



G R E A T P L A C E S
SW Corridor Plan

Draft recommendation public comment report

July 2013

PROJECT PARTNERS

Cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard and Tualatin, Multnomah and Washington counties, Oregon Department of Transportation, TriMet and Metro

Metro is the federally mandated metropolitan planning organization designated by the governor to develop an overall transportation plan and to allocate federal funds for the region.

The Joint Policy Advisory Committee on Transportation (JPACT) is a 17-member committee that provides a forum for elected officials and representatives of agencies involved in transportation to evaluate transportation needs in the region and to make recommendations to the Metro Council. The established decision-making process assures a well-balanced regional transportation system and involves local elected officials directly in decisions that help the Metro Council develop regional transportation policies, including allocating transportation funds.

Project website: www.swcorridorplan.org

Table of contents

Executive summary	2
Introduction.....	3
Background.....	3
Previous public engagement, September 2011 to February 2012.....	5
Previous public engagement, February 2012 to August 2012	5
Previous public engagement, August to December 2012	6
Current public engagement, January to June 2013	6
Input received on high capacity transit alternatives.....	8
Opportunities for input	8
Destination feedback	8
Bus rapid transit quality feedback.....	11
Input received on staff draft recommendation.....	13
Opportunities for input	13
High capacity transit mode feedback.....	13
Bus rapid transit quality feedback.....	14
High capacity transit destination feedback.....	15
Local transit service feedback	17
Transit related roadway, biking and walking projects feedback.....	18
Roadway, walking and biking projects related to local aspirations feedback.....	20
Parks and natural resources projects feedback	22
Development strategy feedback.....	23
Overall plan outcomes feedback.....	24
Appendix A: Comments on the high capacity transit alternatives	29
Appendix B: Comments on the staff draft recommendation.....	61
Survey results	63
Community planning forum comments	147
Appendix C: Outreach events calendar	155
Appendix D: Economic summit event summary	161
Appendix E: Environmental justice outreach	165

Executive summary

The public engagement conducted between January and June 2013 had the primary goal of obtaining input from a broad segment of the public about the Southwest Corridor Plan's transit options and draft recommendations. This input will be delivered to the steering committee to inform their decision-making.

The majority of the public input came from the two online surveys, which together received 2,669 responses, and project events. Targeted input was sought from environmental justice organizations. The collected input was analyzed by Metro staff and is presented herein. The analysis shows the following results:

- There is strong support for high capacity transit (HCT) in the Southwest Corridor.
- Citing the need for better local transit service and more transit connections, coupled with the anticipated growth in the corridor, many people prioritize extending HCT to the furthest extent possible, with Sherwood as the destination;
- While the individual responses are mixed, taken as a whole there is support for carrying forward both bus rapid transit (BRT) and light rail transit for further study in the next phase of the Plan.
- People overwhelmingly support studying a BRT that runs mostly or exclusively in a dedicated transitway.
- There is overall support for the other elements of the recommendation that call for:
 - enhanced local transit service
 - transit related roadway, biking and walking projects
 - roadway, biking and walking projects related to local aspirations
 - parks and natural resources projects
 - development strategy that stimulates private investment
- The three highest priorities for Plan outcomes were:
 1. Better transit (quicker trips, more local service and easier walk to a MAX or bus rapid transit station)
 2. Access and mobility (more and better sidewalks and bikeways, reduced time in traffic or at lights)
 3. Feasibility (cost, funding potential and support)
- Environmental justice organizations' representatives prioritized the Plan outcomes differently than the majority of the public who provided input; their three highest priorities were:
 1. Equity (fair distribution of benefits and burdens)
 2. Healthy communities (access to parks, trails, and natural areas, more walking and biking opportunities)
 3. a tie between Prosperity (more jobs, development, housing) and Access and mobility (more and better sidewalks and bikeways, reduced time in traffic or at lights)

Diverse methods were used to conduct public engagement, including project events (two community planning forums and an economic summit), online surveys, briefings and presentations, community meetings, presentations at partner jurisdictions' meetings, one-on-one meetings with environmental justice organizations, social media and email updates to the interested persons. See Appendix C, Outreach events calendar for the complete list.

Public engagement goals for the next phase of the Southwest Corridor Plan include building on the momentum created by this participation by keeping participants informed about the Plan's activities and future decision points. Another goal is to enhance and strengthen existing relationships with local groups and organizations, especially from the environmental justice communities, to ensure participation of as broad and diverse of a segment of the public as possible in the Plan's future decision points.

