

Mt Sylvania outreach summary

At a July Southwest Corridor Steering Committee meeting, committee members postponed a decision on whether to continue study of a light rail tunnel to directly serve the PCC Sylvania campus so that staff could conduct additional technical analysis and public outreach. This report summarizes public feedback from targeted outreach activities to Mt. Sylvania residents and stakeholders at the PCC Sylvania campus during July-October. Outreach activities included in-person dialogue at neighborhood and PCC events, an online survey targeted to PCC Sylvania students and staff, and two online neighborhood surveys.

Neighborhood discussions & surveys

In August and September, Metro, TriMet and City of Portland staff attended the Far Southwest and West Portland Park Neighborhood Associations. The discussions focused on new technical information that identified a bored tunnel option to serve the campus that would have fewer community impacts than a cut-and-cover tunnel, information on a bus rapid transit option on Capitol Highway, and concepts for several shuttle/walk/bike connections from Barbur Blvd. to



the Sylvania campus that are being considered if a high capacity transit line runs along Barbur Blvd.

Many residents expressed concern over the impact a transit tunnel would have on surrounding neighborhoods, and questions about how a bus rapid transit route along Capitol Hwy. would impact pedestrian safety and neighborhood livability. There were concerns that not enough community members were aware of the project, and suggestions for how t.v., radio and print news outlets could be more heavily used to tell residents about the Southwest Corridor Plan.

Many residents at both meetings were supportive of increased high capacity transit and local bus service in the area, even if there was disagreement about the best way to make this happen. Both meetings included active discussion about how improving TriMet local bus service and PCC campus shuttle service should be strongly considered.

Next Steps:

In February the Steering Committee will determine whether to continue studying a light rail tunnel to directly serve the PCC Sylvania campus.

Southwest Corridor Steering Committee meeting
February 8th, 2015
9-11 a.m. Location TBD, check online calendar

CONNECT

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Far Southwest Neighborhood survey

Neighborhood leaders developed questions for an online survey in September that generated 58 responses.

Key Findings:

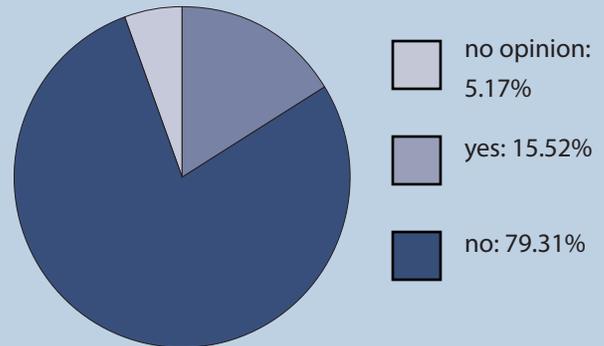
- Results show a majority opposition to both a bored tunnel (67% oppose) and a cut and cover tunnel (79% oppose) to directly serve the Sylvania campus.
- Support (53%) and opposition (43%) for a bus rapid transit option was divided almost equally.
- A majority of respondents (65%) expressed that TriMet should develop an express bus from downtown Portland directly to PCC Sylvania. Open-ended comments suggest this is likely because this option is the least disruptive to the surrounding neighborhood.
- Respondents were divided in their support (56%) or opposition (40%) for Metro continuing plans for any high capacity transit.
- Twenty six respondents provided open-ended comments. Many comments expressed opposition to light rail and bus rapid transit in favor of increasing the frequency of current bus lines or creating new express bus lines to PCC Sylvania from downtown Portland. Often, comments cited neighborhood disruption, cost concerns and that current transit options are underutilized.



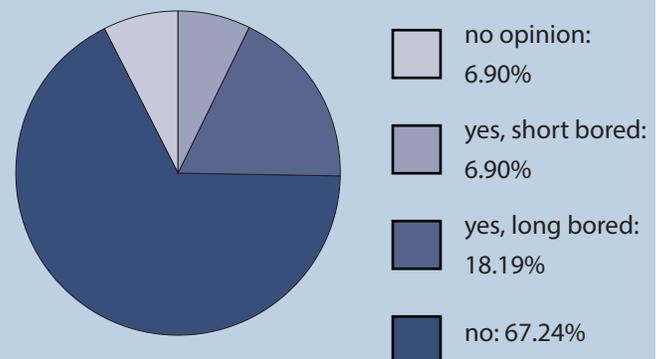
“A dedicated bus line from Barbur to PCC would easily serve our needs now and in the future. A tunnel and underground station is a huge waste of money.”

“Doing less [than a tunnel] will greatly minimize the overall ridership to PCC.”

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



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



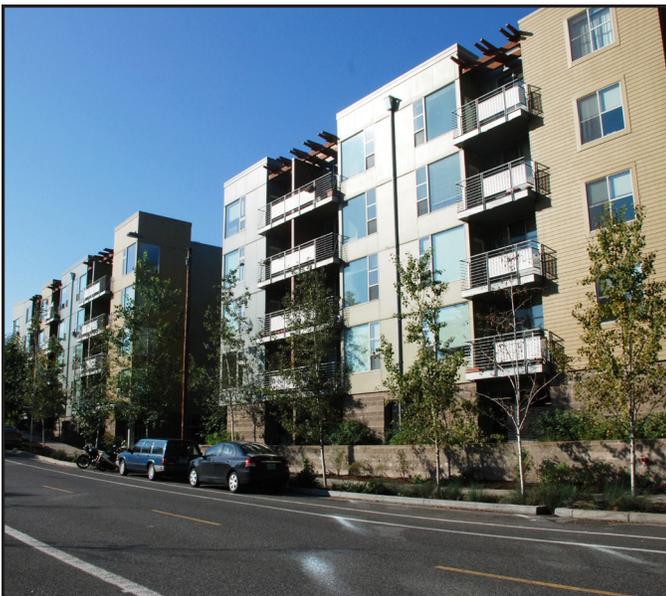
West Portland Park survey

Neighborhood leaders developed questions for an online survey in September that generated 69 responses.

Key Findings:

- Survey results indicated overall support for the Southwest Corridor project (83%), and support in general for a high capacity transit connection to PCC Sylvania and the West Portland Park area (74% support).
- Support was split evenly between a light rail tunnel (42%) and bus rapid transit (52%) as the preferred high capacity transit option for the area.
- A majority of respondents (72%) support bus rapid transit on Capitol Hwy.

