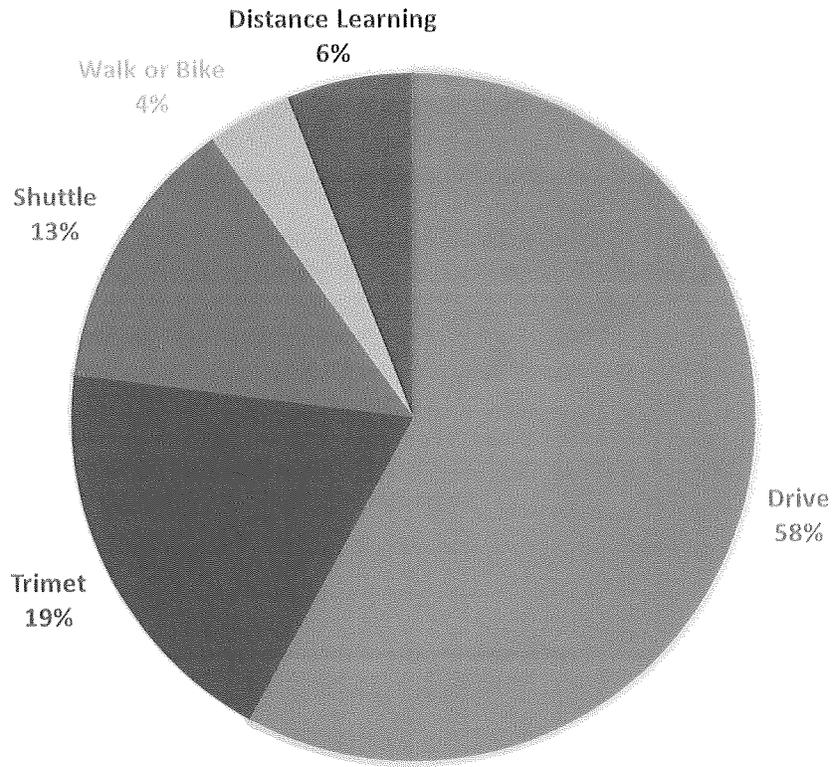
Summary

- We don't know when they'll arrive, but can reasonably expect shared AV's to attract many riders away from transit.
- If TriMet is unable to adapt and then disappears, who will run this project?
- BRT could offer much better service than LRT in many ways, but only if it's built to the highest standards.
- If the new Orange line doesn't meet projections, how valid are the forecasts for this project?

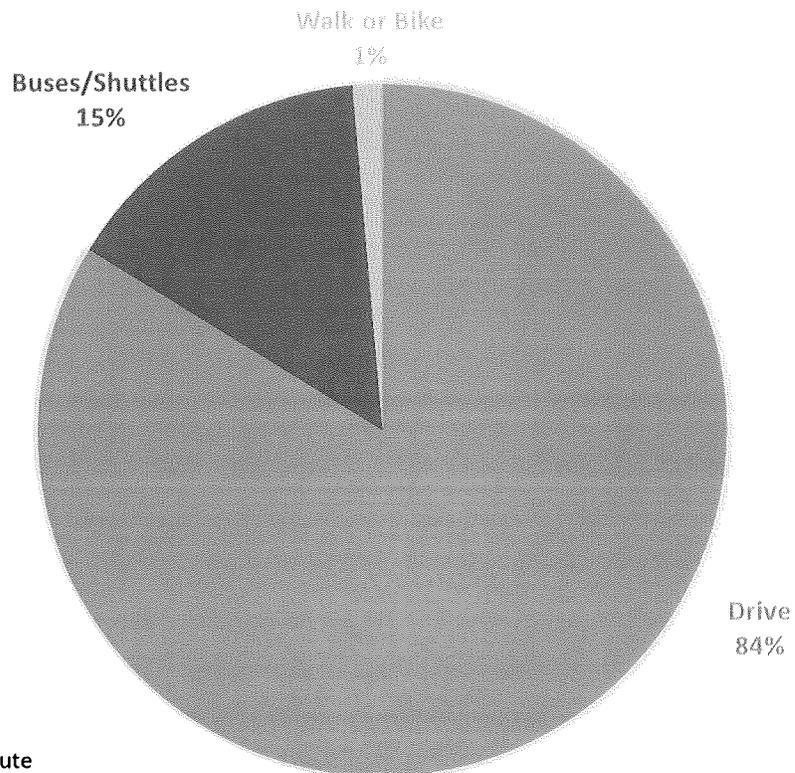
Approximate MAX Ops Costs: BRT vs. LRT



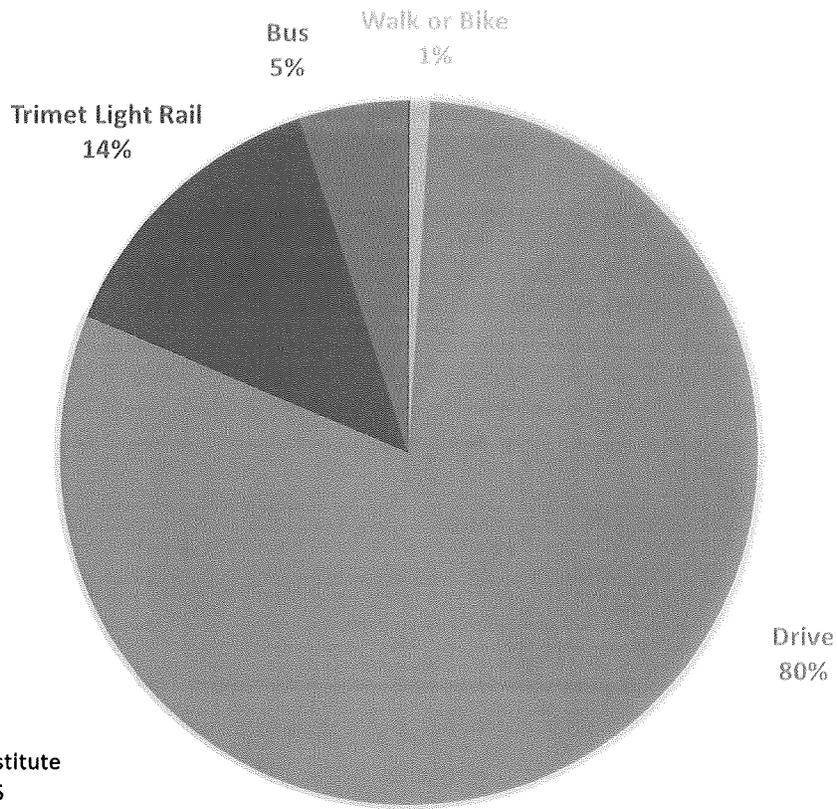
SYLVANIA: 2012 STUDENT COMMUTE SURVEY



SYLVANIA: OBSERVED



WILLOW CREEK: OBSERVED



n = 494
Cascade Policy Institute
Collected 6/10/15

Monday, July 13, 2015

To: Southwest Corridor Steering Committee Members

From: Southwest Corridor Equity Coalition

Re: Connecting Southwest Corridor to Housing Affordability, and Climate Smart

Dear Members of the Southwest Corridor Steering Committee,

For the record, my name is Sam Diaz, Community Engagement Coordinator at 1000 Friends of Oregon. 1000 Friends of Oregon is a statewide land use advocacy organization that is committed to ensuring the implementation of Metro's Climate Smart Communities. Today, I am representing a newly formed working group of organizations affected by the SW Corridor Plan.

First, we want to thank you for the opportunity to provide testimony on the Southwest Corridor Plan today. We also want to thank you for your dedication and hard work in creating a competitive application for much needed transportation improvements in this part of the Metro region.

Second, the Southwest Corridor Plan will bring significant transportation investment to the area, resulting in both benefits and burdens - including likely impacts to housing affordability. Given this and the numerous programs and committees that have contributed to the creation of the Southwest Corridor Plan, an ad hoc coalition has come together. In the coming months, our group will devote time to support the Southwest Corridor through organizing, research and providing input through the project's engagement channels. But we will do so to support a project that includes the following core components: accessibility to all transportation options for residents, especially our aging community members, and housing affordability.

As a group including transportation advocates, we will work to ensure that the Southwest Corridor Plan includes safe access to this committee's selected corridor improvements. Without sidewalks or bicycle lanes, residents and commuters will not be able to take advantage of transportation investments, regardless of whether it is a light rail system or bus rapid transit. We are especially mindful of folks who are aging in our community and community members with physical disabilities. On my first day at 1000

Friends of Oregon, my colleague, Mary Kyle McCurdy, Policy Director, instilled in me a principle that I will always remember: “When we are talking about transportation projects, always think of the perspective of someone in a wheelchair or someone pushing a stroller. How does the street look from their view? What barriers to safety and access are present to them?”

As a **group including both housing and transportation advocates**, we see the Southwest Corridor Plan as an opportunity for Metro to take concrete action to carry out the agency’s equitable housing and equity strategy work. Many of us have attended events related to this topic. The Southwest Corridor Project is an opportunity for utilizing strategic land use tools to preserve and create opportunities for housing affordability, particularly for communities of concern as defined by Metro. **Successful regional economic development requires this committee to think of the competitive advantages that ensuring housing affordability creates: access to highly educated and skilled labor, a well-rested workforce, and regional mobility without congestion.**

We have seen a prominent focus on funding public transit, roadway improvements, and active transportation strategies. The time is upon all of us to connect corridor planning to the goals outlined in Metro’s Climate Smart Communities, Metro’s equitable housing strategy and equity baseline report.

Thank you.

Sincerely,

Samuel Diaz
1000 Friends of Oregon

Jenni Denekas
1000 Friends of Oregon

Bandana Shrestha
AARP Oregon

Mary Kyle McCurdy
1000 Friends of Oregon

Elaine Friesen- Strang
AARP Oregon

Ramsay Weit
Community Housing Fund

Sheila Greenlaw-Fink
Community Partners for Affordability
Housing

Elise Shearer
Downtown Tigard Alliance
Tigard Transportation Advisory
Commission

Mary Ruiz
Fair Housing Council

Ruth Adkins
Oregon Opportunity Network

Darion Jones
Portland Community College

Linli Pao
(Tigard) City Center Advisory Committee

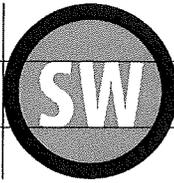
Heidi Guenin
Upstream Public Health

Jes Larson
Welcome Home Coalition

Contact Information:

E: Sam@friends.org

P: 503.497.1000 ext. 123



GREAT PLACES

Corridor

Please be aware that all information submitted here will become public record, per state law, and will be made available to those who request it.

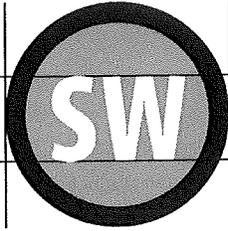
Event Southwest Corridor Plan Steering Committee

Location Metro Regional Center, Council Chamber, 600 NE Grand Avenue, Portland, OR 97232

Date July 13, 2015

Time 9:00 a.m.– 11:00 a.m.

Representative	Representative Sign-in	Alternate	Alternate Sign-In
Craig Dirksen	✓		
Bob Stacey	✓		
John Cook	<i>[Signature]</i>	John Goodhouse	
Denny Doyle			
Steve Novick	HERE	Chris Warner	
Neil McFarlane	✓	Dan Blocher	
Krisanna Clark		Sally Robinson	
Lou Ogden	✓	Monique Beikman	
Roy Rogers	<i>[Signature]</i>	Andy Duyck	
Gery Schirado		Linda Tate	
Rian Windsheimer			
		Bill Barber	



GREAT PLACES

Corridor

Portland • Sherwood • Tigard • Tualatin
Beaverton • Durham • King City • Lake Oswego
Multnomah County • Washington County
ODOT • TriMet • Metro

Event sign-in

Southwest Corridor Plan
Steering Committee

July 13, 2015

www.swcorridorplan.org

Name Bobblye Address _____

Phone _____ City, State, ZIP _____

Email bobblye.lee@oregon.gov Yes, please add me to the plan's email/mailling list.

Name Erik Vidstrand Address _____

Phone 503 572 7920 City, State, ZIP _____

Email / Yes, please add me to the plan's email/mailling list.

Name RICHARD PEKIN Address _____

Phone _____ City, State, ZIP _____

Email _____ Yes, please add me to the plan's email/mailling list.

Name ROGER AVERBEK Address _____

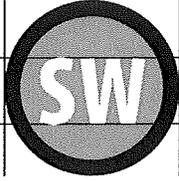
Phone _____ City, State, ZIP _____

Email _____ Yes, please add me to the plan's email/mailling list.

Name _____ Address _____

Phone _____ City, State, ZIP _____

Email _____ Yes, please add me to the plan's email/mailling list.