Introduction

The Southwest Corridor Plan, launched on Sept. 28, 2011, focuses on the corridor connecting Sherwood and Portland, Ore., integrating:

- local land use plans to identify actions and investments that support livable communities, including Portland's Barbur Concept Plan, the Sherwood Town Center Plan, the Tigard High Capacity Land Use Plan and Linking Tualatin
- a transportation plan to examine potential roadway, bike and pedestrian improvements and including a transit alternatives analysis
- strategies for improving the built environment such as economic development, housing choices, parks, natural areas, trails and health.

Background

This integrated planning strategy continues a decades-long tradition of planning for future growth in a way that makes the most of public resources while preserving farmlands and access to nature.

- In 1973, Oregon Senate Bill 100 mandated the protection of the state's agricultural lands, forestlands and natural areas. Metro implements that vision through a focus on efficient land use within the urban growth boundary and planning for transit, innovative roadway projects, and bicycle and pedestrian facilities.
- In 1974, elected leaders in the Portland metropolitan area rejected an urban freeway project, setting aside plans for 54 new highway projects in favor of

modest roadway projects and a network of high capacity transitways.

- In 1995, the region adopted the 2040 Growth Concept, a 50-year land use plan that identifies centers for walkable urban development, protecting existing neighborhoods within the urban growth boundary as well as farms and forestlands outside the boundary.
- The 2010 update to the 2035 Regional Transportation Plan works to implement the 2040 Growth Concept by setting policies and priorities that emphasize the mutual advantages in land use decision-making and transportation investments. These policies direct future projects to be developed as multimodal transportation – road, bike, pedestrian, transit and freight – and land use planning efforts with multi-agency collaboration and public participation.
- Following the High Capacity Transit System Plan, a part of the 2035 Regional Transportation Plan update, the Southwest corridor was selected as the highest regional priority for further study for high capacity transit investment. The potential investment in the Southwest corridor best meets the livability and community needs, supports the economy, provides environmental benefits and has the highest potential for implementation based on local support, costs and efficiencies of operation.
- In 2010, in addition to prioritizing the Southwest corridor for potential high capacity transit investment, the Metro Council also selected the corridor as

one of its two highest priorities for investment strategies that integrate transportation, land use and other plans and policies to enhance movement in and through the corridor and stimulate community and economic development.

This corridor:

- spans the jurisdictions of cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard and Tualatin; Multnomah and Washington counties; and Metro
- is in the TriMet transit service district, with 18,607 average transit boarding per day in the area outside of downtown Portland¹
- includes Highway 99W and the Interstate 5 freeway, both managed by the Oregon Department of Transportation
- has a daily vehicle count on Highway 99W of approximately 24,000 near Terwilliger and approximately 50,000 near OR 217²

¹ Downtown Portland boarding was excluded from this number to reflect a more accurate, yet conservative, picture of ridership in the study area. The total average transit boarding within the study area, including the portions of the downtown, is 81,940 per day. While many of these riders are traveling to other portions of the metro region outside of the study area, a number are also boarding lines for destinations within the Southwest corridor.

² The approximate daily vehicle count for each intersection was calculated using the average of two points along the roadway: one north of the referenced intersection and one south.

OR-99W		I-5	
0.05 mile south of Terwilliger	31,200	0.10 mile south of Terwilliger	126,600
0.05 mile north of Terwilliger	16,600	1.07 mile north of Terwilliger	141,400
0.03 mile west of OR217	49,100	0.40 mile south of OR-217	156,900
0.05 mile east of OR 217	50,200	0.80 mile north of OR-217	109,300

Source : ODOT 2010 AADT volumes

- has a daily vehicle count on Interstate 5 of approximately 134,000 near Terwilliger and approximately 133,000 near OR-217³
- has a resident population of approximately 200,000⁴
- has 120,700 jobs as of 2010, with major employers such as Oregon Health & Science University (OHSU) and Portland Community College (PCC) Sylvania as well as major employment centers including Tigard Triangle, Washington Square, five town centers and the Tualatin industrial area
- contains key regional educational institutions and universities, including Oregon Health & Science University (OHSU), Portland Community College (PCC) Sylvania campus, Portland State University, Lewis & Clark College and Law School, and George Fox University.

Existing and future traffic conditions in the corridor are projected to worsen as population and employment continue to grow. The corridor already experiences long traffic queues, poor levels of service and significant capacity constraints at key locations. Travel times through the corridor are unreliable due to congestion on Highway 99W.

