



REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

2035

**Public involvement outreach summary and
attachments**

May 2009



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Introduction

The High Capacity Transit System Plan is as a blueprint for high capacity transit (HCT) investments for the next 30 years in the Portland metro region. The plan will be adopted as part of the Regional Transportation Plan (RTP), identifying corridors for future investments in a tiered priority. A related system expansion policy will guide Metro and local jurisdictions in future assessment prioritization and project development by providing targets to improve priority standing. The HCT plan does not identify high capacity transit modes, specific facilities or funding sources for the corridors.

The preparation of the HCT plan included a robust public involvement program that sought to:

- provide an open and transparent decision-making process conducted through equitable and constructive public discussion and input.
- provide early and ongoing opportunities for stakeholders to raise issues and concerns that can be considered by the project team.
- proactively inform and engage a wide range of stakeholders in the decision-making process.
- build widespread community understanding of findings and decisions.
- encourage the participation of all stakeholders regardless of race, ethnicity, age, disability, income or primary language.

Below is a summary of the outreach efforts that occurred at key decision points. Detailed summaries of the events and questionnaires are attached chronologically.

Identification of corridors

This decision point solicited ideas and feedback from the general public and targeted stakeholders around the region.

Stakeholder interviews: During July, August and September 2008, over 50 stakeholders were interviewed. To capture as many viewpoints as possible and accurately represent the divergent views found across the region, stakeholders included business and community leaders, transportation and transit providers, safety and security experts, developers, economic development professionals, social service and nonprofit organizations, environmental groups and elected officials.

Workshops: Held on Aug. 12, 13, 14, and 20, 2008 in Hillsboro, Oregon City, Portland and Tigard. Workshops were advertised through newspaper ads, in a Metro e-newsletter, in Metro Councilor newsletters and in community newsletters. The project received coverage by four local newspapers and the team posted announcements and discussion on BikePortland.org, Portland Transport Blog, and NeighborhoodNotes.com. A total of 104 attendees signed in at the four workshops.

Online questionnaire: From Aug. 12 to Sept. 30, 2008 an interactive questionnaire was hosted on Metro's web site. More than 200 people completed the questionnaire, which included questions about important centers and corridors to serve with high capacity transit, barriers to using transit, and goals for the system. It was advertised at regional workshops held in August 2008, community group meetings, farmers' markets, community events, and through blogs and electronic newsletters.

Development of evaluation criteria/framework

Values and evaluation criteria input questionnaire: From February through April 2009, community members, as well as staff and elected officials who are members of Metro's standing advisory committees on land use and transportation, were asked to complete an online questionnaire.

The questionnaire was distributed to the Transportation Policy Advisory Committee (TPAC), Metropolitan Technical Advisory Committee (MTAC), Joint Policy Advisory Committee on Transportation (JPACT), Metropolitan Policy Advisory Committee (MPAC), and HCT Think Tank. The questionnaire was completed by 115 people.

Community group briefings: Staff spoke to 31 existing groups and organizations to announce the project and the build-a-system tool. A hardcopy version of the questionnaire was distributed to these groups.

Prioritization

To understand community values related to prioritization of high capacity transit corridors, an online build-a-system tool allowed community members to explore trade-offs between corridors and build their own high capacity transit system. The tool allowed community members to learn about centers that could be served by high capacity transit, and compare corridors based on ridership, travel time, operations cost, capital cost, and environmental benefits. Participants were able to add corridors to their system until they reached a budget cap that approximated the funding that might be available for new high capacity transit in the next 25 to 30 years. Participants could see the total benefits and cost of their system and compare the benefits and costs between systems that they had created.

Build-a-system tool questionnaire: From March 23 and April 26, an interactive questionnaire was hosted on Metro's web site, directly related to the build-a-system tool.

The questionnaire was completed by 657 people, and the site was viewed by 4,256 people. The tool and questionnaire were featured in news articles in the:

- Portland Tribune
- Daily Journal of Commerce
- Hillsboro Argus
- Oregonian (front page)

Stories on blogs hosted by others, including Tigard Area 12 Blog, Portland Transport Blog, and the Neighborhood Notes Blog. An email to all Zip Car members included the project. Materials were posted at libraries, including information at computers at all Washington County Libraries and information in the public announcement areas of Multnomah County Libraries. E-mails were sent to Metro's planning e-news list and the High Capacity Transit System Plan stakeholder list.

Community events: The project team hosted tables at community events or public places in April 2009, where community members could talk with staff about the project, use a computer to complete the online questionnaire or take away information about the build a system tool. Tables were hosted in Tigard, Gresham, Clackamas Town Center, downtown Portland and downtown Hillsboro.

HCT Think Tank

The project team included a think tank composed of local experts and stakeholders that advocate for Portland area's transit system issues and the related community structure and economy. The group was not intended to embody a full representation of the community, but rather a cross section of specialized

knowledge and interests, mostly focusing on land use and transportation. This group provided a forum for exploring the options at each major milestone of the study. The deliberations of the group provided staff with guidance on the appropriateness and comprehensiveness of their work, as well as the range of issues and implications of options considered at each step of the study. The group's work supplemented the public discussion, and was not intended to serve as a replacement or the focal point for the broader community involvement and outreach efforts.

MPAC/TPAC HCT Subcommittee

The subcommittee was charged with reviewing public input and technical analysis to provide guidance and consensus-based recommendations that reflect the interests and priorities of local jurisdictions through the High Capacity Transit System Plan process. The subcommittee was comprised of 18 representatives from the Metro Technical Advisory Committee (MTAC) and the Transportation Policy Alternatives Committee (TPAC) or the designees of the members. The subcommittee provided ongoing guidance to the project and formal consensus-based recommendations to MTAC and TPAC at key decision points such as the identification of alternatives, development of an evaluation framework and prioritization of alternatives.



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Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

Metro representatives

Metro Council President – David Bragdon

Metro Councilors

Rod Park, District 1

Carlotta Collette, District 2

Carl Hosticka, District 3

Kathryn Harrington, District 4

Rex Burkholder, District 5

Robert Liberty, District 6

Auditor – Suzanne Flynn

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