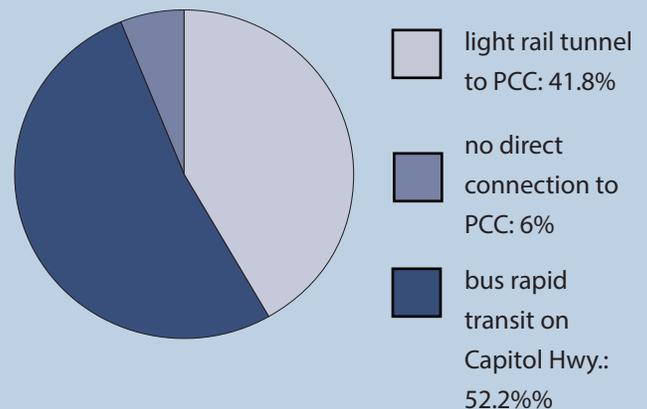
"I fully support the MAX improvements, but I'm not sure about the cost to benefit of getting the rails out this way."



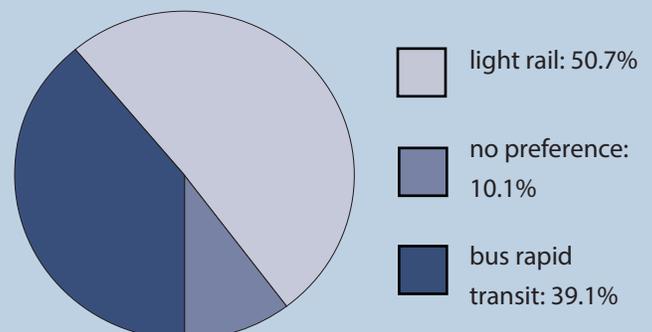
"One cannot depend on public transit if one has to be on time for a job."



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



Do you have a general preference for bus rapid transit (BRT) or Light Rail (LRT) as a mode for the HCT?





“Light rail to campus would be fantastic! Don’t make us walk up that hill to PCC, people really won’t do it.”

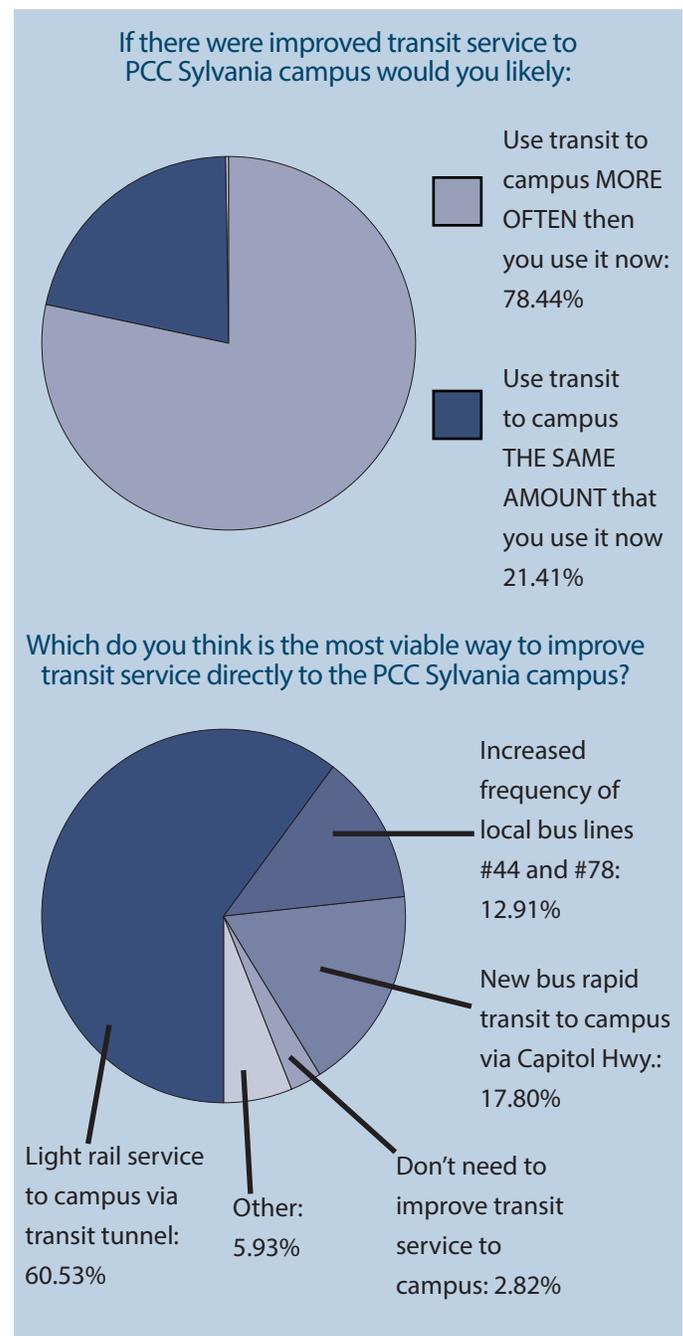
- Two hundred thirty three open-ended comments addressed a variety of issues including: a preference for direct access to campus in inclement weather and for respondents with disabilities, a need to improve frequency and reliability of existing TriMet routes and campus shuttles, cost concerns, concerns over disruption to the nearby neighborhoods, and support for increased bike and pedestrian infrastructure throughout the area.

PCC student and staff survey

Project staff engaged with PCC Sylvania students and staff in several ways, including hosting an informational table at PCC Sylvania New Student Welcome Day, and PCC Sylvania Staff In-Service Day. Students and staff were excited about the potential of a light rail station directly to campus, though many expressed that it seemed like a costly way to increase transit service to the campus. There were questions about how many students or staff might actually use possible shuttle/walk/bike connections that are being proposed from Barbur Blvd to campus if the high capacity transit line runs along Barbur Blvd. and not directly to the Sylvania campus. Project staff worked with campus leadership to develop a survey targeted to students and staff; the survey was publicized through campus social media, newsletters and email networks and generated 676 responses.

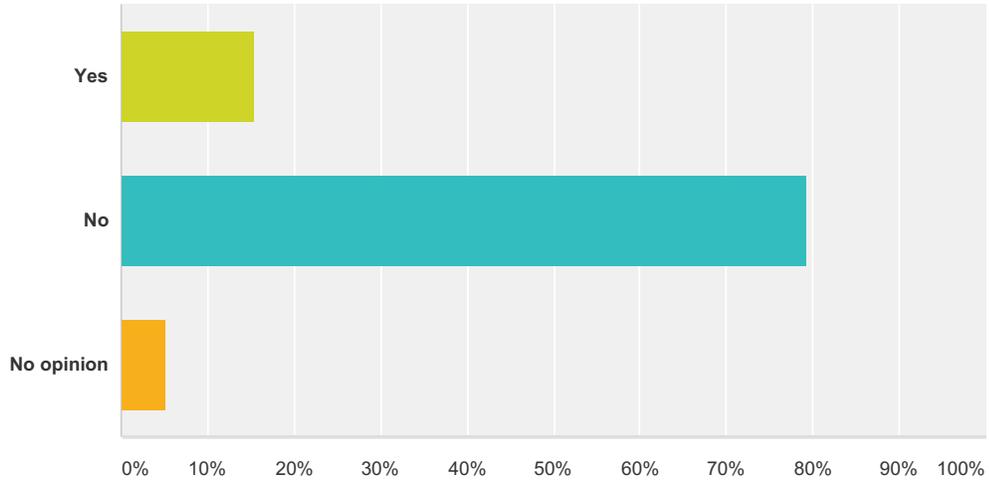
Key Findings:

- Most respondents (78%) would use transit more if there was improved transit service to PCC Sylvania.
- A majority of respondents (61%) think a light rail tunnel is the most viable way to serve campus.
- A majority of respondents (74%) said they were somewhat likely or very likely to use a mechanized connection between a high capacity transit stop on Barbur Blvd. and campus.
- A majority of respondents (60%) said they were somewhat likely or very likely to use improved bike and pedestrian access along SW 53rd Ave. to campus.



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

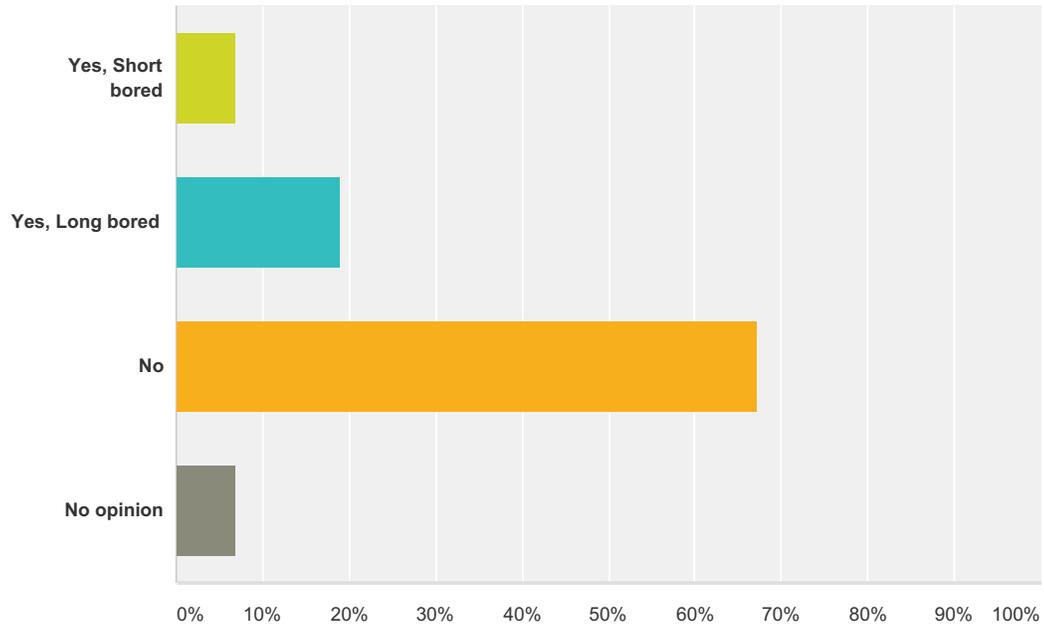


Answer Choices	Responses
Yes	15.52% 9
No	79.31% 46
No opinion	5.17% 3
Total	58

Far Southwest Tunnel Survey

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

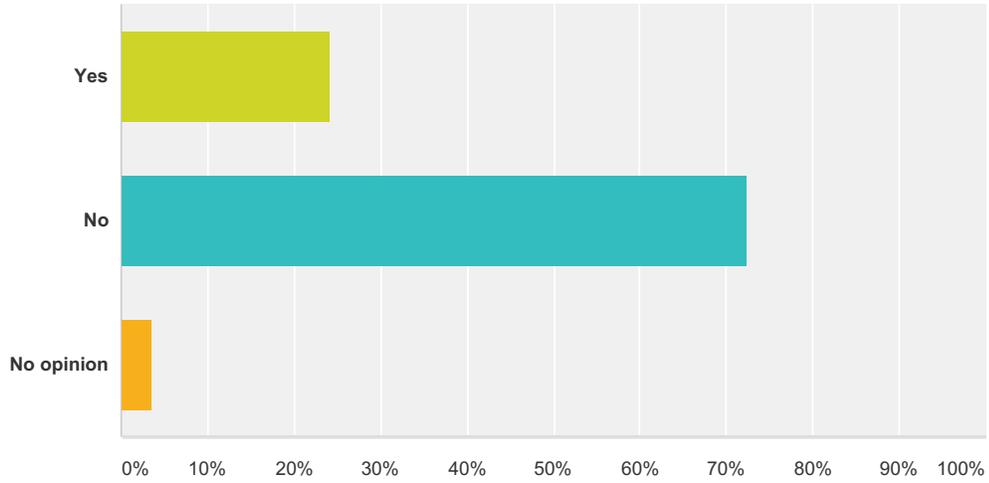
Answered: 58 Skipped: 0



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?

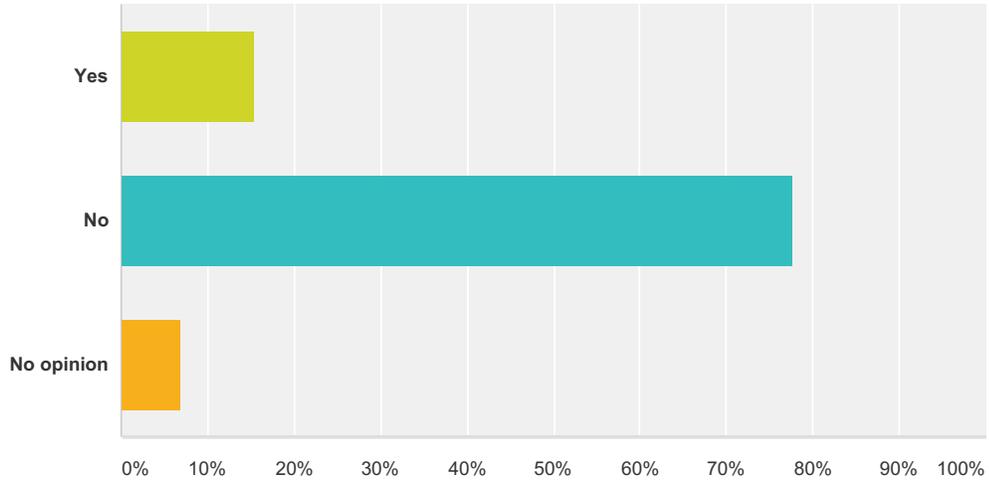
Answered: 58 Skipped: 0



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?