GREAT PLACES

Corridor

Portland • Sherwood • Tigard • Tualatin
Beaverton • Durham • King City • Lake Oswego
Multnomah County • Washington County
ODOT • TriMet • Metro

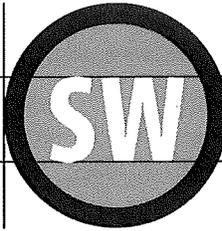
www.swcorridorplan.org

Event sign-in

Southwest Corridor Plan Steering
Committee

July 13, 2015

Name	Michael Harrison	Address	OHSU - ON FILE
Phone		City, State, ZIP	
Email		<input type="checkbox"/> Yes, please add me to the plan's email/ mailing list.	
Name	Vicky Smith	Address	
Phone	DEA.	City, State, ZIP	
Email		<input type="checkbox"/> Yes, please add me to the plan's email/ mailing list.	
Name	Melanie Fyfe	Address	SWM - on file
Phone		City, State, ZIP	
Email		<input type="checkbox"/> Yes, please add me to the plan's email/ mailing list.	
Name	Gordon Houder	Address	TUFM fire Director
Phone		City, State, ZIP	
Email		<input type="checkbox"/> Yes, please add me to the plan's email/ mailing list.	
Name	Richard Matza	Address	Cong. AA
Phone		City, State, ZIP	
Email		<input type="checkbox"/> Yes, please add me to the plan's email/ mailing list.	



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Event sign-in

Southwest Corridor Plan
Steering Committee

July 13, 2015

www.swcorridorplan.org

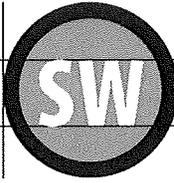
Name R FONTE Address POB 144
 Phone _____ City, State, ZIP LAKE OSWEGO
 Email _____ Yes, please add me to the plan's email/mailling list.

Name Nicole Handrix Address _____
 Phone _____ City, State, ZIP _____
 Email _____ Yes, please add me to the plan's email/mailling list.

Name Sheila Fink Address 628 SW Chestnut
 Phone _____ City, State, ZIP PLEASANTON 97219
 Email _____ Yes, please add me to the plan's email/mailling list.

Name ERIKA NEBEL Address _____
 Phone _____ City, State, ZIP _____
 Email ERIKA.NEBEL@PORTLAND.OREGON.GOV Yes, please add me to the plan's email/mailling list.

Name Doug Allen Address 734 SE 4TH
 Phone _____ City, State, ZIP Portland, OR 97215
 Email _____ Yes, please add me to the plan's email/mailling list.



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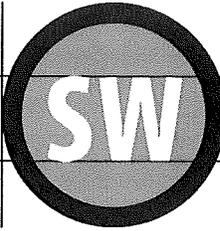
Event sign-in

Southwest Corridor Plan Steering
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July 13, 2015

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Name	<u>John Gibbon</u>	Address	<u>9822 SW Quail Park</u>
Phone	<u>503-708-6208</u>	City, State, ZIP	<u>POX 97219</u>
Email	<u>jtgorygun@aol.com</u>	<input type="checkbox"/> Yes, please add me to the plan's email/ mailing list.	
Name	<u>Linda Tegman</u>	Address	<u>ACE</u>
Phone		City, State, ZIP	
Email		<input type="checkbox"/> Yes, please add me to the plan's email/ mailing list.	
Name	<u>Morgan Thiers</u>	Address	
Phone	<u>503-686-3215</u>	City, State, ZIP	
Email	<u>mthiers@iinet.com</u>	<input type="checkbox"/> Yes, please add me to the plan's email/ mailing list.	
Name	<u>Joan Fredericksen</u>	Address	
Phone		City, State, ZIP	
Email		<input type="checkbox"/> Yes, please add me to the plan's email/ mailing list.	
Name	<u>Lisa Avery</u>	Address	
Phone		City, State, ZIP	
Email	<u>Lisa.avery@pcc.edu</u>	<input checked="" type="checkbox"/> Yes, please add me to the plan's email/ mailing list.	



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Southwest Corridor Plan
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July 13, 2015

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Name JIM HOWELL Address _____
 Phone _____ City, State, ZIP _____
 Email _____ Yes, please add me to the plan's email/ mailing list.

Name Emma Newman Address _____
 Phone _____ City, State, ZIP _____
 Email enewman13@georgefox.edu Yes, please add me to the plan's email/ mailing list.

Name Sam Diaz Address 144 SW 2nd Ave
 Phone 530-276-7472 City, State, ZIP Beaverton, OR 97214
 Email Sam@Friends.org Yes, please add me to the plan's email/ mailing list.

Name Rick Seifert Address 2115 SW TYROL ST
 Phone 503 245-7821 City, State, ZIP PDx 97239
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Name Koll Keo Address 1551 LASSER RD
 Phone 971-998-2105 City, State, ZIP PORTLAND 97219
 Email MK@MichaelKeo.com Yes, please add me to the plan's email/ mailing list.

Southwest Corridor Plan

Request to Comment

(Please print legibly)

Name: KEN PAUGSEN

Date: 9/14/15

Affiliation (if any): _____

Street address: 5638 SW HAINES ST.

City: PORTLAND, OR

Email address: kpaugsen@comcast.net

DON'T UNDERCHANGE THE NEED FOR ADEQUATE & CONVENIENT RPT CONNECTION TO PCC. INVESTING IN PCC/EDUCATION SHOULD BE A HIGH PRIORITY, IN OUR COMMUNITY.

I LIKE TUNNEL OPTIONS, PCC DESERVES SIGNIFICANT ACCOMMODATIONS BECAUSE OF THEIR CONTRIBUTION TO OUR SOCIETY AND THE NEED TO SUPPORT OUR FUTURE WORK FORCE.

Southwest Corridor Plan

Request to Comment

(Please print legibly)

Name: Marianne Fitzgerald

Date: _____

Affiliation (if any): on behalf of Marice Leslie, Far Southwest VA

Street address: _____

City: Portland

Email address: _____

Southwest Corridor Plan

Request to Comment

(Please print legibly)

Name: Douglas R. Allen Date: Sept 14, 2015
Affiliation (if any): AORTA
Street address: 734 SE 47th Ave
City: Portland OR
Email address: dougallen@centurylink.net

Southwest Corridor Plan

Request to Comment

(Please print legibly)

Name: Melissa Chureen Date: 9.14.15
Affiliation (if any): Far SW resident
Street address: 11436 SW 55th Ave
City: POX OR 97219
Email address: murchureen@yahoo.com

~~MM~~
CHUREEN

Southwest Corridor Plan

Request to Comment

(Please print legibly)

Name: Dianne Cassidy

Date: 9/14/15

Affiliation (if any): _____

Street address: 3601 Wren St.

City: Lake Oswego

Email address: cassidy@pacifier.com

Yuliya Kharitonova

From: Melissa yahoo [mmchureau@yahoo.com]
Sent: Tuesday, September 15, 2015 10:12 AM
To: Yuliya Kharitonova
Subject: Fwd: Public comment from 9-14 SW corridor steering committee meeting

Hi Yuliya,

I testified yesterday and would like to submit my written comments, particularly because they were shortened due to timing constraints.

Here they are:

Members of the SWC steering committee.

My name is Melissa Chureau, and along with my husband and 7 year old daughter, I am a resident of the Far SW neighborhood which would be greatly and negatively impacted by a tunnel, whether cut and cover or bored.

First, I am a strong supporter of high capacity transit in the greater metro area, and to southwest, Tigard, and Tualatin. I am also a supporter of community college, having graduated from community college, then university, then law school.

However, my family and I adamantly oppose a tunnel from Barbur to PCC, whether cut and cover or bored, because of the extreme expense where infrastructure and less costly alternatives exist already, and because of the negative impact upon our neighborhood.

Nine years ago, my husband Pascal and I moved to SW 55th because of the natural, quiet beauty. We fell in love with the park like setting, the 100 plus year old trees swaying gently and surrounding us in a canopy of nature. We fell in love with the Sylvania Nature Park, which lies behind our house and next to SW 53rd, and which boasts a few trails, a creek, and a quiet place to reflect, and which we can access from the unimproved road that borders our house.

Pretty amazing little slice of heaven so close to Barbur Blvd, I know. But that's what it is. I invite you to see for yourselves. And that's why we bought our home here, and raised our child here. We have grown to be best friends with our neighbors and their daughter is our daughter's best friend. I have another friend up the block with a daughter. And another next door. We know Jim down the street who rides his bike to work every day. We trick or treat here. We walk our dog here. This is a neighborhood of families, young and old, who have chosen to live as far southwest as we could because of its quiet, because of the trees, creek and natural underground springs that keep it so green.

All we are missing are sidewalks and bike lanes to connect us to the library and elementary school for our largely unimproved, gravel roads. Not a tunnel straight through the neighborhood-one that would cut off half the neighborhood from the other, from the library and elementary school, and from downtown. Not one that is not only disruptive, but unnecessary and costly.

A tunnel from Barbur to PCC makes no sense.

PCC is already served well with buses that go directly to campus from the north and south entrances., along SW Capitol / 49th and Haines, respectively. There is never a parking issue at PCC, and never a traffic congestion issue on Barbur or Capitol or 49th or Haines. The bus service is regular, and more often than not, we see fewer than fifteen to twenty persons on each bus. If a tunnel is bored, it will massively effect traffic on I-5, Barbur, and the neighborhood. Barbur is a major connector from Tigard and SW to PDX and it offers an alternative to the freeway. Take that away even for 4-5 years, and the congestion on I 5 and neighborhood streets will be tripled or worse.

PCC claims it will grow, but online courses, and courses on other campuses will decrease the demand to be on the Sylvania campus. . Many students at PCC are older students with families, jobs, and a multitude of other responsibilities that make driving the only option. Even if growth doubled or tripled in the next twenty years, BRT or shuttles along existing infrastructure will suffice

The expenditure of funds for a tunnel that's less than a third of a mile long that goes somewhere already easily accessed and better accessed by bus is irresponsible to all metro tax payers, and disruptive to the 1800 people who live in our neighborhood.

The money would be better spent developing HCT to the suburban cities of Tigard and Tualatin, which would alleviate road congestion, and provide a way for this population to access PCC and downtown. We need more bus routes, bike lanes, and sidewalks. That's the kind of alternative transportation that works and is aligned with this community.

This is a largely natural area, almost park-like. This is not an urban or high density area, nor is it even near one. It is FAR southwest, and boring a tunnel through it is not only a waste of money, it alters the entire character of a neighborhood, for no good reason, when other, much less costly alternatives exist, and where the money could be better spent.

-Testimony of Melissa Chureau, Resident of Far SW PDX, SW 55th Avenue, [503-756-4411](tel:503-756-4411)

Sent from my iPhone

Testimony of Marcia Leslie, Chair, Far Southwest NA, 5445 SW Palatine St., Portland, OR 97219

In the CFM report of November 2014, they were tasked to identify actions needed to "strengthen stakeholder support and reduce or remove opposition." If opposition is deserved – it should be addressed along with the reasons for it, not removed.

At a FSW meeting on Aug. 29th, we started a survey to identify the neighborhood's feelings about the tunnels being considered. Some people questioned "which report" in their comments although the survey clearly stated the 'PCC Sylvania LRT Connection Options' report, and gave the link to it in the Project Library. Preliminary results were emailed to the Steering Committee and project partners, along with the comments made by respondents. Just to summarize, 70-80% opposed all forms of tunnels, 77% did not feel the current level of development at PCC supports investment in a tunnel to provide direct access to the campus, nearly 62% supported an Express Bus from downtown to PCC Sylvania, and nearly 62% said Metro should continue with plans for HCT. In addition, at least 89 people signed a petition opposing the PCC Cut-and-Cover tunnel.

The 8/14/15 PCC Options report referred to in the survey mentions "campus planning work from PCC". Metro continues to push PCC for "planning work", disregarding the fact that a carefully studied and informed Master Plan will take at least a year to create – not the 2-3 months Metro has apparently allotted.

The report also continues to push for "strong walking, biking or shuttle connections" from Barbur to campus on 53rd, despite continued comments over the past 2-3 years that 53rd has not been and will not be used by students for campus access. 53rd has had bus stops both east and westbound for decades, yet few, if any, students use this "connection", preferring bus service to the campus front door, not a half-mile hike uphill along 53rd. What's the point of seeking public comments, if those comments are ignored? Furthermore, wasting money on services that won't be used is irresponsible.

In the May 2015 Tunnel Alignments Report it said tunnels are used when major ridership areas can't be served another way. Yet Metro and TriMet have focused mainly on some form of tunnel to PCC, and minimally on other ways the campus can be served. The March 2015 Transit Tunnels Report stated "higher costs incurred by constructing a tunnel may mean a shorter land use opportunity farther south along the corridor (meaning Tigard and Tualatin).

Just as the presence of underground springs wasn't factored in to the initial tunnel construction, or the massive traffic impacts of closing the streets crossing 53rd, the impact of a tunnel portal at Barbur and 53rd for 4-1/2 to 5 years will cause problems similar to the earthquake-caused collapse of the Embarcadero in California. There are limited other ways for commuters to get around, especially when I-5 is jammed up. They won't be able to use Barbur as an alternate route. Has anyone really considered this scenario?

The PCC tunnel along 53rd started out as a line on a map that "looked good" as a direct access to PCC. But the complications and ramifications of that line weren't thought out well. Please – think carefully before making your decision in October. Thank you.