The Southwest Corridor Plan takes advantage of partnerships between the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard and Tualatin; Multnomah and Washington counties; Oregon Department of Transportation; TriMet; and Metro. Elected and appointed representatives from each

³ Ibid

⁴ Population represents 2009 counts cited in the Housing existing conditions report.

agency participate in the project steering committee, while staff participate in technical committees, support local community advisory committees and ensure meaningful public engagement.

Previous public engagement, September 2011 to February 2012

The second public engagement stage of the Southwest Corridor Plan was held September 2011 to February 2012 and aimed to determine the scope, evaluation framework and goals of the overall plan.

In that process, plan partners focused on announcing the integrated planning effort, informing of the background and elements of the plan, and asking residents what they value about their communities. Residents and business people were asked about challenges and opportunities in the corridor and their visions for the future of the area. The information and ideas offered informed decision-makers as they determined the scope and goals of the plan.

During the public comment period of Sept. 28 through Oct. 28, 2011, respondents posted their thoughts on boards at the open house and community events and submitted 98 public comments via the online questionnaire, mail and email.

See the Southwest Corridor Plan scoping public involvement report, February 2012, for details on outreach activities and public comments.

Previous public engagement, February 2012 to August 2012

The next public engagement stage of the Southwest Corridor Plan was held February 2012 to August 2012 and aimed to demonstrate and validate the screening process of narrowing the wide range of ideas to a narrowed list of potential projects.

From June 22 through July 31, 2012, project partners hosted an online, virtual open house. Participants in the online open house viewed video feeds that explained the purpose and process of the overall plan. Participants were then directed to a related questionnaire that asked whether the sources of projects for the corridor were considered comprehensive and if the process for narrowing that list to move forward reflected the values of the communities in the corridor. The questionnaire received 543 responses.

An existing conditions summary, an executive summary and technical reports were produced in this time. Outlining the unique physical, economic and demographic elements of the corridor, the reports identified existing challenges and potential opportunities in economic development, housing choices, natural areas, trails and health for the corridor.

See the Southwest Corridor Plan wide range and screening processes public involvement report, August 2012, for details on outreach activities and public comments.

Previous public engagement, August to December 2012

The purpose of this stage of the Southwest Corridor Plan was to begin to develop shared investment strategies based on potential projects that were identified in the previous stage.

From Nov. 14, 2012 to Jan. 1, 2013, project partners hosted the online interactive Shape Southwest game and associated questionnaire. A paper version of the questionnaire was distributed in English, Spanish and Vietnamese to libraries and agencies serving environmental justice communities to engage residents without computer access. Community planning forums were convened on Oct. 9 and Dec. 3, 2012. During this time, project staff hosted booths at community events and briefed community groups, specifically to engage environmental justice communities. Additionally, community group briefings were held by project partner staff focusing on the local land use plans but also highlighting the Southwest Corridor Plan.

Public engagement at this stage of the plan focused on discussions of the benefits and tradeoffs of different types of investments, beginning with the premise that we cannot afford everything. Benefits and tradeoffs were framed by the Southwest Corridor Plan goals of health, access and mobility, and prosperity in the Southwest Corridor.

During the public comment period, 2,098 people visited the project website to learn about the Southwest Corridor Plan, 695 submissions to Shape Southwest were made, 471 electronic questionnaires were submitted, and 20 paper-version questionnaires were received. Two Spanish-language questionnaires and no

Vietnamese-language questionnaires were received.

Current public engagement, January to June 2013

During this stage of public involvement, project staff provided briefings to community groups and municipal committees and sponsored public events to gather feedback that will inform decision-making. Multiple in-person and online opportunities were used to gather feedback on potential projects, the high capacity transit options being considered and the draft staff recommendation.

Public input received during this phase is documented here and will be delivered to decision-makers in advance of the July 8 meeting. To engage the public and help determine priorities for communities in the corridor as well as the corridor as a whole, project partners:

- convened two community planning forums (May 23 and June 26) to receive feedback on the high capacity transit options being considered and the draft staff recommendation that was presented to the steering committee on June 10
- hosted an online survey for five weeks (May 23 to June 26) inviting people to give feedback on the high capacity transit options; the survey received 1,715 responses
- hosted an online survey for two weeks (June 13 to 26) inviting people to give feedback on the draft staff recommendation; the survey received 954 responses
- convened an economic summit on May 21 to engage local business owners and

employees and receive feedback on the high capacity transit options being considered (*see* Appendix D, Economic summit event summary)