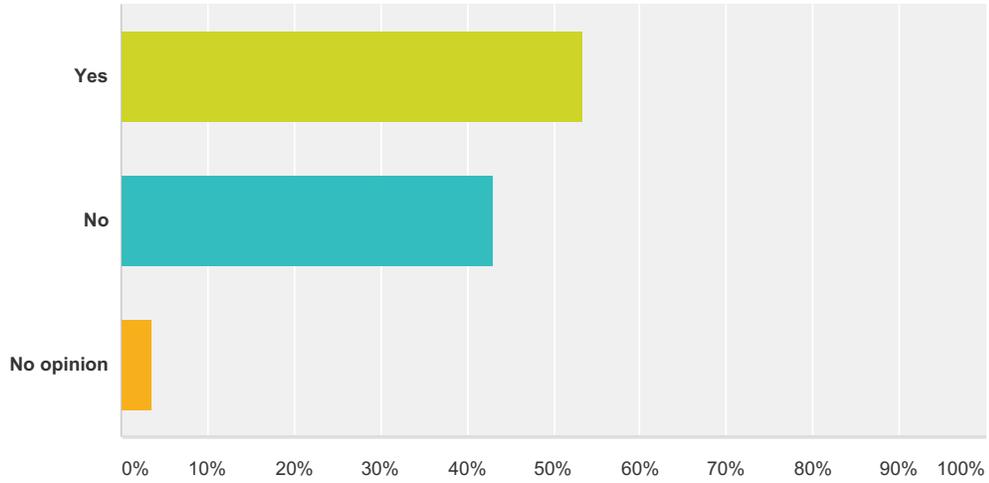
Answered: 58 Skipped: 0



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)?

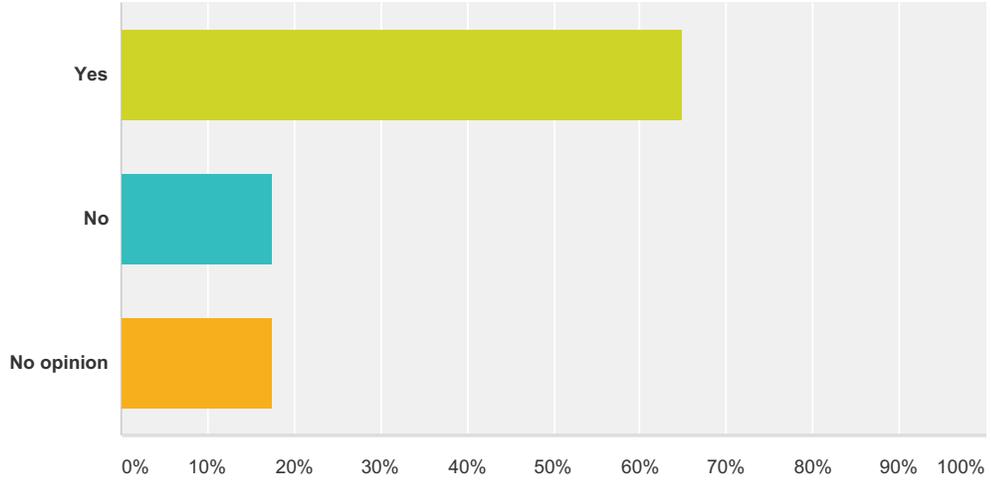
Answered: 58 Skipped: 0



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?

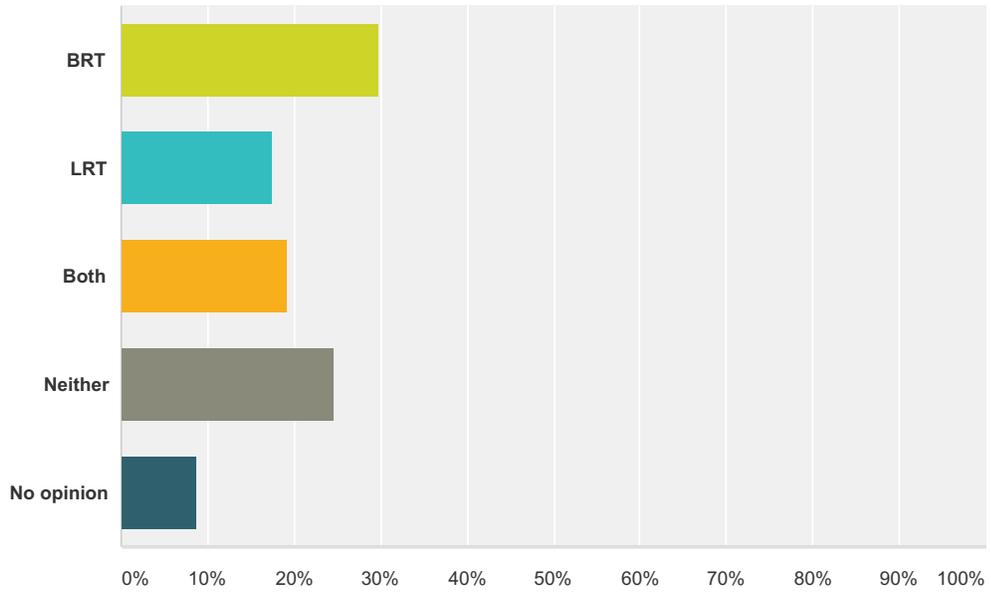
Answered: 57 Skipped: 1



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?

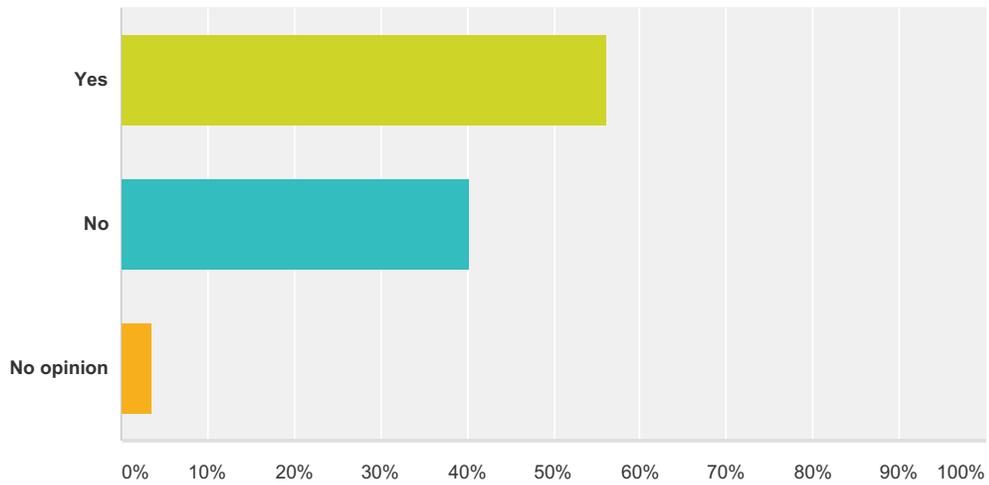
Answered: 57 Skipped: 1



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?