Far Southwest Tunnel Survey

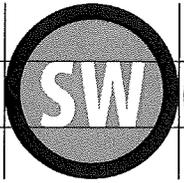
Q13 Please write your comments and/or questions for Metro here:

Answered: 20 Skipped: 21

#	Responses	Date
1	Tunnels, etc., are huge financial projects which could be solved with additional shuttels and similar means of transportation at a fraction of the cost of tunnel(s).	9/10/2015 3:21 PM
2	I do not support either tunnel plan. There is not the demand at PCC to support the astronomical price, not to mention justifying the damage to the neighborhood. Further study, please!	9/6/2015 9:14 PM
3	None of the alternative options on pages 12 & 13 of the PCC Tunnel Technical Memo report are acceptable for SW 53rd, or the intersection of 53rd/Capitol Hwy. Stick with the PBOT Neighborhood Greenway project or SIS #6013.	9/6/2015 4:44 PM
4	SW 53rd is a vital portal in and out of both W Portland Park and Far SW because there are so few alternatives. It must be safe, convenient and attractive for peds and cyclists, as well as serving other modes.	9/6/2015 10:51 AM
5	DOES THE STEERING COMMITTEE HAVE A PRELIMINARY COST PER EACH OPTION, AND IF SO WERE CAN A RESIDENT FIND IT?	9/6/2015 8:20 AM
6	I believe that whatever plan moves forward, it needs to be one that is the least intrusive to the residents in the community. Cost-effectiveness is paramount.	9/5/2015 1:14 PM
7	Capitol/49th was set up to take the PCC traffic. It should remain there and allow further bus route development to encourage small business and housing.	9/4/2015 10:13 PM
8	It seems like all of the metro transit plans are trying to get people into downtown Portland. Downtown Portland has become pretty much a waste land for decent jobs. So many of the decent jobs are in Washington County. Why do so many of our transportation shouldn't have to funnel people through downtown Portland? It seems with so many problems with the street cars and the light rail they create many traffic jams of their own with outages. One cannot depend on public transit if one has to be on time for a job.	9/4/2015 6:32 PM
9	I do not understand why the campus needs to destroy any more green-space or disrupt the neighborhood any more than it already has with it's lower campus entrance.	9/4/2015 6:24 PM
10	#10, page 12 and 13 of what report.	9/4/2015 4:10 PM
11	the student population at PCC is domestic and can commute through a number of options, including getting a PCC shuttle at any of their campuses. There is NO need to create a money pit to enhance the resume's of Portland's public transit planners. Like the Tillicum Crossing, this is simply a way for Portland City Do-Gooders to pad their resume at a huge expense to the people they care the least about-taxpayers. Absolutely stupid idea given the needs of this city. Please give this up. If Wal-Mart needs more low-income customers, this train isn't the way to get them.	9/4/2015 1:39 PM
12	As an employee of PCC we have not enough students to even fill the parking spaces and many of our students want to take bus. The idea of walking/biking up this hill is silly. A dedicated bus line from Barbur to PCC would easily serve our needs now and in the future. A tunnel and underground station is a HUGE waste of money.	9/4/2015 9:05 AM
13	I don't understand what it is you are trying to solve. We do not currently have traffic issues with the college, other than students parking in neighborhoods and driving too fast down the hill on Vacuna. There is absolutely no justification to disrupt our neighborhood and potentially displace people from their homes. Nor justification for our quiet community to have to endure years of noisy and dirty construction. There are much simpler solutions. Add 5 minutes to bus 44 route and have them loop thru the Barbur park and ride if you want students to take transit. Many buses go through there and there is covered seating. Also raise parking rates at PCC to discourage driving.	9/4/2015 9:00 AM
14	First thing is PCC had never intended to add an third entrance for students and cars or busses Second I live on 53 rd. Ave. and only 40-50 students a day maybe that bus pass is being used. My neighbors and I would rather not have all added traffic running or walking through our neighborhood bringing added crime like car break ins, mail box or package theft, and other worst-case crimes. I can't see the payoff or trade off of dollars/students	9/4/2015 5:09 AM
15	We need some decisions made so we can plan our lives. I have property potentially affected by this - and don't know what to do with the ongoing ambiguous options. Make some decisions and move on.	9/3/2015 11:03 PM

Far Southwest Tunnel Survey

- 16 It's very difficult to see the renderings to answer #10. I favor a greenway without a tunnel or brt. This is a quiet neighborhood where 53rd runs along a natural area with trails, and underground springs. There is very little neighborhood traffic for PCC and there seems little need to expand transit to PCC which is, from observation, never at capacity and well-served by buses that travel on 49th. Frankly, none of the rapid transit options make sense or work with this treed natural area populated by families. What makes sense are adding free ways and sidewalks and bike lanes so people can get around safely from barber and 49th and Capitol. 9/3/2015 10:27 PM
- 17 We don't really have knowledge of PCC transportation needs currently let alone 25-50 years in future. We need to know what school plans that will affect transportation needs before another shovel of dirt is turned! 9/3/2015 9:52 PM
- 18 I live one block from the proposed development area and, even though I will be impacted by the construction, I favor the building of the tunnel to bring LRT to PCC. It is a vital addition to the light rail network. It is imperative to put a transit stop at Pcc. Doing less will greatly minimize the overall ridership to PCC as most students will continue to drive to campus. The survey was awkwardly worded and I do not feel I could adequately express my opinion on the matter. I want to make this clear: I not only favor further study of tunnel options, I hope the decision makers decide in favor of building a tunnel to PCC. 9/3/2015 8:08 PM
- 19 All of the options directly affect our home. There is already too much noise from bus traffic. Costs too much. We are in deep trouble as a country and locality. Taxes are already too high. Maybe it would be better to build another campus over time. 9/3/2015 6:59 PM
- 20 Bus rapid transit is the best option to achieve this project's goals. The fact that Tigard passed a measure about voting for light rail is why I say this. Tigard's downtown overpass is about due for retrograde or replacement and the Barbie Blvd. alignment can support that. The only benefit that I can see to a tunnel project is that it will line the pockets of giant construction conglomerates. I would also point out that tunnel projects often end up running over budget due to the machine getting stuck or post construction problems with materials. We saw this when the last MAX tunnel was stuck, Seattle's Alaska way tunnel got stuck which has resulted in lawsuits Survey references report without stating which report. 9/3/2015 6:28 PM



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Please be aware that all information submitted here will become public record, per state law, and will be made available to those who request it.

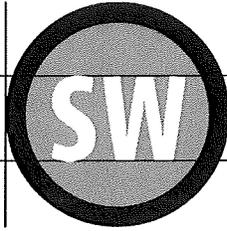
Event Southwest Corridor Plan Steering Committee

Location Tualatin Police Station-Conference/Training room, 8650 SW Tualatin Rd.

Date September 14, 2015

Time 9:00 a.m.– 11:00 a.m.

Representative	Representative Sign-in	Alternate	Alternate Sign-In
Craig Dirksen			
Bob Stacey			
John Cook		John Goodhouse	
Denny Doyle			
Steve Novick		Chris Warner	
Neil McFarlane		Dan Blocher	
Krisanna Clark		Sally Robinson	
Lou Ogden		Monique Beikman	
Roy Rogers		Andy Duyck	
Gery Schirado		Linda Tate	
Rian Windsheimer		Alan Snook	



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Steering Committee

September 14, 2015

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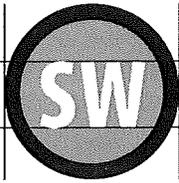
Name Gordon Houies Address _____
 Phone TU FOR Fire Director City, State, ZIP _____
 Email _____ Yes, please add me to the plan's email/mailling list.

Name Mary Pat Patterson Address 5001 SW Stephenson
 Phone _____ City, State, ZIP OR 97219
 Email _____ Yes, please add me to the plan's email/mailling list.

Name Marianne Johnson Address _____
 Phone 503 246 1847 City, State, ZIP _____
 Email _____ Yes, please add me to the plan's email/mailling list.

Name Doug Allen Address 734 SE 47th
 Phone _____ City, State, ZIP Portland, OR 97215
 Email _____ Yes, please add me to the plan's email/mailling list.

Name Pascal Chureau Address 11436 SW 55th Ave
 Phone _____ City, State, ZIP Portland 97219
 Email chureau@yahoo.com Yes, please add me to the plan's email/mailling list.



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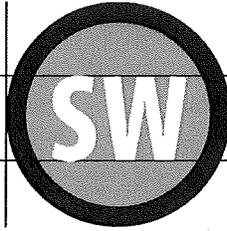
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Southwest Corridor Plan Steering Committee

September 14, 2015

Name	<u>Kenny Asher</u>	Address	<u>Tigard</u>
Phone	_____	City, State, ZIP	_____
Email	_____	<input type="checkbox"/> Yes, please add me to the plan's email/mailling list.	
Name	<u>MICHELLE NATIONS</u>	Address	<u>SW 53RD AVE</u>
Phone	_____	City, State, ZIP	_____
Email	_____	<input type="checkbox"/> Yes, please add me to the plan's email/mailling list.	
Name	<u>Chris DeHaven</u>	Address	<u>washington co.</u>
Phone	_____	City, State, ZIP	_____
Email	_____	<input type="checkbox"/> Yes, please add me to the plan's email/mailling list.	
Name	<u>KEN PAULSEN</u>	Address	<u>5650 SW HAINES ST.</u>
Phone	<u>503 245 6540</u>	City, State, ZIP	<u>PORTLAND OR 97219</u>
Email	<u>kparchitect@comcast.net</u>	<input checked="" type="checkbox"/> Yes, please add me to the plan's email/mailling list.	
Name	_____	Address	_____
Phone	_____	City, State, ZIP	_____
Email	_____	<input type="checkbox"/> Yes, please add me to the plan's email/mailling list.	



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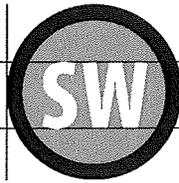
Name Tom Markgraf Address Tri-met
 Phone 967.4905 City, State, ZIP _____
 Email _____ Yes, please add me to the plan's email/mailling list.

Name Peggy Reuler Address _____
 Phone _____ City, State, ZIP _____
 Email _____ Yes, please add me to the plan's email/mailling list.

Name Carlotta Collette Address Metro
 Phone _____ City, State, ZIP _____
 Email _____ Yes, please add me to the plan's email/mailling list.

Name Dalcy Berri Address _____
 Phone 503-780-8160 City, State, ZIP _____
 Email _____ Yes, please add me to the plan's email/mailling list.

Name Mona Hulthams Address SW PDX
 Phone 406 209 2108 City, State, ZIP _____
 Email _____ Yes, please add me to the plan's email/mailling list.



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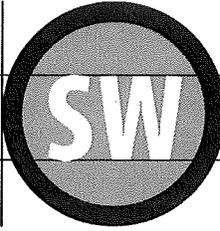
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Southwest Corridor Plan Steering Committee

September 14, 2015

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Name	<u>Drainne Cassidy</u>	Address	<u>3601 Wren St.</u>
Phone	<u>503-303-5975</u>	City, State, ZIP	<u>Lake Oswego 97034</u>
Email	<u>pcct cassidy@pacifier.com</u>	<input checked="" type="checkbox"/> Yes, please add me to the plan's email/mailling list.	
Name	<u>Allen Letto</u>	Address	<u>TriMet</u>
Phone	<u>503-962-2136</u>	City, State, ZIP	
Email		<input type="checkbox"/> Yes, please add me to the plan's email/mailling list.	
Name	<u>Dave Unsworth</u>	Address	<u>TM.</u>
Phone	<u>503-962-2147</u>	City, State, ZIP	
Email		<input type="checkbox"/> Yes, please add me to the plan's email/mailling list.	
Name	<u>Anne Debbaut</u>	Address	<u>DLCD</u>
Phone		City, State, ZIP	
Email		<input type="checkbox"/> Yes, please add me to the plan's email/mailling list.	
Name	<u>Linda Tate</u>	Address	<u>City of Durham</u>
Phone		City, State, ZIP	
Email		<input type="checkbox"/> Yes, please add me to the plan's email/mailling list.	



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Southwest Corridor Plan
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September 14, 2015

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Name ERIKA NEBEL Address _____

Phone 503-823-3114 City, State, ZIP _____

Email ERIKA.NEBEL@ Yes, please add me to the plan's email/mailling list.
PURTRANSCRIPTION.GOV

Name JULIA HEDRICK Address CITY of Sherwood

Phone _____ City, State, ZIP _____

Email _____ Yes, please add me to the plan's email/mailling list.

Name LISA Volpel Address ~~503~~ 5655 Kenny

Phone 503-620-9003 City, State, ZIP 97035

Email MARK.KIMBALL2 Yes, please add me to the plan's email/mailling list.
@frontier.com

Name DAVID HS Address _____

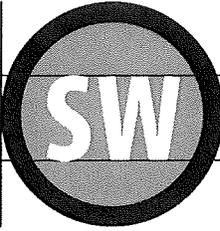
Phone 503-3587925 City, State, ZIP _____

Email _____ Yes, please add me to the plan's email/mailling list.

Name Bernie Bottaly Address _____

Phone _____ City, State, ZIP Portland

Email bottalbb@Trimet.org Yes, please add me to the plan's email/mailling list.



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Event sign-in

Southwest Corridor Plan
Steering Committee

September 14, 2015

www.swcorridorplan.org

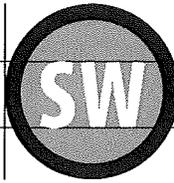
Name Melissa Chureau Address 11436 SW 55th Ave
 Phone 503-756-4411 City, State, ZIP PDY OR 97219
 Email mmchureau@yahoo.com Yes, please add me to the plan's email/mailling list.

Name Al Reu Address 167205 W. King Charles
 Phone 503-587-7134 City, State, ZIP King City 97224
 Email alreu@hotmail.com Yes, please add me to the plan's email/mailling list.

Name John Gillan Address _____
 Phone 503-883-0296 City, State, ZIP _____
 Email john.gillan@portlandoregon.org Yes, please add me to the plan's email/mailling list.