- briefed neighborhood and community groups (*see* Appendix C, Outreach events calendar)
- held one-on-one meetings with environmental justice organizations (*see* Appendix C, Outreach events calendar)
- updated and maintained the project website (www.swcorridorplan.org), which received 6,768 unique visitors to the site between January 1 and June 30, 2013
- publicized articles on the project blog for wider-topic considerations, conversations and facts about the corridor (www.swcorridorplan.blog.com)
- maintained the project Twitter feed for live-tweeting the May 23 community planning forum, quick updates and reminders of events (twitter.com/#!/SWCorridor)
- maintained a Facebook page for quick updates, announcements and photos from events (www.facebook.com/SWCorridor)
- participated in city meetings, presentations and events related to the corridor (*see* Appendix C, Outreach events calendar)
- provided updates to the Southwest Corridor Plan interested persons email distribution list (*see* Appendix F, Interested persons email updates).

Public attendance at project steering committee meetings was encouraged and public comment was accepted by steering committee members.

Additional networking efforts within the above social media platforms were made throughout this phase to broaden and diversify the project's spectrum of engagement. Due to the expansive nature of the Southwest Corridor Plan and its potential to impact entire communities, a wide variety of individuals, businesses and organizations have been either "friended" (Facebook) or "followed" (Twitter) as a part of the project partner's effort to foster both an inclusive and equitable engagement process.

Input received on the high capacity transit alternatives

Public engagement opportunities were designed to inform the decisions that will close this phase of the Southwest Corridor Plan, which includes identifying the potential high capacity transit options that will be studied in more detail. This section summarizes input received through a variety of channels in May and June 2013.

Opportunities for input

Project partners hosted a number of in-person and online opportunities for people to provide input on the high capacity transit options being considered by the steering committee. Opportunities included an economic summit, two community planning forums and a widely publicized online survey open for five weeks that received 1,715 responses. All responses to this survey can be found in Appendix A, Comments on the high capacity transit alternatives.

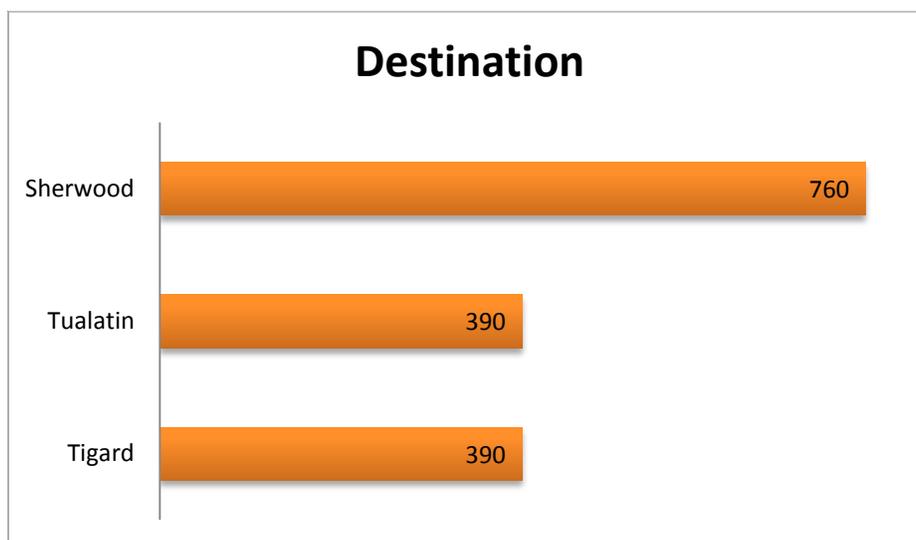
Destination

Decision-makers hope to narrow the potential destinations at the close of this phase to develop and analyze more fully fleshed out potential alignments in the future phase. After previous narrowing efforts, the three options being considered by the steering committee were presented to the public for input. The public was asked to consider the following question.

Where should high capacity transit go?

- *Portland to Tigard*
- *Portland through Tigard to Tualatin*
- *Portland through Tigard and Tualatin to Sherwood*

Nearly half of the responses (49 percent) express a preference to extend high capacity transit to the furthest extent possible, with Sherwood the preferred destination above Tigard or Tualatin.



We received 448 additional comments through this the survey. Their comments span many themes and can be found in full in Appendix A.

Connections to places people want to go - A number of people expressed their support for high capacity transit that would provide better connections to work, commercial centers and other places in the corridor. In areas that do have local bus service, some people cited long travel time as a disincentive to using transit. Others pointed to areas, such as Sherwood, that could use better connections by transit, either by local service or high capacity transit.