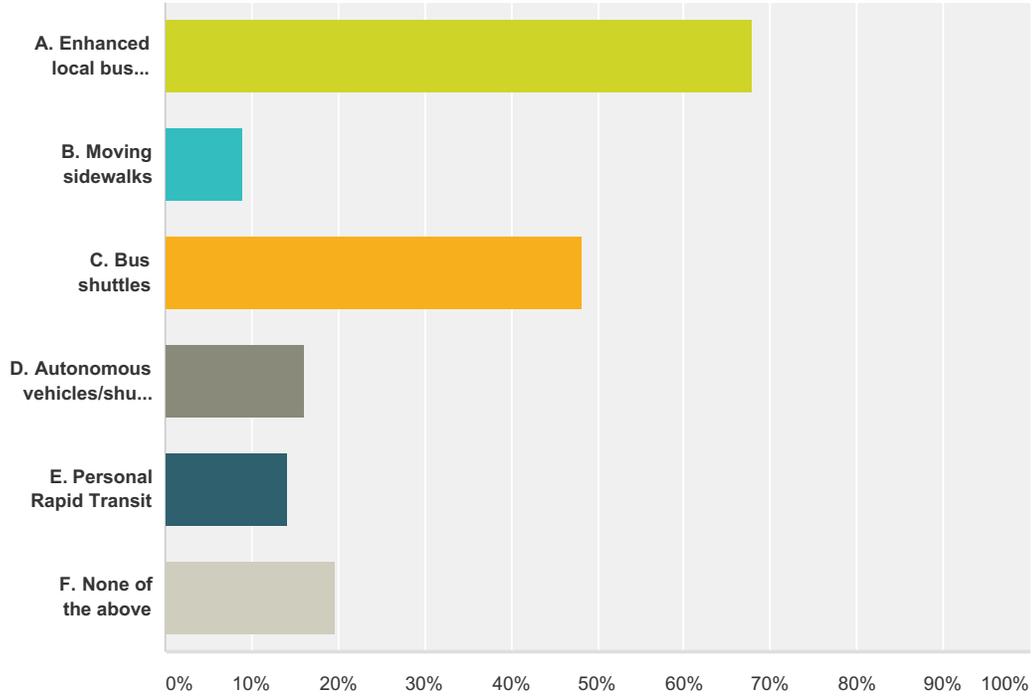
Answered: 57 Skipped: 1



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

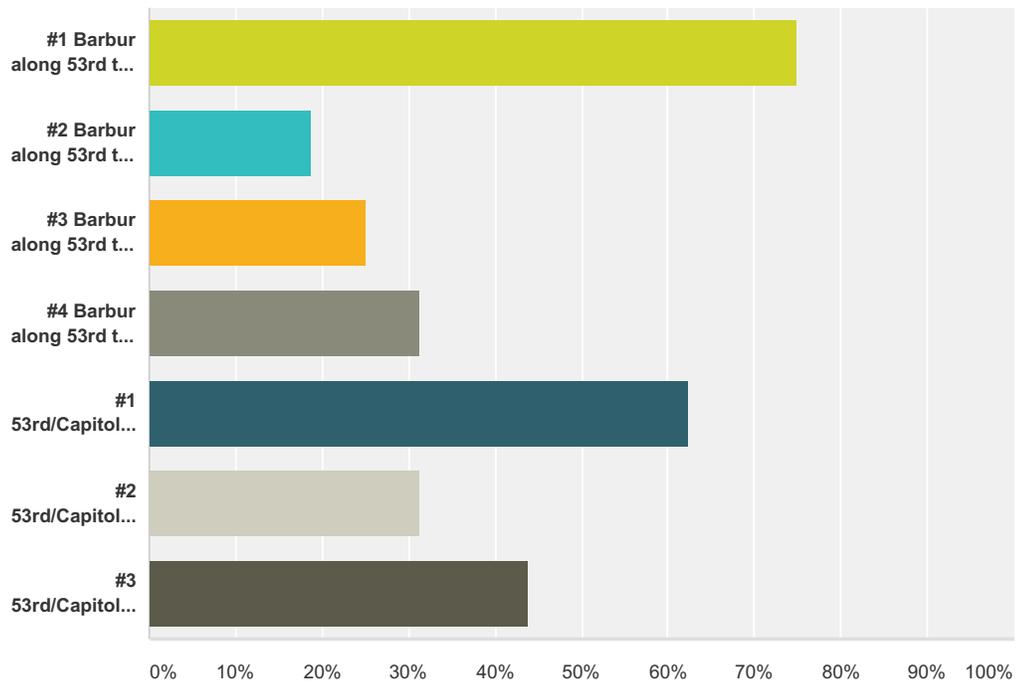


Answer Choices	Responses
A. Enhanced local bus service	67.86% 38
B. Moving sidewalks	8.93% 5
C. Bus shuttles	48.21% 27
D. Autonomous vehicles/shuttle	16.07% 9
E. Personal Rapid Transit	14.29% 8
F. None of the above	19.64% 11
Total Respondents: 56	

Far Southwest Tunnel Survey

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

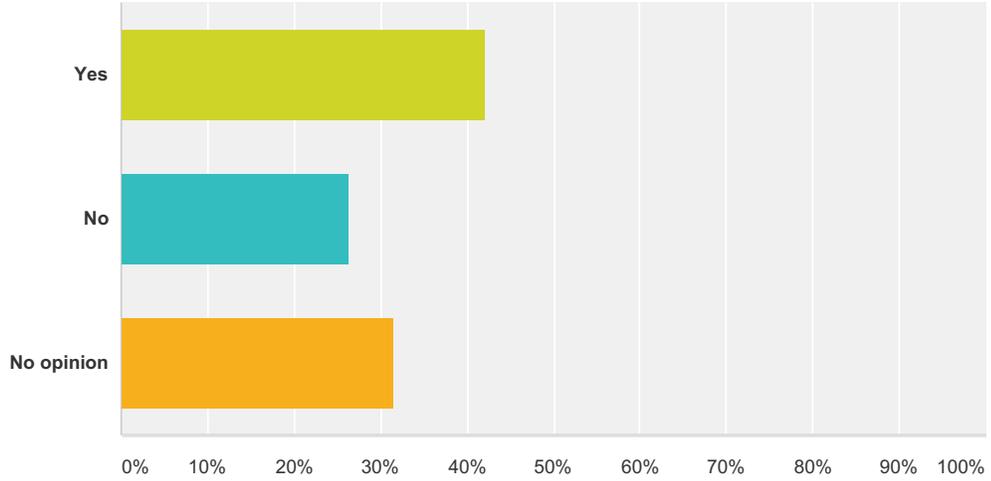
Answered: 16 Skipped: 42



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)?