Name Kamryn Cmswell Address _____
 Phone _____ City, State, ZIP _____
 Email _____ Yes, please add me to the plan's email/mailling list.

Name TERRA BOLLE Address _____
 Phone _____ City, State, ZIP CITY OF PORTLAND
 Email _____ Yes, please add me to the plan's email/mailling list.



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Event sign-in

Southwest Corridor Plan Steering
Committee

September 14, 2015

www.swcorridorplan.org

Name	<u>Kathryn Levine</u>	Address	_____
Phone	<u>503-823-7085</u>	City, State, ZIP	_____
Email	<u>kathryn.levine@portlandoregon.gov</u>	<input checked="" type="checkbox"/> Yes, please add me to the plan's email/mailling list.	
Name	<u>Buff Brown</u>	Address	_____
Phone	_____	City, State, ZIP	<u>Tigard</u>
Email	_____	<input type="checkbox"/> Yes, please add me to the plan's email/mailling list.	
Name	<u>Torrey Borne</u>	Address	_____
Phone	_____	City, State, ZIP	<u>CITY OF PORTLAND</u>
Email	_____	<input type="checkbox"/> Yes, please add me to the plan's email/mailling list.	
Name	<u>Deuse Frisbee</u>	Address	_____
Phone	_____	City, State, ZIP	_____
Email	<u>deuse.frisbee@pcc.edu</u>	<input type="checkbox"/> Yes, please add me to the plan's email/mailling list.	
Name	<u>Linda Degman</u>	Address	_____
Phone	_____	City, State, ZIP	_____
Email	<u>ldegman@pcc.edu</u>	<input type="checkbox"/> Yes, please add me to the plan's email/mailling list.	

 Metro | Agenda

REVISED
September 9, 2015

Meeting: SW Corridor Plan Steering Committee
Date: September 14, 2015
Time: 9:00 a.m. to 11:00 a.m.
Place: Tualatin Police Station (8650 SW Tualatin Rd.), Police Department
Conference/Training room
Purpose: General update on project analysis and refinement efforts, including PCC Sylvania investigation, alignment options in Tigard, and mode.

9:00 a.m. Welcome and introductions Co-chair Stacey

ACTION ITEM

9:10 a.m. Consideration of the Steering Committee meeting summary from July 13, 2015 ACTION REQUESTED Co-chair Stacey

DISCUSSION ITEMS

9:15 a.m. Engagement update Noelle Dobson, Metro
Summary of recent and upcoming community relations events and public input opportunities.
Discussion: Any questions or ideas about engaging youth, or engaging the public on mode decisions?

9:25 a.m. PCC Sylvania update Chris Ford, Metro and Dave Aulwes, TriMet
Description of further technical work into direct and indirect connection options from light rail to the PCC Sylvania campus. Denise Frisbee from the PCC Board of Directors will make a statement on behalf of the College.
Discussion: Does this work provide adequate information for the steering committee to make a decision in October on further study of a tunnel? What are the trade-offs between a direct and indirect connection?

9:45 a.m. Tigard Key Issues Brian Harper, Metro
Overview of tradeoffs between alignment options in the Tigard Triangle, downtown Tigard, and southeastern Tigard.
Discussion: Which options provide the best outcomes, in light of potential benefits and community impacts?

- 10:10 a.m. Mode considerations Matt Bihn, Metro
Presentation on initial findings related to travel mode and interrelationship between considerations.
Discussion: Any questions about how the information shared and its implications? What public input would aid your upcoming mode decision?
- 10:30 a.m. Shared Investment Strategy project update Chris Ford, Metro
Preview of upcoming deliverables related to refining, prioritizing and funding SIS projects.
Discussion: What information would the steering committee like to see for inclusion in the Southwest Corridor Preferred Package?
- 10:40 a.m. Upcoming materials and calendar overview Malu Wilkinson, Metro
Short review of upcoming reports, meetings, and decisions. Next meeting location.
Discussion: Any questions regarding upcoming events?

PUBLIC COMMENT

- 10:45 a.m. Public Comment Co-Chair Stacey
Opportunity for citizens to provide short testimony (3 minute maximum) and/or submit written comments to inform the Steering Committee.
- 11:00 a.m. Adjourn

Materials for 9/14/2015 meeting:

- 7/13/2015 meeting summary
- PCC Sylvania Light Rail Connection Options Technical Memo
- Tigard Key Issues memo



Southwest Neighborhoods, Inc.

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

www.swni.org

October 1, 2015

Councilors Bob Stacey and Craig Dirksen
Co-Chairs, Southwest Corridor Plan Steering Committee
Metro Regional Center
600 NE Grand Ave
Portland, OR 97232

Dear Councilors Stacey and Dirksen:

The Southwest Neighborhoods coalition requests that the Southwest Corridor Plan Steering Committee not make decisions in December regarding staff recommendations. We urge you to instead delay decisions to January 2016 to allow residents, businesses and neighborhood associations more time to review and comment on those important recommendations.

We're not calling for a delay of the release of the packet on November 13, 2015. These are important issues coming to us during a busy holiday time. Residents need more time to review and comment on the materials before the Steering Committee makes decisions.

Sincerely,

Sam Pearson
President, Southwest Neighborhoods, Inc.

cc: Tigard Mayor John Cook
Beaverton Mayor Denny Doyle
Portland Commissioner Steve Novick
TriMet General Manager Neil McFarlane
Sherwood Mayor Krisanna Clark
Tualatin Mayor Lou Ogden
Washington County Commissioner Roy Rogers
Durham Mayor Gery Schirade
ODOT Region 1 Manager Brian Windsheimer
King City Commissioner Suzan Turley

Southwest Corridor Plan

Request to Comment

(Please print legibly)

Name: John Gibbon Date: 10-12
Affiliation (if any): SWNT
Street address: 9822 SW QP
City: PO
Email address: jtgorvgun@aol.com

Southwest Corridor Plan

Request to Comment

(Please print legibly)

Name: JOHN CHARLES Date: 10/12
Affiliation (if any): _____
Street address: _____
City: _____
Email address: john@casadepolicy.org

Southwest Corridor Plan

Request to Comment

(Please print legibly)

Name: Linda Degman Date: 9/01/15

Affiliation (if any): PCC

Street address: _____

City: _____

Email address: ldegman@pcc.edu

Delivery of letter & appreciation of
continued studies for access
to PCC syllabus.

Southwest Corridor Plan

Request to Comment

(Please print legibly)

Name: Paul Thiers Date: _____

Affiliation (if any): Local Resident (near proposed tunnel)

Street address: 4931 SW Vista St

City: Portland 97219

Email address: p.thiers@wsu.edu

Southwest Corridor Plan

Request to Comment

(Please print legibly)

Name: JIM HOWELL Date: _____

Affiliation (if any): ANTA

Street address: _____

City: _____

Email address: _____



October 9, 2015

Dear members of the Southwest Corridor Plan Steering Committee:

Thank you for your continued diligence in seeking potential options for direct high capacity transit to PCC, the state's largest post secondary educational institution. We support the committee's decision to defer the scheduled preferred mode decision to February 2016. This will allow more in-depth analysis and review of current light rail tunnel and bus rapid transit options, as well as other potentially less costly and negatively impactful options.

To meet future regional economic needs, it is imperative that PCC is able to continue to provide the educational resources and job training demands facing this region. To do so, we must expand academic programming, technologies, and facilities in areas that support jobs of the future - science, math, technology, healthcare and more. The ability to locate and grow these programs at Sylvania--and elsewhere throughout the college--will be directly and indirectly affected by the level of transit service serving college constituencies. Some investments by PCC will simply not be attainable without direct high capacity transit access, and conversely all programmatic investments will be more viable with this access.

We recognize that this undertaking requires significant partnering from across the region and we at PCC are ready to do our part. That is why we are making a commitment to accelerate our own college planning process to sync with the Southwest Corridor process and have already begun the conceptual campus framework.

Attached to this letter are four maps depicting general Sylvania campus framework moves that could complement the different transit options currently under consideration. They show areas of potential major development and circulation and public space improvements that would integrate transit into the campus and provide neighborhood access.

As the Southwest Corridor Steering Committee is conducting the DEIS, PCC will be conducting a parallel comprehensive master planning process that will address the opportunities to increase program offerings on the Sylvania campus and elsewhere throughout the college.

Again, we commend and greatly appreciate the committee for taking additional time to fully assess more cost-effective means of achieving direct access to the college. On behalf of the PCC Board of Directors and the entire college community, we stand at the ready to assist in any way we can. As you develop alternatives, we will correspondingly seek to support those options on college property.

Respectfully,


Sylvia Kelley, Interim President
Portland Community College

Yuliya Kharitonova

From: mmchureau [mmchureau@yahoo.com]
Sent: Sunday, October 11, 2015 9:46 PM
To: Yuliya Kharitonova
Subject: RE: Public comment from 10-12 SW corridor steering committee meeting

Categories: Red Category

Yuliya,

I am hoping you will add my written comments below to tomorrow's public comment since there was insufficient time to be heard fully at the last meeting and I won't be able to attend this meeting.

I'd also urge the committee to decide the issue of the tunnel now instead of February. It seems to me that if the committee is looking at other options, which I wholeheartedly support, that the tunnel be taken off the table now. Our neighborhood deserves that decision now so we can get on with our lives, decide if we need to move from the area, or stay in our homes where we have raised our kids and where we belong.

Thank you,

Melissa Chureau

Sent from Samsung tablet

----- Original message -----

From: Yuliya Kharitonova <Yuliya.Kharitonova@oregonmetro.gov>
Date: 09/15/2015 7:23 AM (GMT-10:00)
To: 'Melissa yahoo' <mmchureau@yahoo.com>
Subject: RE: Public comment from 9-14 SW corridor steering committee meeting

Hi Melissa,

Thank you for your testimony and written comments. I will add it to the official meeting record.

Thanks,

Yuliya Kharitonova

Administrative specialist

Planning and Development

Metro

600 NE Grand Ave.

Portland, OR 97232-2736

503-813-7535

www.oregonmetro.gov

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From: Melissa yahoo [mailto:mmchureau@yahoo.com]
Sent: Tuesday, September 15, 2015 10:12 AM
To: Yuliya Kharitonova
Subject: Fwd: Public comment from 9-14 SW corridor steering committee meeting

Hi Yuliya,

I testified yesterday and would like to submit my written comments, particularly because they were shortened due to timing constraints.

Here they are:

Members of the SWC steering committee.

My name is Melissa Chureau, and along with my husband and 7 year old daughter, I am a resident of the Far SW neighborhood which would be greatly and negatively impacted by a tunnel, whether cut and cover or bored.

First, I am a strong supporter of high capacity transit in the greater metro area, and to southwest, Tigard, and Tualatin. I am also a supporter of community college, having graduated from community college, then university, then law school.

However, my family and I adamantly oppose a tunnel from Barbur to PCC, whether cut and cover or bored, because of the extreme expense where infrastructure and less costly alternatives exist already, and because of the negative impact upon our neighborhood.

Nine years ago, my husband Pascal and I moved to SW 55th because of the natural, quiet beauty.

We fell in love with the park like setting, the 100 plus year old trees swaying gently and surrounding us in a canopy of nature. We fell in love with the Sylvania Nature Park, which lies behind our house and next to SW 53rd, and which boasts a few trails, a creek, and a quiet place to reflect, and which we can access from the unimproved road that borders our house.

Pretty amazing little slice of heaven so close to Barbur Blvd, I know. But that's what it is. I invite you to see for yourselves. And that's why we bought our home here, and raised our child here. We have grown to be best friends with our neighbors and their daughter is our daughter's best friend. I have another friend up the block with a daughter. And another next door. We know Jim down the street who rides his bike to work every day. We trick or treat here. We walk our dog here. This is a neighborhood of families, young and old, who have chosen to live as far southwest as we could because of its quiet, because of the trees, creek and natural underground springs that keep it so green.

All we are missing are sidewalks and bike lanes to connect us to the library and elementary school for our largely unimproved, gravel roads. Not a tunnel straight through the neighborhood - one that would cut off half the neighborhood from the other, from the library and elementary school, and from downtown. Not one that is not only disruptive, but unnecessary and costly.

A tunnel from Barbur to PCC makes no sense.

PCC is already served well with buses that go directly to campus from the north and south entrances., along SW Capitol / 49th and Haines, respectively. There is never a parking issue at PCC, and never a traffic congestion issue on Barbur or Capitol or 49th or Haines. The bus service is regular, and more often than not, we see fewer than fifteen to twenty persons on each bus. If a tunnel is bored, it will massively effect traffic on I-5, Barbur, and the neighborhood. Barbur is a major connector from Tigard and SW to PDX and it offers an alternative to the freeway. Take that away even for 4-5 years, and the congestion on I 5 and neighborhood streets will be tripled or worse.

PCC claims it will grow, but online courses, and courses on other campuses will decrease the demand to be on the Sylvania campus. . Many students at PCC are older students with families, jobs, and a multitude of other responsibilities that make driving the only option. Even if growth doubled or tripled in the next twenty years, BRT or shuttles along existing infrastructure will suffice

The expenditure of funds for a tunnel that's less than a third of a mile long that goes somewhere already easily accessed and better accessed by bus is irresponsible to all metro tax payers, and disruptive to the 1800 people who live in our neighborhood.