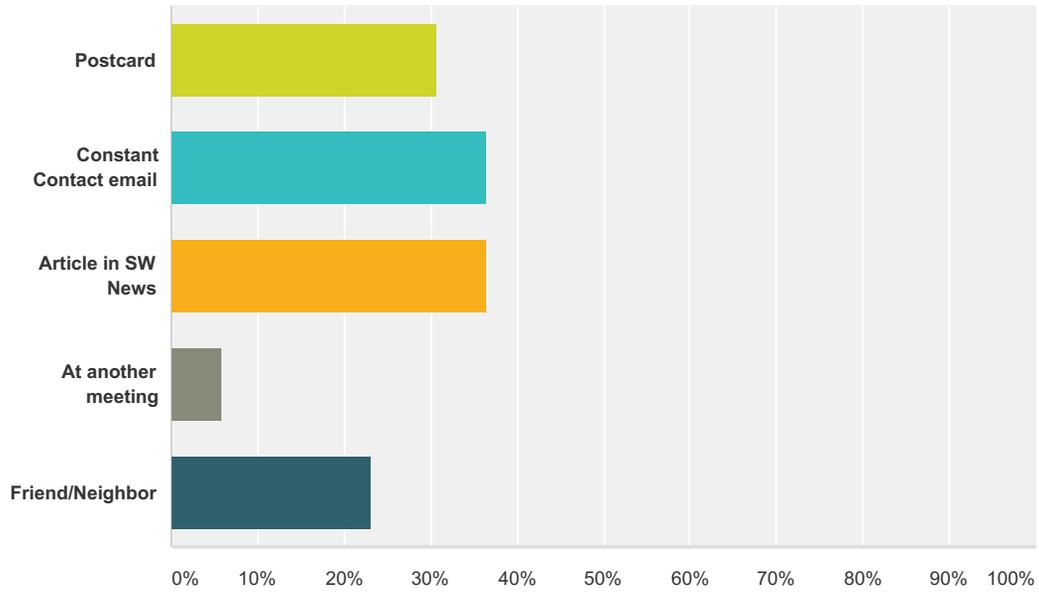
Answered: 57 Skipped: 1



Answer Choices	Responses
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		

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

West Portland Park Neighborhood Association Southwest Corridor Transportation Survey

Question 1

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

Question 2

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

Question 3

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

Question 4

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

Question 5

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

Question 6

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

Question 7

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

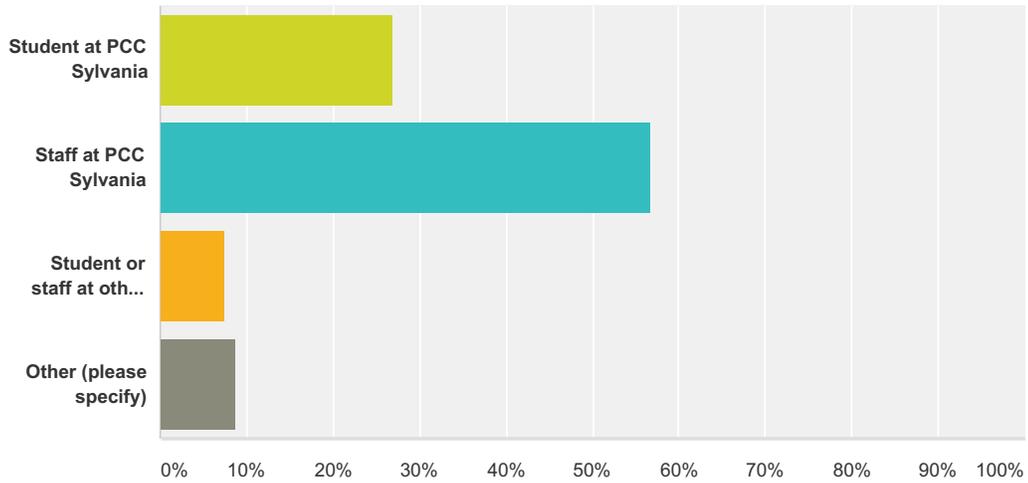
Question 8

I am interested in this project and I would like

Answer Options	Response Percent	Response Count
To be added to mailing list	94.7%	18
To volunteer on a project committee	21.1%	4
<i>answered question</i>		19
<i>skipped question</i>		50

Q1 Are you a student or staff person at PCC?

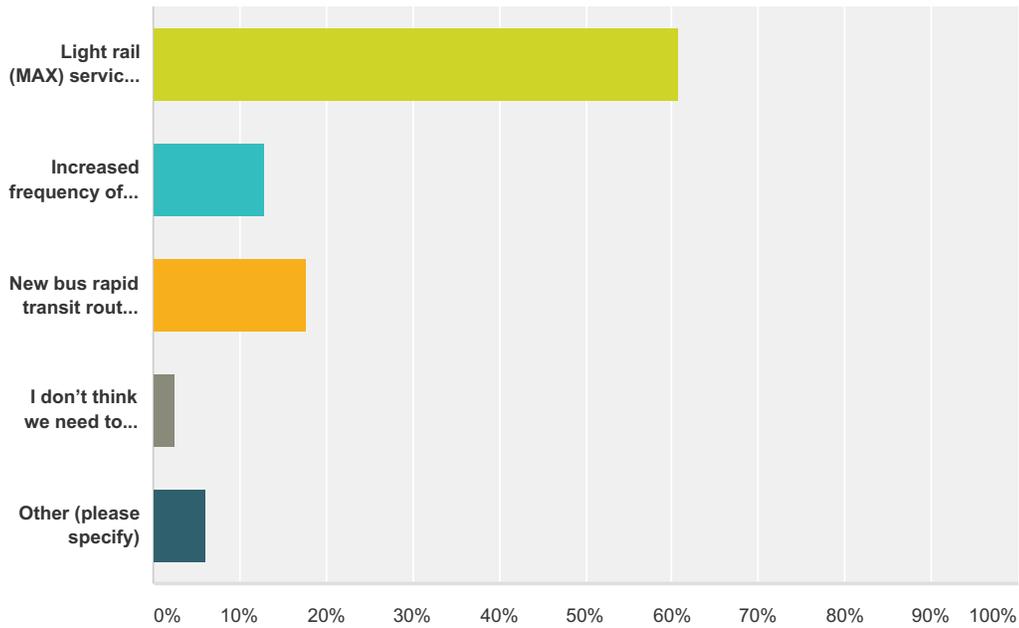
Answered: 659 Skipped: 0



Answer Choices	Responses	
Student at PCC Sylvania	27.01%	178
Staff at PCC Sylvania	56.75%	374
Student or staff at other PCC campus	7.44%	49
Other (please specify)	8.80%	58
Total		659

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.

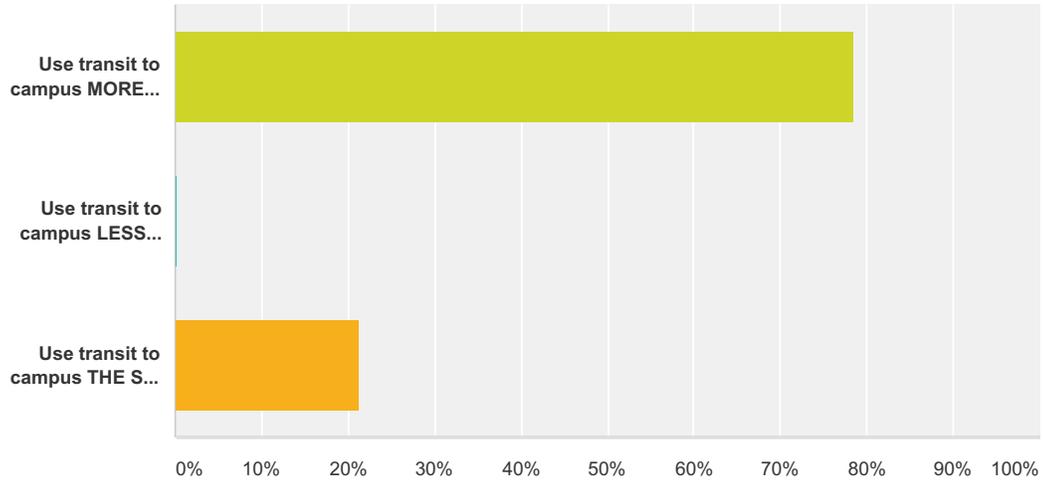
Answered: 657 Skipped: 2



Answer Choices	Responses
Light rail (MAX) service directly to campus via an underground transit tunnel.	60.73% 399
Increased frequency of local bus lines #44 and #78	12.94% 85
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.	17.66% 116
I don't think we need to improve transit service to PCC Sylvania campus	2.59% 17
Other (please specify)	6.09% 40
Total	657

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

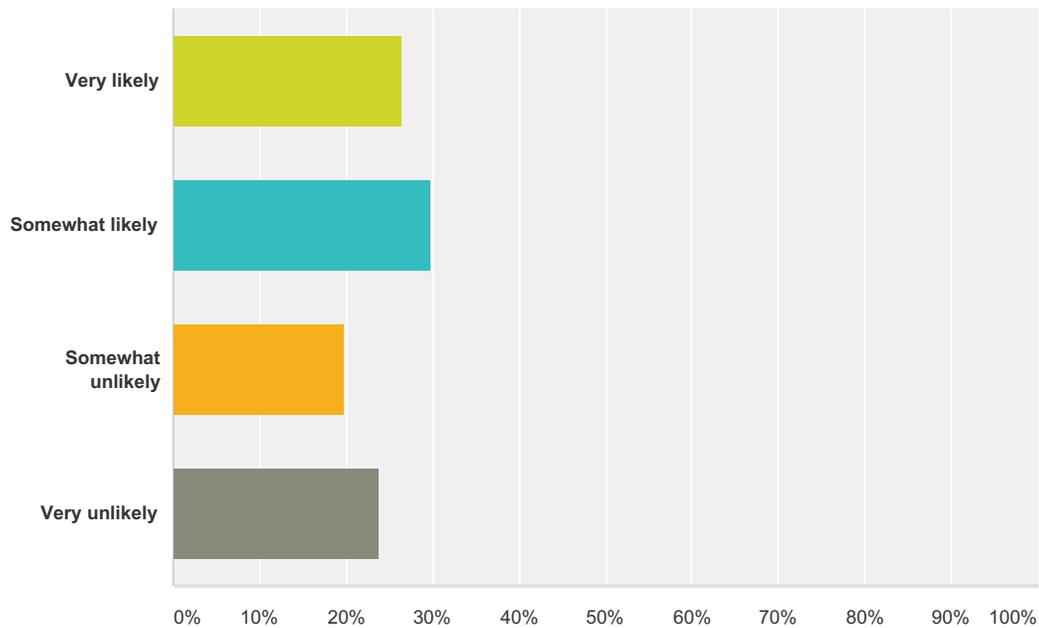
Answered: 651 Skipped: 8



Answer Choices	Responses
Use transit to campus MORE OFTEN than you use it now	78.49% 511
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	21.35% 139
Total	651

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?

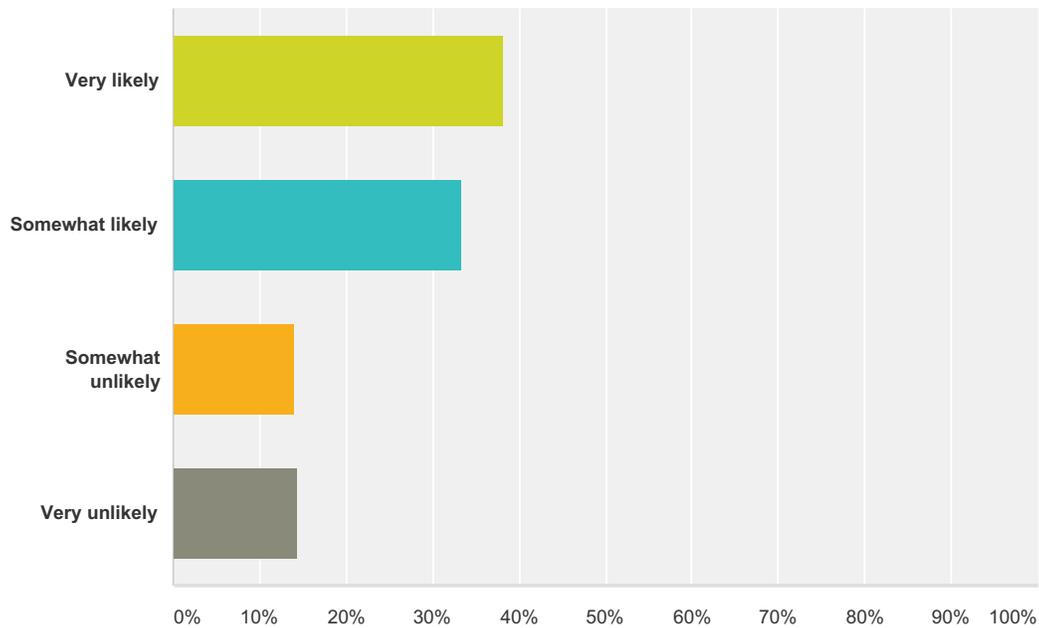
Answered: 654 Skipped: 5



Answer Choices	Responses
Very likely	26.61% 174
Somewhat likely	29.82% 195
Somewhat unlikely	19.88% 130
Very unlikely	23.70% 155
Total	654

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?