The money would be better spent developing HCT to the suburban cities of Tigard and Tualatin, which would alleviate road congestion, and provide a way for this population to access PCC and downtown. We need more bus routes, bike lanes, and sidewalks. That's the kind of alternative transportation that works and is aligned with this community.

This is a largely natural area, almost park-like. This is not an urban or high density area, nor is it even near one. It is FAR southwest, and boring a tunnel through it is not only a waste of money, it alters the entire character of a neighborhood, for no good reason, when other, much less costly alternatives exist, and where the money could be better spent.

-Testimony of Melissa Chureau, Resident of Far SW PDX, SW 55th Avenue, 503-756-4411

Sent from my iPhone

Yuliya Kharitonova

From: David Johnson [david4466@gmail.com]
Sent: Monday, October 05, 2015 8:21 PM
To: Yuliya Kharitonova
Subject: Re: MEETING AGENDA: 10/12/15 SW Corridor Steering Committee meeting

Hello Yuliya Kharitonova!

I write in support of Southwest Corridor (Portland, OR), as dual support of High Transit Capacity (LRT & BRT), I hope that if LRT selected & warranted then I want LRT stops at SW Hamilton & Barbur Blvd or approximately locator that I do not know if where LRT runs down by I-5 or Barbur or other located route. In addition, I strongly urge support PCC Sylvania Tunnel in three different kinds of Tunnel. I need a final map at final decision at later. Smile!

Sincerely, Mr. David Johnson

On Mon, Oct 5, 2015 at 5:28 PM, Yuliya Kharitonova <Yuliya.Kharitonova@oregonmetro.gov> wrote:

Southwest Corridor Steering Committee members and interested parties,

Attached is the 10/12/15 Southwest Corridor Steering Committee meeting agenda. Meeting package will be available to view and download tomorrow.

Let me know if you have any questions or concerns.

Thank you,

Yuliya Kharitonova

Administrative specialist

Planning and Development

Metro

600 NE Grand Ave.

Portland, OR 97232-2736

503-813-7535

www.oregonmetro.gov

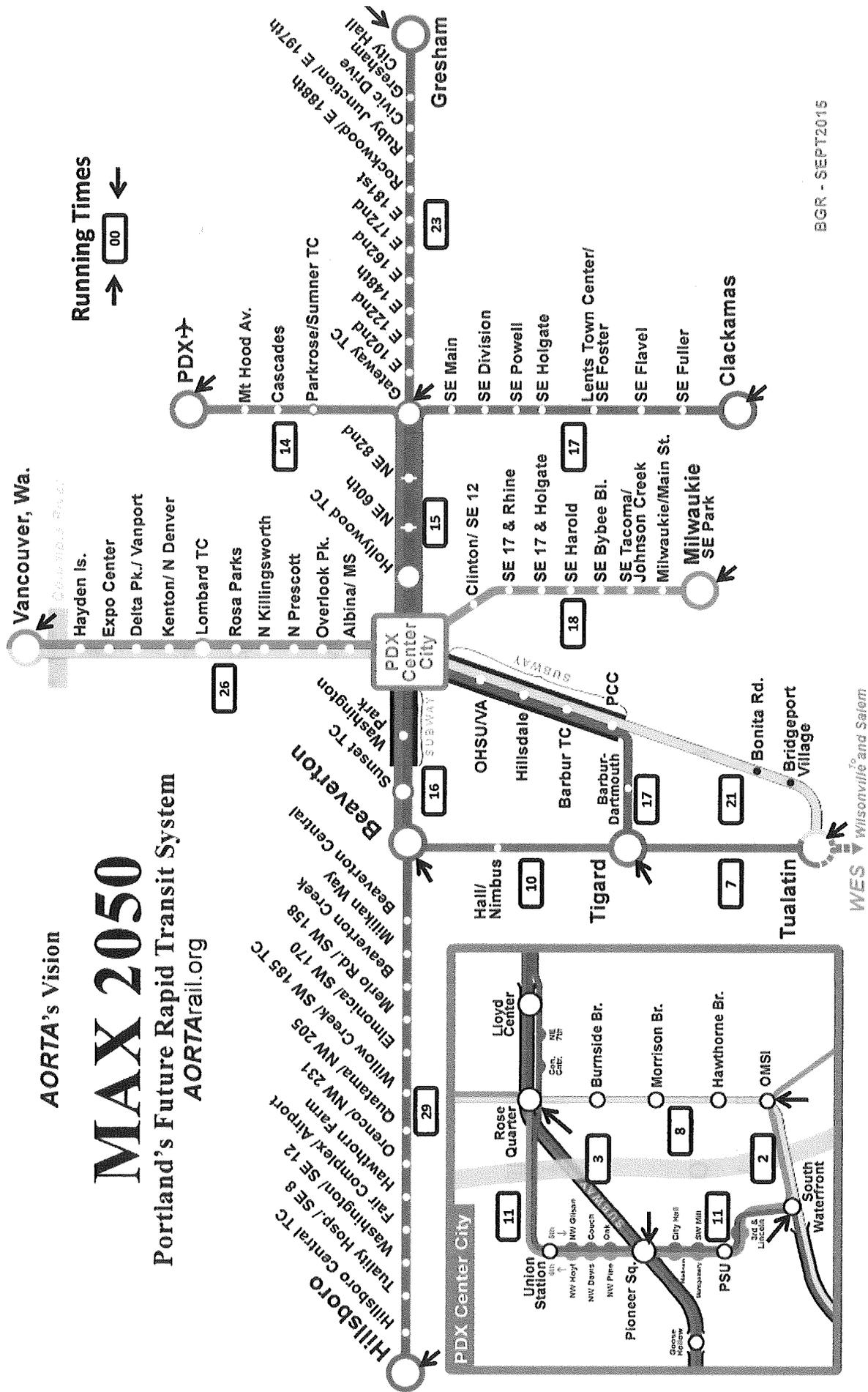
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Mr. David Johnson :)

AORTA's Vision

MAX 2050

Portland's Future Rapid Transit System
AORTArail.org



Contact: Jim Howell 503-284-7182 jimhowell89@hotmail.com

New Rail Projects needed in Portland to help meet Oregon's

2050 Greenhouse Gas reduction goals (75% below 1990 levels)

- Deep bored tunnel between the Lloyd Cinema and Goose Hollow with stations at the Lloyd District, Rose Quarter and Pioneer Square
- Elevated Bike/Rail Expressway above UP tracks (ISE BREW)* connecting the Rose Quarter to OMSI with stations at the Burnside, Morrison and Hawthorne Bridgeheads
- Yellow Line Extension to Vancouver with stations at Hayden Island and Vancouver (Vancouver Waterfront and/or Vine terminal at 7th Street - see Common Sense Alternative II)*
- AORTA's proposal* for the SW Corridor between the South Waterfront and Tualatin/Tigard with a tunnel under Marquam Hill and Mt. Sylvania with deep stations at OHSU/VA , Hillsdale, Barbur TC and PCC
- WES converted to light rail (Red Line) between Beaverton TC and Tualatin and extended to Salem as all-day commuter service.

**Observed Travel Behavior at PCC-Sylvania
Research Conducted by Cascade Policy Institute**

**Total passenger-trips to/from campus
Thursday, May 14, 2015
4:15 p.m. – 6:30 p.m.**

Mode	Vehicle-trips	Passenger-trips	AVO	P-T Mode share
Auto	1,842	2,061	1.12	86.2%
Transit	50	285	5.7	11.9%
Bike	18	18	1	0.8%
Ped	26	26	n/a	1.1%
TOTAL	1,936	2,390	n/a	100%

**Tuesday, May 19, 2015
7:30 a.m. – 9:30 a.m.**

Mode	Vehicle-trips	Passenger-trips	AVO	P-T Mode share
Auto	2,016	2,236	1.11	83.3%
Transit	57	424	7.4	15.8%
Bike	5	5	1.0	0.2%
Ped	19	19	n/a	0.7%
TOTAL	2,097	2,684	n/a	100%

**Thursday, June 11, 2015 (Finals Week)
1:10 p.m. – 3:15 p.m.**

Mode	Vehicle-trips	Passenger-trips	Average vehicle occupancy (AVO)	P-T mode share
Auto	1,223	1,580	1.29	88.7%
Transit	43	173	4.0	9.8%
Bike	8	8	1.0	0.4
Pedestrian	21	21	n/a	1.1%
TOTAL	1,295	1,782	n/a	100%

Saturday, October 10, 2015
8:45 a.m. – 11:30 a.m.

Mode	Vehicle-trips	Passenger-trips	AVO	P-T Mode share
Auto	620	769	1.24	89.2%
Transit	23	77	3.34	8.9%
Bike	3	3	1	0%
Pedestrian	n/a	13	n/a	1.5%
TOTAL	646	862	n/a	100%

Summary of research to date

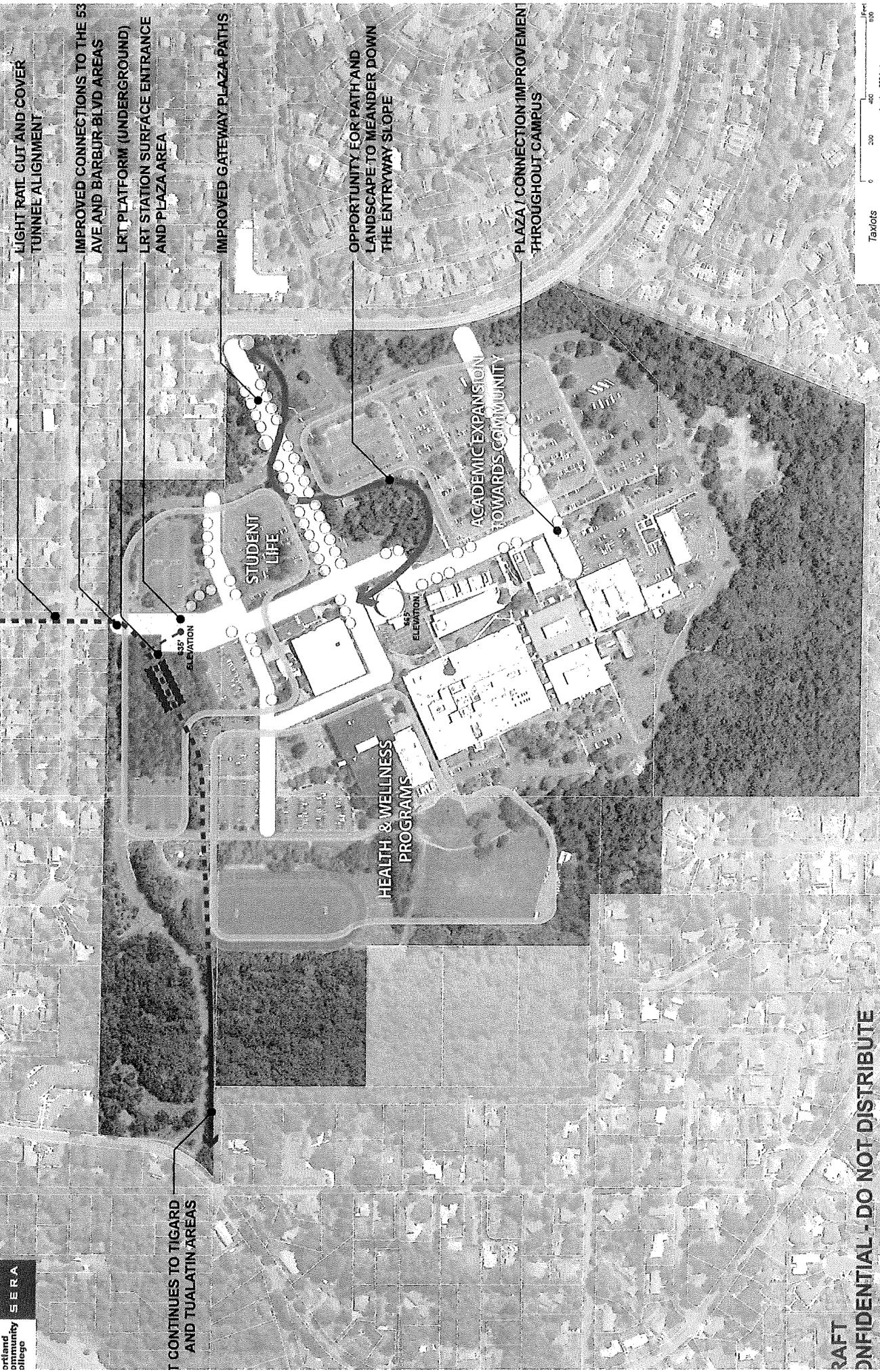
- There were a total of 7,718 observed passenger-trips to and from campus
- Auto mode share ranged from 83.3% to 89.2%; the average was 86.1%
- Transit mode ranged from 8.9% to 15.8%; the average was 12.4%
- Transit use was heaviest at peak periods (morning and afternoon)
- The number of boardings per transit vehicle averaged 5.5 on 173 transit trips
- Vehicle occupancy in automobiles averaged 1.17
- Non-motorized travel was *de minimis*

Inferences for Policy

- The campus is already well-served by transit
- Most transit vehicles arrive and depart with large numbers of empty seats
- Since transit “capacity” is not a current problem, the ***proposed “high-capacity transit” line to PCC is unlikely to be a solution***
- Among campus users, there appears to be a large discrepancy between surveyed travel behavior and observed travel behavior
- Significant mode-shifting from auto to transit is ***unlikely under any scenario***