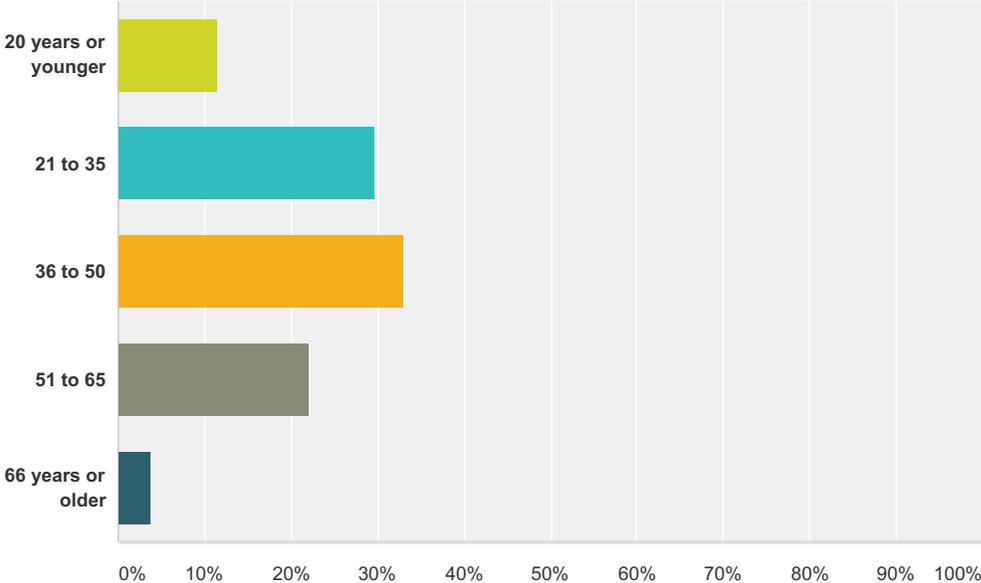
Answered: 655 Skipped: 4



Answer Choices	Responses
Very likely	38.17% 250
Somewhat likely	33.44% 219
Somewhat unlikely	13.89% 91
Very unlikely	14.50% 95
Total	655

Q7 What is your age? (optional)

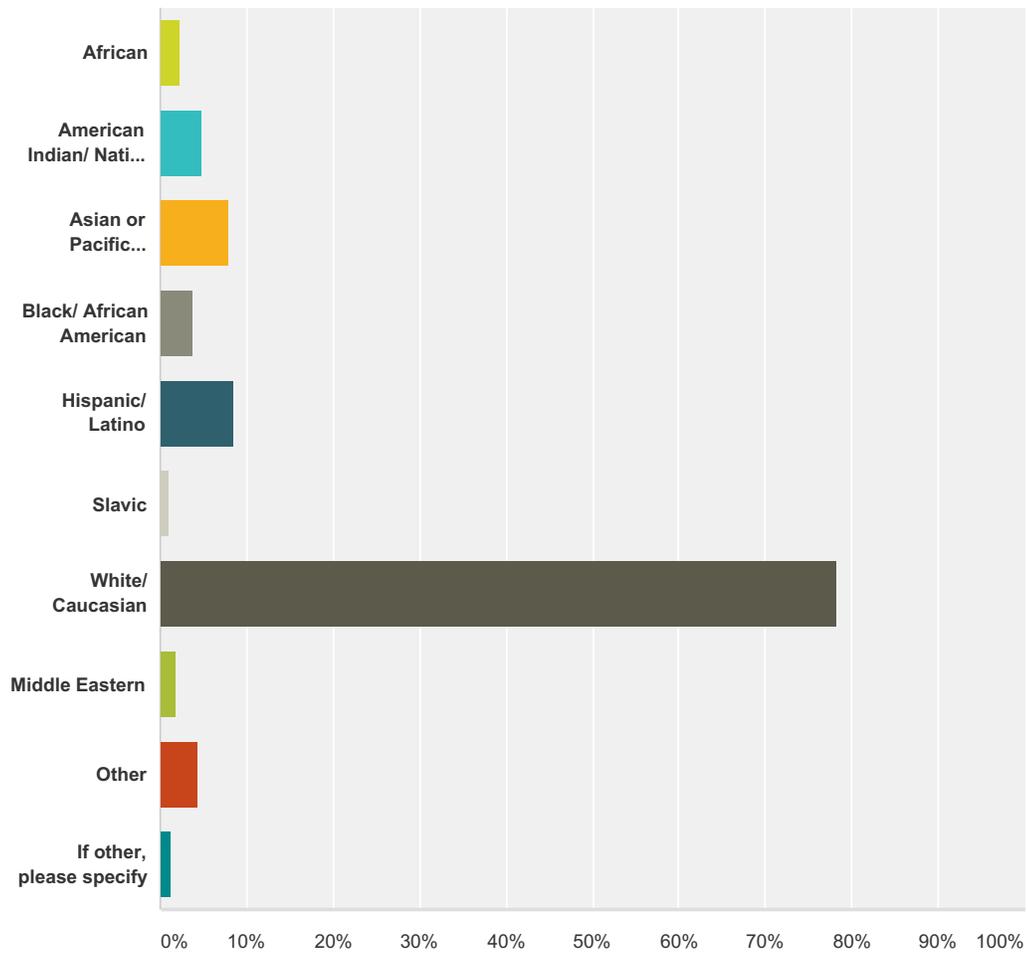
Answered: 653 Skipped: 6



Answer Choices	Responses
20 years or younger	11.49% 75
21 to 35	29.56% 193
36 to 50	33.08% 216
51 to 65	22.21% 145
66 years or older	3.68% 24
Total	653

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

Answered: 617 Skipped: 42



Answer Choices	Responses	
African	2.27%	14
American Indian/ Native American/ Alaskan Native	4.86%	30
Asian or Pacific Islander	7.94%	49
Black/ African American	3.73%	23
Hispanic/ Latino	8.59%	53
Slavic	0.97%	6
White/ Caucasian	78.28%	483
Middle Eastern	1.78%	11
Other	4.38%	27
If other, please specify	1.30%	8

Total Respondents: 617

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

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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 Tuatlin.	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

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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

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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