C - Sylvania Campus: Light Rail Cut-and-Cover Tunnel Alignment Concept

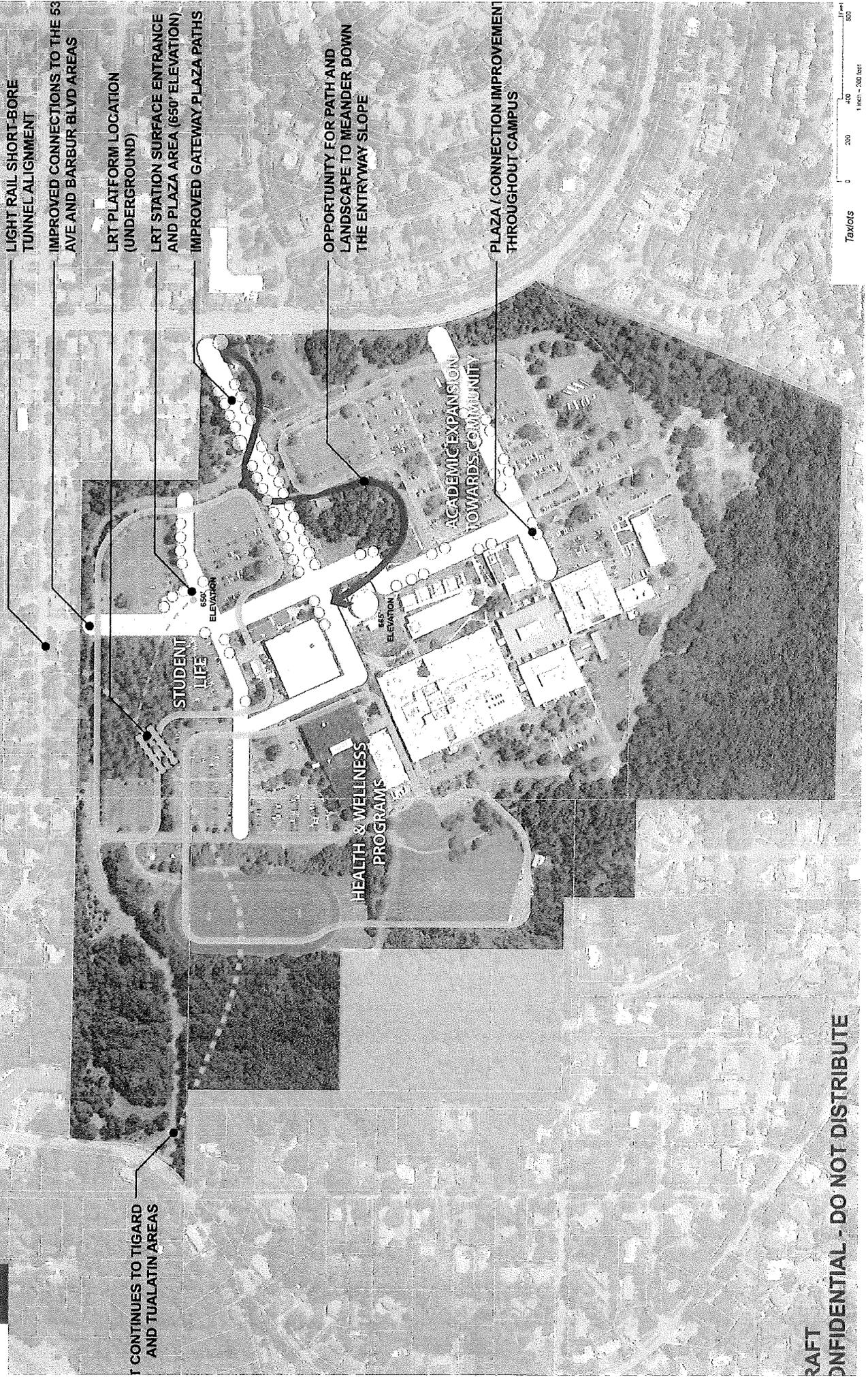
SEPTEMBER 2016



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C - Sylvania Campus: Light Rail Short Bore Tunnel Alignment Concept

SEPTEMBER 2016



LIGHT RAIL SHORT-BORE TUNNEL ALIGNMENT

IMPROVED CONNECTIONS TO THE 53 AVE AND BARBUR BLVD AREAS

LRT PLATFORM LOCATION (UNDERGROUND)

LRT STATION SURFACE ENTRANCE AND PLAZA AREA (650' ELEVATION)

IMPROVED GATEWAY PLAZA PATHS

OPPORTUNITY FOR PATH AND LANDSCAPE TO MEANDER DOWN THE ENTRYWAY SLOPE

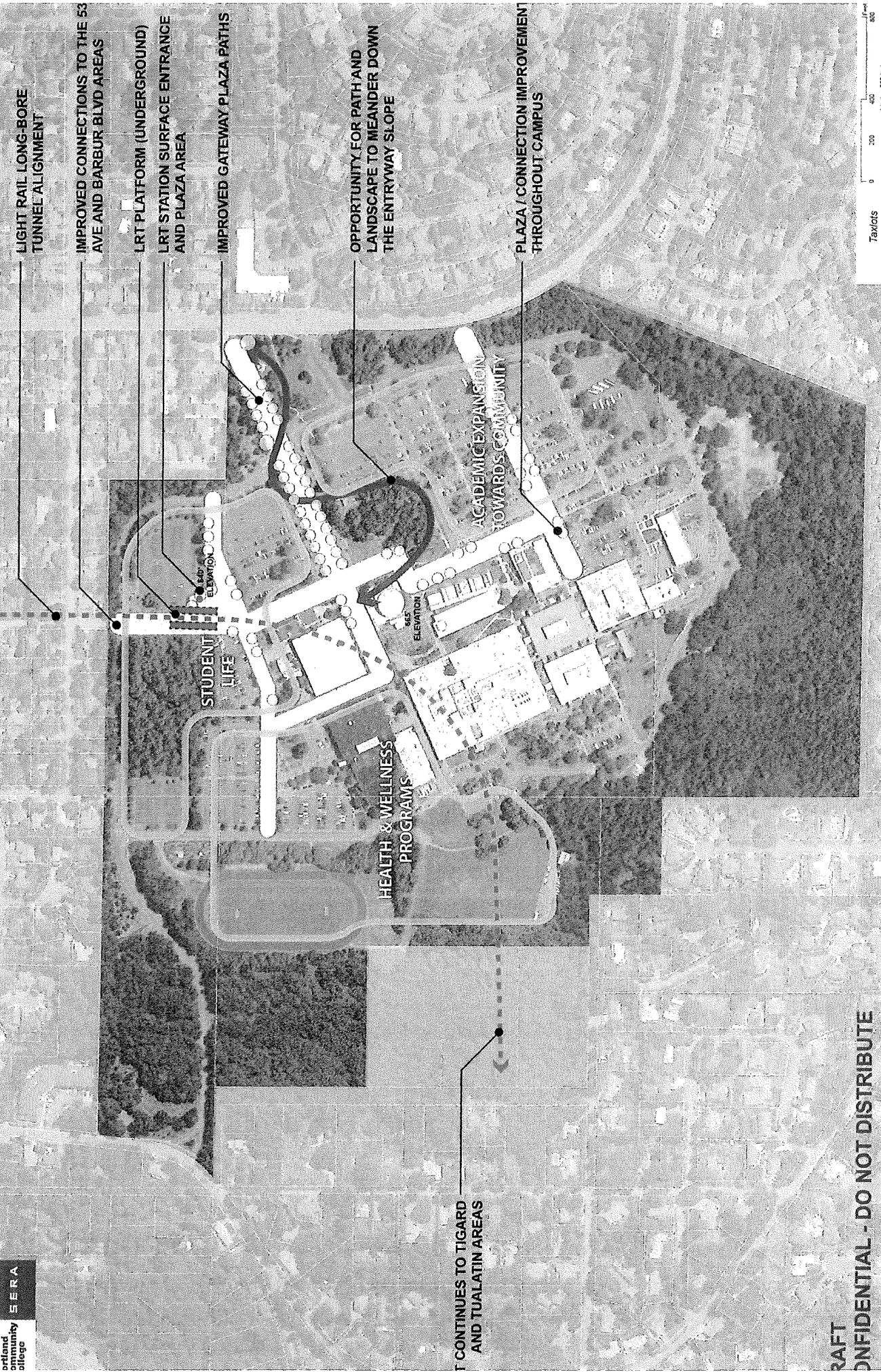
PLAZA / CONNECTION IMPROVEMENT THROUGHOUT CAMPUS

CONNECTIONS TO TIGARD AND TUALATIN AREAS

DRAFT
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C - Sylvania Campus: Light Rail Long Bore Tunnel Alignment Concept

SEPTEMBER 2016

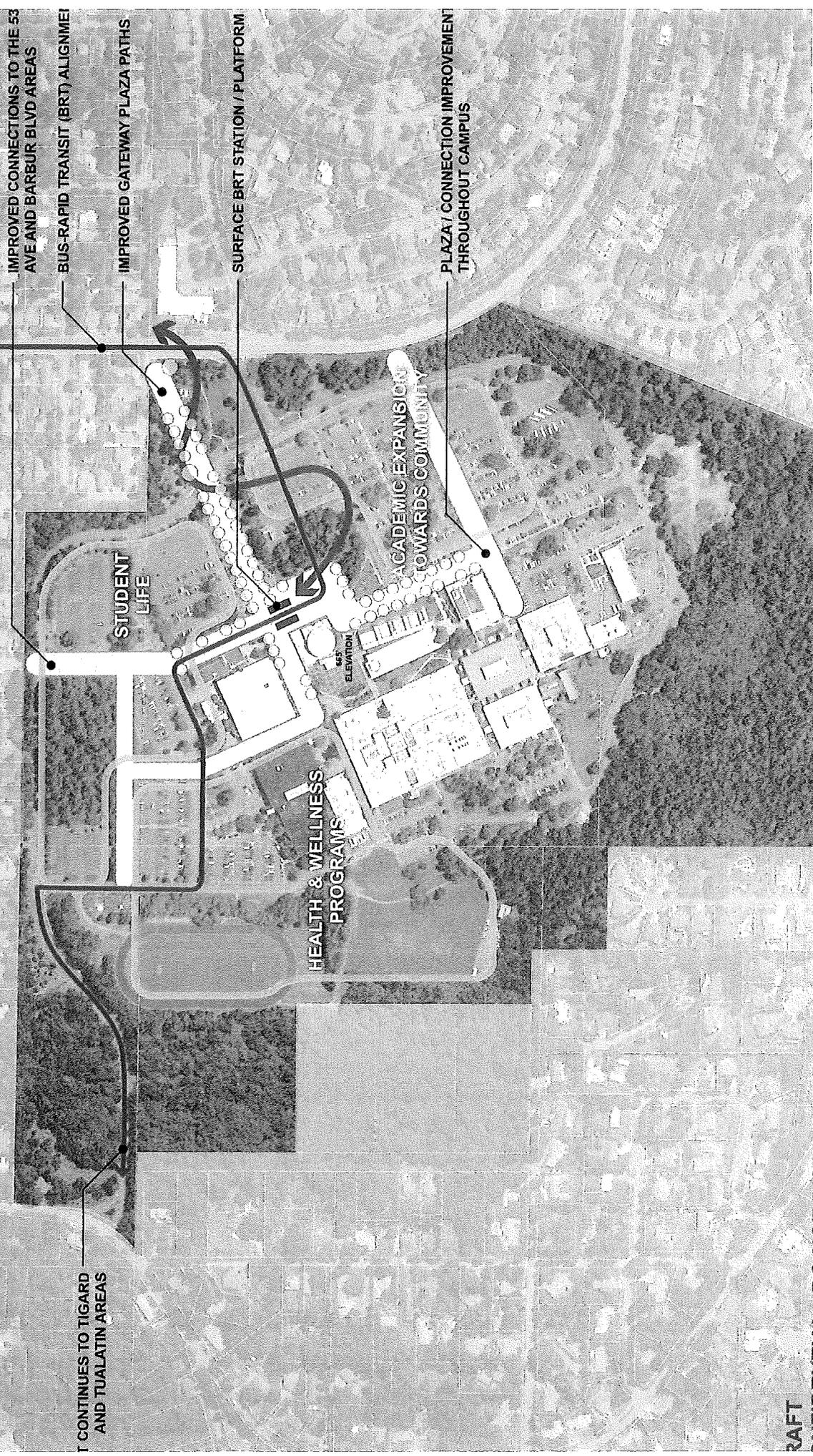


CONTINUES TO TIGARD AND TUALATIN AREAS

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WC - Sylvania Campus: Bus-Rapid Transit Alignment Concept

SEPTEMBER 2016



IMPROVED CONNECTIONS TO THE 53 AVE AND BARBUR BLVD AREAS

BUS-RAPID TRANSIT (BRT) ALIGNMENT

IMPROVED GATEWAY PLAZA PATHS

SURFACE BRT STATION / PLATFORM

PLAZA / CONNECTION IMPROVEMENT THROUGHOUT CAMPUS

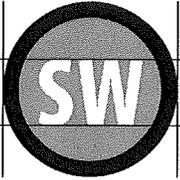
STUDENT LIFE

HEALTH & WELLNESS PROGRAMS

ACADEMIC EXPANSION TOWARDS COMMUNITY

STATION ELEVATION

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GREAT PLACES

Corridor

Please be aware that all information submitted here will become public record, per state law, and will be made available to those who request it.

Event Southwest Corridor Plan Steering Committee

Location City of Tigard, Community Room, 13500 SW Hall Blvd, Tigard, OR

Date October 12, 2015

Time 9:00 a.m. - 11:00 a.m.

Representative	Representative Sign-in	Alternate	Alternate Sign-In
Craig Dirksen			
Bob Stacey			
John Cook		John Goodhouse	
Denny Doyle			
Steve Novick		Chris Warner	
Neil McFarlane		Dan Blocher	
Krisanna Clark		Sally Robinson	
Lou Ogden		Monique Beikman	
Roy Rogers		Andy Duyck	
Gery Schirado		Linda Tate	
Rian Windsheimer		Alan Snook	
Al Reu			



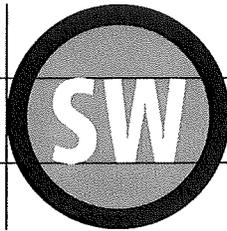
Event sign-in

Southwest Corridor Plan Steering Committee

October 12, 2015

www.swcorridorplan.org

Name	Darrel Wairuh	Address	16040 SW King Charles av
Phone	503-481-7777	City, State, ZIP	King City
Email	darrelwairuh@hotmail.com	<input type="checkbox"/> Yes, please add me to the plan's email/mailling list.	
Name	Peggy Reuter	Address	5234 SW Coronado St
Phone	503-247-3002	City, State, ZIP	Portland OR 97219
Email	preuter79@gmail.com	<input type="checkbox"/> Yes, please add me to the plan's email/mailling list.	
Name	BEN MISSLER	Address	PO Box 1165
Phone	503-539-6116	City, State, ZIP	TUALATIN, OR 97062
Email	BEN MISSLER@YAHOO.COM	<input checked="" type="checkbox"/> Yes, please add me to the plan's email/mailling list.	
Name	JIM HOWELL	Address	
Phone		City, State, ZIP	
Email		<input type="checkbox"/> Yes, please add me to the plan's email/mailling list.	
Name	DANA TINS	Address	6436 SE 21 ST
Phone	503-984-1526	City, State, ZIP	Portland 97202
Email		<input type="checkbox"/> Yes, please add me to the plan's email/mailling list.	



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ODOT • TriMet • Metro

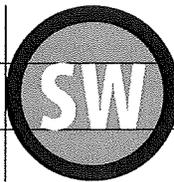
Event sign-in

Southwest Corridor Plan
Steering Committee

October 12, 2015

www.swcorridorplan.org

Name	<u>Paul Thiers</u>	Address	<u>4931 SW Vesta St</u>
Phone	<u>503 910 9031</u>	City, State, ZIP	<u>Portland OR 97219</u>
Email	<u>pthiers@wsu.edu</u>	<input type="checkbox"/> Yes, please add me to the plan's email/ mailing list.	
Name	<u>Mattley Dickey</u>	Address	<u>4 Becket St.</u>
Phone	<u>503-957-4669</u>	City, State, ZIP	<u>LE, Oregon 97035</u>
Email	<u>mattley.dickey@gmail.com</u>	<input type="checkbox"/> Yes, please add me to the plan's email/ mailing list.	
Name	<u>John Charles</u>	Address	_____
Phone	_____	City, State, ZIP	_____
Email	<u>john@cascadepolicy.org</u>	<input type="checkbox"/> Yes, please add me to the plan's email/ mailing list.	
Name	<u>Billie Reynolds</u>	Address	<u>16725 SW King Charles</u>
Phone	<u>503-639-7452</u>	City, State, ZIP	<u>King City, OR 97224</u>
Email	<u>azreynolds@JUNO.COM</u>	<input checked="" type="checkbox"/> Yes, please add me to the plan's email/ mailing list.	
Name	<u>Julia Hagdick</u>	Address	<u>City Sherwood</u>
Phone	_____	City, State, ZIP	_____
Email	_____	<input type="checkbox"/> Yes, please add me to the plan's email/ mailing list.	



GREAT PLACES

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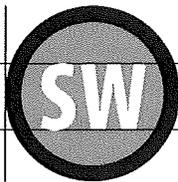
Event sign-in

Southwest Corridor Plan Steering
Committee

October 12, 2015

www.swcorridorplan.org

Name	<u>Mark Brown</u>	Address	<u>13853 SW Boxelder ST.</u>
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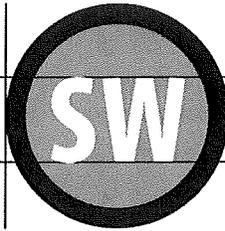
Event sign-in

Southwest Corridor Plan Steering
Committee

October 12, 2015

www.swcorridorplan.org

Name	LISA AVERY	Address	
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Email		<input type="checkbox"/> Yes, please add me to the plan's email/mailling list.	
Name	PETER JOHNSON	Address	
Phone	503 708 0945	City, State, ZIP	
Email		<input type="checkbox"/> Yes, please add me to the plan's email/mailling list.	
Name	GEORGE VRANAS	Address	
Phone	503 708 0945	City, State, ZIP	
Email		<input type="checkbox"/> Yes, please add me to the plan's email/mailling list.	



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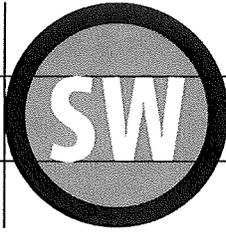
Event sign-in

Southwest Corridor Plan
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October 12, 2015

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Name	<u>Gerald Fox</u>	Address	<u>01607 SW Greenwood</u>
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Email	_____	<input type="checkbox"/> Yes, please add me to the plan's email/ mailing list.	
Name	<u>Sherilyn Lombos</u>	Address	<u>City of Tualatin</u>
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Name	<u>Jen Massa Smith</u>	Address	<u>City of Wilsonville</u>
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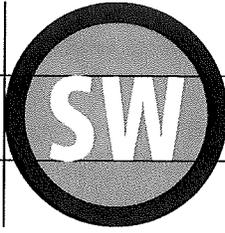
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Name Sheila Finck Address _____
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Name Karlyn Cnsweil Address _____
 Phone _____ City, State, ZIP _____
 Email _____ Yes, please add me to the plan's email/mailling list.



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Southwest Corridor Plan
Steering Committee

October 12, 2015

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Email herselm@comcast.net Yes, please add me to the plan's email/ mailing list.

Name _____ Address _____

Phone _____ City, State, ZIP _____

Email _____ Yes, please add me to the plan's email/ mailing list.

Name _____ Address _____

Phone _____ City, State, ZIP _____

Email _____ Yes, please add me to the plan's email/ mailing list.

Name _____ Address _____

Phone _____ City, State, ZIP _____

Email _____ Yes, please add me to the plan's email/ mailing list.

Southwest Corridor Plan

Request to Comment

(Please print legibly)

Name: Tony Vezina Date: 1/11/2016
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Street address: 5403 NE 24th Ave Portland, OR 97218
City: Portland
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Southwest Corridor Plan

Request to Comment

(Please print legibly)

Name: LISA AVERY Date: 1-11-16
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Southwest Corridor Plan

Request to Comment

(Please print legibly)

Name: Jalghyne Slaughter Date: 1/11/16
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Southwest Corridor Plan

Request to Comment

(Please print legibly)

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City: TUALATIN

Email address: geminirosearntz@gmail.com

Southwest Corridor Plan

Request to Comment

(Please print legibly)

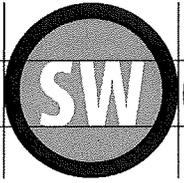
Name: BECKY OLSON Date: 1/11/16

Affiliation (if any): PCC

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City: Portland, OR

Email address: rebecca.jean.olson@gmail.com



GREAT PLACES

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Please be aware that all information submitted here will become public record, per state law, and will be made available to those who request it.

Event Southwest Corridor Plan Steering Committee

Location Beaverton City Council Chambers, 12725 SW Millikan Way, Beaverton, OR 97005

Date January 11, 2016

Time 9:00 a.m. - 11:00 a.m.

Representative	Representative Sign-in	Alternate	Alternate Sign-In
Craig Dirksen			
Bob Stacey			
John Cook		John Goodhouse	
Denny Doyle			
Steve Novick		Chris Warner	
Neil McFarlane		^{SCORRE Soderberg} Dan Blocher	
Krisanna Clark		Jennifer Harris	
Lou Ogden		Monique Beikman	
Roy Rogers		Andy Duyck	
Gery Schirado		Linda Tate	
Rian Windsheimer		Alan Snook	
Al Reu			



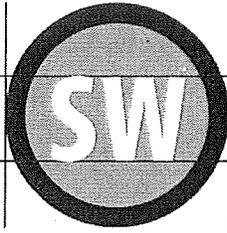
Event sign-in

Southwest Corridor Plan Steering Committee

January 11, 2016

www.swcorridorplan.org

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Phone	503 638 9218	City, State, ZIP	Tualatin
Email	rosenthal@earthlink.net	<input type="checkbox"/> Yes, please add me to the plan's email/mailing list.	
Name	GORDON HOVIER	Address	
Phone	TUFOR Fire Director	City, State, ZIP	
Email		<input type="checkbox"/> Yes, please add me to the plan's email/mailing list.	
Name	Jen Massa Smith	Address	City of Wilsonville
Phone		City, State, ZIP	SMART Transit
Email		<input type="checkbox"/> Yes, please add me to the plan's email/mailing list.	
Name		Address	
Phone		City, State, ZIP	
Email		<input type="checkbox"/> Yes, please add me to the plan's email/mailing list.	



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Southwest Corridor Plan
Steering Committee

January 11, 2016

www.swcorridorplan.org

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Phone _____ City, State, ZIP _____

Email _____ Yes, please add me to the plan's email/ mailing list.

Name Anne Rebault Address DLCD

Phone _____ City, State, ZIP _____

Email _____ Yes, please add me to the plan's email/ mailing list.

Name Denise Tupper Address _____

Phone _____ City, State, ZIP _____

Email Denise.Tupper@pc.edu Yes, please add me to the plan's email/ mailing list.

Name Greg Pawsen Address 7650 SW Beveland St.

Phone _____ City, State, ZIP Tigard 97223

Email gpawsen@whalle.com Yes, please add me to the plan's email/ mailing list.



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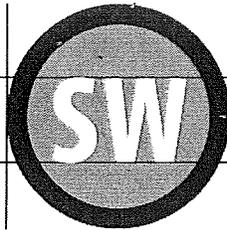
www.swcorridorplan.org

Event sign-in

Southwest Corridor Plan Steering
 Committee

January 11, 2016

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Email	<u>sf.fink@thecommunityhours.org</u>	<input type="checkbox"/> Yes, please add me to the plan's email/mailling list.	
Name	<u>Chris Duffhuel</u>	Address	<u>Washington County</u>
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Email	_____	<input type="checkbox"/> Yes, please add me to the plan's email/mailling list.	
Name	<u>Julia Hyduk</u>	Address	<u>Sherwood</u>
Phone	_____	City, State, ZIP	_____
Email	_____	<input type="checkbox"/> Yes, please add me to the plan's email/mailling list.	
Name	<u>Lana Panike</u>	Address	<u>Sherwood Chamber</u>
Phone	_____	City, State, ZIP	_____
Email	_____	<input type="checkbox"/> Yes, please add me to the plan's email/mailling list.	



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Southwest Corridor Plan
Steering Committee

January 11, 2016

www.swcorridorplan.org

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Name RA FONTES Address POB 144
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Name JIM HOWELL Address _____
 Phone _____ City, State, ZIP _____
 Email _____ Yes, please add me to the plan's email/ mailing list.

Name Doug Allan Address 734 SE 47th
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 Email _____ Yes, please add me to the plan's email/ mailing list.

Name Rayleen McMillan Address _____
 Phone 971-722-4378 City, State, ZIP _____
 Email rayleen.mcmillan@pcc.edu Yes, please add me to the plan's email/ mailing list.

Far Southwest Neighborhood Association

Portland, Oregon

January 4, 2016

Councilor Bob Stacey, Metro, Co-Chair
Councilor Craig Dirksen, Metro, Co-Chair
Members of the Steering Committee
Project Partners

Next week, and next month, you will be casting votes on several dynamic options as the Southwest Corridor Plan enters the DEIS phase of this project. Rather than comment on specific issues, please allow me to draw your attention to the guidelines that began the Plan and were intended to shape its development over the past years.

On October 3, 2011 the Southwest Corridor Plan Charter, drafted July 25, 2011, was signed by the Steering Committee and Project Partners serving at that time. Of the sixteen original members and alternates, five remain: Neil McFarlane, TriMet; Rian Windsheimer (Alternate), ODOT Region 1; Mayor Lou Ogden, City of Tualatin; then Mayor Craig Dirksen, City of Tigard; Commissioner Roy Rogers, Washington County. Since most of the members are elected officials, it is understandable that changes would occur as new ones are voted into office.

It is hoped that all of you currently serving have read the charter signed by you or your predecessor, and are familiar with the "Desired outcomes, Goals and Products" to which you were committed over four years ago. The "Refinement Plan Area" of Appendix 2 became convoluted with options that, in reality or practicality, do or did nothing to meet the six "Desired outcomes" – vibrant communities, economic prosperity, safe and reliable transportation, leadership on climate change, clean air and water, and equity throughout the corridor. For whatever reason, options to create the "vibrant communities" and other outcomes have been applied on a smaller, more limited scale to specific "direct access" destination points, rather than being applied broadly to the corridor as a whole as originally intended by this plan. It's sad that the vision and potential to provide these outcomes to the communities and commuters along the entire Southwest Corridor Plan area have been minimized and focused on limited destinations where the full benefit can never be fully achieved for the betterment of all.

The stated goal of the SWCP "is to create a framework intended to improve the land use and transportation conditions in the Southwest Corridor, which will **in turn** stimulate community and economic development, leverage private investments and make efficient use of available resources." The Goal bullet points on pages 1-2 of the charter elaborated on the Desired outcomes. Somehow the primary goal of improving conditions for the corridor turned into the first bullet point -- "Improve access to regionally significant employment, educational and commercial centers" by planning taxpayer funded investments to give direct access to those centers, with little attention to the other bullet points and the corridor as a whole. Was that focus on "centers" really the "most efficient use of available resources"?

The Plan is more than two years behind schedule and who knows how much over budget in just the planning and refinement phase, and more money is being requested to continue. As you consider all the reports and recommendations by project staff and decide how you will vote, please consider your original charter and ask if your vote will meet the provisions you were charged to create. Will it be the best vote for the Corridor as a whole? Thank you.

Marcia Leslie, Chair

AV's, BRT v. LRT, and TriMet's Long-term Viability

(It's too late for light rail in the Southwest Corridor)

R A Fontes rfontes@a.com 1/11/2016

Autonomous Vehicles — Death, taxes, and (close behind) AV's:

- AV's are coming.
 - Transportation Secretary Foxx told Re/code associate editor Mark Bergen last week that he (Foxx) believed that fully autonomous cars would be available within five years.
 - GM is investing \$500 million into Lyft to jointly develop on-call autonomous car networks.
- Some who use AV's would otherwise use transit.
 - *"For small and medium-sized cities it is conceivable that a shared fleet of self-driving vehicles could completely obviate the need for traditional public transport."* Urban Mobility System Upgrade, OECD, International Transport Forum (the US is a member).
- Along with others, transit agencies which survive the change into an AV-based transportation world will convert their fleets to autonomous operation.
 - Different teams in the EU are in various stages of testing very slow autonomous minibuses in traffic with passengers but without backup drivers.
 - Since driver expense is a much higher percentage of operations costs for bus than for LRT, autonomous buses will become much cheaper to operate relative to LRT.

The Official BRT/LRT "Mode Comparison" — It's a bit different in the real world :

- Reliability: LRT reliability is now worse than regular bus and could be much worse than BRT.

A page one piece in Friday's Oregonian pointed out that LRT is becoming less and less reliable over time as equipment ages and the system becomes more complex with additional lines. BRT operation should place less stress on buses than does regular service because it has fewer stops, a significant percentage of exclusive right-of-way and more signal prioritization.

Trains' general inability to pass each other exacerbates LRT's reliability problems. If one train has a hiccup, an entire line could be affected. If it's anywhere near the Steel Bridge, the whole system could be impacted. If it doesn't clear itself in short order, TriMet may find itself pulling buses from regular service to bridge a MAX service gap. But when a bus has a problem, it's usually limited to that bus. From the rider's perspective, it's often cleared up with the next regularly scheduled bus.
- Capacity: BRT could move up to 30,000 riders per hour per direction, MAX less than 15,000.

Sources: Transit Capacity and Quality of Service Manual, 3rd Edition, Chapters 6 & 8
Bus versus rail: Costs, capacities and impacts, Journalist's Resource, Harvard Kennedy School, Shorenstein Center, 2009
Bus Rapid Transit (BRT): An Efficient and Competitive Mode of Public Transport, Robert Cervero, University of California, Berkeley, IURD, 2013
- Ridership: Official transit ridership estimates still have a chronic case of irrational exuberance.

The Orange Line was supposed to average 17,000 passengers in its first year, but is running around 11,000. The Green Line and WES have never achieved first year estimates after more than six years of operation. The Lake Oswego streetcar extension hasn't been built, but no-build ridership was supposed to go from 1,870 in 2005 to 6,780 in 2025. It's barely budged, and may even be down.

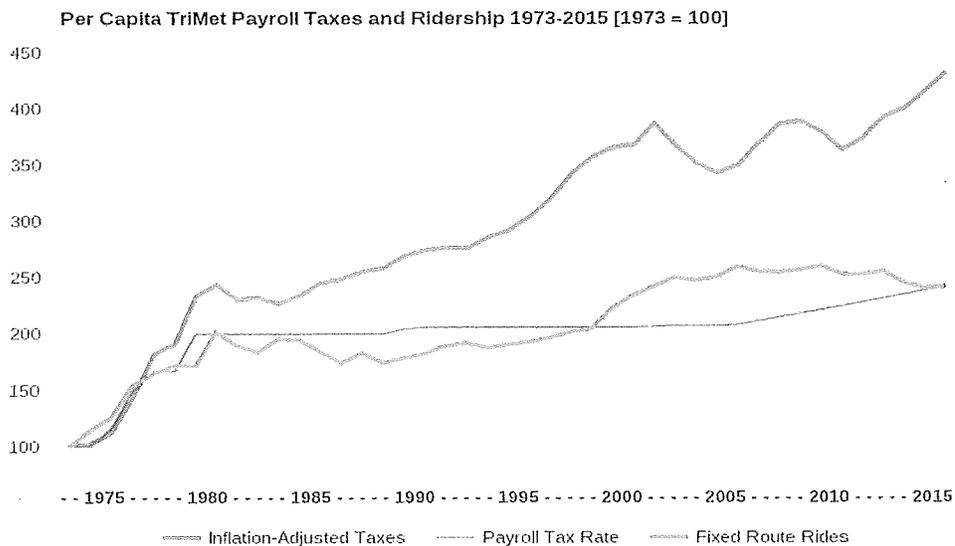
We're told that with the tunnel, LRT would carry 42,500 daily riders in 2035, about the same as the current combined Blue and Red Line total between Hillsboro and the Library or Galleria stations in downtown Portland. Beaverton & Hillsboro together have more than 190,000 residents, and the rest of the traffic shed another 150,000 plus. Since the alignment has two lines and accesses both yards, TriMet runs at least eight trains each way per hour off-peak and often more. With less service and fewer stations, how would the Southwest Corridor, even with major growth, attain that ridership level?

- Operating cost: LRT generally costs more to operate than BRT.

The FTA reported in the latest edition (2013) of National Transit Summaries & Trends that LRT rides cost an average \$3.46 while BRT rides average \$2.15. Using federal guidelines, TriMet reported that MAX rides averaged \$2.46 while Lane Transit District in Eugene reported that its BRT rides averaged \$2.06. The mode comparison states that LRT would cost as little as \$1.48 per ride, far less than on any existing MAX line. In contrast, the comparison says that BRT would cost at least \$2.24 per ride, more than on three of TriMet's regular bus routes, none of which have the exclusive right-of-way, wide stop-spacing, off-board fare payment, any-door boarding, or other expense-lowering BRT features.
- Other issues: Double standard for vehicle capacity description, robustness in our next earthquake or other disaster, ability to operate off-line, interlining, frequency, lack of effort to get the most out of bus systems, drop in LRT ridership in each of the last three years while bus ridership increased, upcoming major capital expenses to replace/update outdated LRT equipment and infrastructure, etc., etc.,etc.

TriMet — It's in great shape if nothing changes:

- Compared with other transit agencies in the Northwest, TriMet is in an exceptionally precarious position.
 - It's larger than all but one other Northwest transit agency, Seattle's King County Metro.
 - It's stand-alone.
 - It has a large amount of debt and unfunded liability.
 - It has a large proportion of fixed costs, in large part because of its commitment to rail services.
- TriMet is vulnerable to a voter backlash if it suffers a significant drop in ridership.



TriMet's 2016 budget shows financials back to 1973. Payroll taxes were most productive in 1975 when \$9.57 per capita (43.10 in 2015 dollars) subsidized 126 rides. Last year, \$166.38 per capita (now including self-employment tax and state in-lieu payments) subsidized 242 rides. So we're paying twice as much tax per capita in inflation adjusted dollars on each ride as we did in 1975.

Summary and conclusions:

- AV's are coming and they're set to dramatically affect transit. Denial isn't helping.
- The official Mode Comparison is grossly biased against BRT.
- LRT would add more to TriMet's fixed costs than BRT, making it harder for TriMet to survive.
- Who would operate the project if TriMet goes belly up?

TO: SW Corridor Plan Steering Committee
January 11, 2015

Comments on Plan:

There seem to be several elements missing from the analysis that are of significance.

The first relates to the impact of BRT and LRT on other traffic modes, although it is alluded to. It seems that BRT does not tie into the system as well and also has the potential for greater impact, especially in the long run as increases in service become needed, on other modes of transit.

The second relates to the long-term energy use and greenhouse gas emission impacts. I think it would be very instructive, and perhaps critical, to compare the potential propulsion methods. Clearly, an electrified LRT will have lower emissions than a gasoline or diesel BRT, and of course, conversion of a BRT to all electric would be an added upfront expense that I did not see addressed. Considering the importance of carbon emission goals, I think this analysis needs to be addressed or made clearer.

Overall, I support LRT because of its capacity to expand into the future. It is a system that meets the SW regions long-term goals better, although the initial costs are higher. In transportation, and considering that Portland has become a living destination, I think we have to plan for a longer-term future beyond immediate needs.

Sincerely,



Gerritt Rosenthal

7205 SW Norwood Road
Tualatin, OR 97063
503-757-5166



March 8, 2016

The Honorable Tom Hughes
Metro
600 NE Grand Avenue
Portland, OR 97232

Neil McFarlane, General Manager
TriMet
1800 SW 1st Ave #300
Portland, OR 97201

Dear President Hughes and Mr. McFarlane,

The Portland Business Alliance (Alliance) appreciates the opportunity to comment on the preferred mode for the *Southwest Corridor Plan*. The Alliance represents more than 1,800 small, medium, and large businesses in the Portland-metro area and is an advocate for improving the region's transportation infrastructure to help spur a prosperous economy. Transit is a critical component of our transportation system, helping to get people to their jobs and providing residents with a good quality of life.

The Alliance believes that light rail transit (LRT) poses the greatest opportunity to meet projected ridership demand in the study corridor in 2035 due to greater capacity and more efficient and reliable travel times. In no way, however, should implementation of LRT result in a loss of existing vehicle capacity on Southwest Barbur Boulevard (Oregon Highway 99W). Barbur is a significant state road within our region's transportation system and the Oregon Department of Transportation (ODOT) should therefore have a lead role in determining how traffic is managed on it.

We appreciate the assessment of bus rapid transit (BRT) for the Southwest Corridor but find that in this case it is not the most cost-effective option in the long-term because it would not result in as many riders relative to project cost. In fact, if BRT were chosen, demand would exceed capacity well before the 2035 project forecast time period. While the construction of light rail is more expensive than BRT (\$1.88 billion versus \$1.08 billion), the long-term operating and maintenance costs are projected to be similar. That said, light rail is projected to cost less to operate and maintain per rider (\$1.59) than BRT (\$2.32) because it is a more efficient system with greater capacity, higher ridership levels and faster travel times.

We also prefer LRT in this case because BRT would exacerbate congestion more than it would alleviate it. For example, more buses would need to be deployed to achieve similar frequency and ridership levels to LRT, which would impact the level of congestion especially during peak travel times, particularly on Southwest Barbur Boulevard. This poses environmental concerns and hinders the fluid movement of people and freight. On the other hand, LRT has the potential to address existing deficiencies in this corridor.

Greater Portland's Chamber of Commerce

200 SW Market Street, Ste. 150 | Portland, OR 97201 | 503-224-8684 | FAX 503-323-9186 | www.portlandalliance.com

We also are concerned that BRT may worsen gridlock on the transit mall especially on SW Fifth and Sixth avenues, where it is already a problem with existing transit conditions. We ask that these existing issues with the current functioning of the transit mall be looked at separately. BRT may result in unacceptable levels of additional traffic on the transit mall with significant queuing issues due to the sheer number of buses that would be needed and the longer, articulated buses used for BRT. This is on top of projected increases in buses using the transit mall due to the Powell-Division BRT project and other buses added to the system to maintain headways due to overall increases in congestion in the future. Finally, the potential BRT impacts to the transit mall may impact not only transit mall capacity, but also portal capacity into and through downtown Portland, a long-standing priority of the Alliance.

While we recommend LRT as the preferred mode, we do not support a direct LRT extension to Portland Community College's (PCC) Sylvania campus due to the additional \$300 million that would be required to build a tunnel. We stated this position in a previous letter on this topic and maintain that this option should not move forward into the next phase of planning due to the cost and disruptions required to continue to study it. We do, however, support increased access to the PCC Sylvania campus with the addition of an exclusive PCC Sylvania shuttle or bus line that would run from a light rail station(s) to the college campus.

Properly planned and designed, a new LRT line would improve connections to employment and commercial centers and increase access to quality middle-income jobs, educational opportunities and services for the growing Southwest Corridor. We look forward to working with you.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink that reads "Sandra McDonough". The signature is written in a cursive, flowing style.

Sandra McDonough
President & CEO

cc: Malu Wilkinson, Metro
Chris Ford, Metro
Bernie Bottomly, TriMet