The comments below illustrate this general theme; all comments can be found in Appendix A.

- *I live in NE Portland, and work in Tigard, I would LOVE to ride trimet, but it would take close to two hours to get to work, plus walking about a mile. I can drive between 25-45 minutes depending on traffic, I don't like to drive, and I'd rather take public transit, but with that big of a discrepancy between the two, I choose to drive.*
- *Tualatin, Bridgeport areas seem somewhat cut off from downtown, at least for commuting trips. As it is now, my commute is not possible with transit.*
- *I think with increased transit, better sidewalks, better bus routes, etc, prosperity will come. It is a factor which encourages businesses to move to so their employees have better commute options (Wilsonville for example), and people will move there as well because of the businesses for which they will work for, as well as the increased transportation options that link with others to downtown PDX, etc. This area needs to do more to link the SW area past Beaverton TC to the mass transit system as a whole.*
- *I commute every day from downtown Portland to OHSU so would be a beneficiary of this transportation.*

Character of communities in the corridor - Some people expressed ideas related to how communities could change for the better or worse with the addition of high capacity transit.

The comments below illustrate this general theme; all comments can be found in Appendix A.

- *The Metro Area needs diversity in the types of living options for residents. Sherwood is unique with a rural feel on the edge of town. Please leave it that way. Any rapid transit to Sherwood will just incorporate it into the big-City feel and dissolve its unique qualities.*
- *Adding mass transit is great for communities.*
- *Stop this...don't raise my taxes...we paid for everyone else to get max...now they better pay for us to get it...this will just ruin our community with crime....stay out of the Hall/72nd/durham/bonita box...you are going to ruin my neighborhood with crime from this crap...*

Route - Some people shared ideas for where high capacity transit should and should not go. Route suggestions most often pointed to places that need better connections because of roadway congestion or current lack of transit service. Concerns about route generally related to potential property impacts.

The comments below illustrate these general themes; all comments can be found in Appendix A.

- *Whatever HCT is built, please make it fast and have very few stations between Portland and Tualitin. Perhaps also consider express bus options along I-5, but throughout the day and on the weekends.*
- *Use the roadways already available. Leave Haines street alone.*
- *It is important that the corridor not be solely defined by a suburb-downtown Portland axis. The system needs to reflect the intra-county needs in Washington County.*
- *Please do not take out a lane on Barber. Traffic is already bad on Barber, and the loss of a lane would be awful. The mass transit option should not be at the expense of those who drive cars. There needs to be cost-effectiveness in whatever option is selected and a respect for drivers.*
- *It is important to me that it have as little impact as possible on neighborhoods. Keeping the route primarily in commercial areas would help businesses along the route. I believe shuttle buses should be used to transport PCC commuters from a Barbur Blvd route. I don't want the park and trees to be destroyed along Haines Street.*

Generally supportive - Many people shared comments that were categorically supportive of high capacity transit. Most often people cite the desire for alternative to driving to avoid roadway congestion and livability factors. General support for high capacity transit is echoed in responses to other survey questions. The comments below illustrate these general sentiments; all comments can be found in Appendix A.

- *As population is projected to grow in the SW Corridor and area, it is important to provide rapid transit that can be somewhat free from interacting with existing traffic in order to be more effective in promoting greater use of this option. At the same time it is important that we continue to create healthy and livable communities, protect our natural environment and address equity to the greatest degree that we can.*
- *It's difficult to get anywhere in the southwest region without a car at this time. I would find it exciting and life-enhancing to have a new transit option.*
- *MAX Light Rail has been added to all sorts of communities, but always SW Portland Metro has been ignored. This is a high traffic area, and MAX would go a long way to alleviate traffic, congestion, and pollution. It's a wonderful idea that should be implemented in a cost-effective, well-planned manner.*

Generally opposed- Many people shared comments that were categorically opposed to high capacity transit. Most often people cite their preference for driving personal vehicles, need for expanded roadways, and concerns about who will pay for transit improvements. General opposition is echoed in responses other survey questions. The comments below illustrate these general sentiments; all comments can be found in Appendix A.

- *You need to consider more freeways, not just buses and light rail.*
- *Please do not build a max line to the SouthWest Corridor. Removing a lane of roadway from vehicular use is not possible given current and projected and grossly overwhelming usage of said roadway already. We cannot handle more traffic, it is a terribly dangerous area already.*
- *There should NOT be an increase in light rail or mass transit in this corridor. Fix the roads, develop new roads, stop building bike lanes where they are never used, and stop waisting money.*

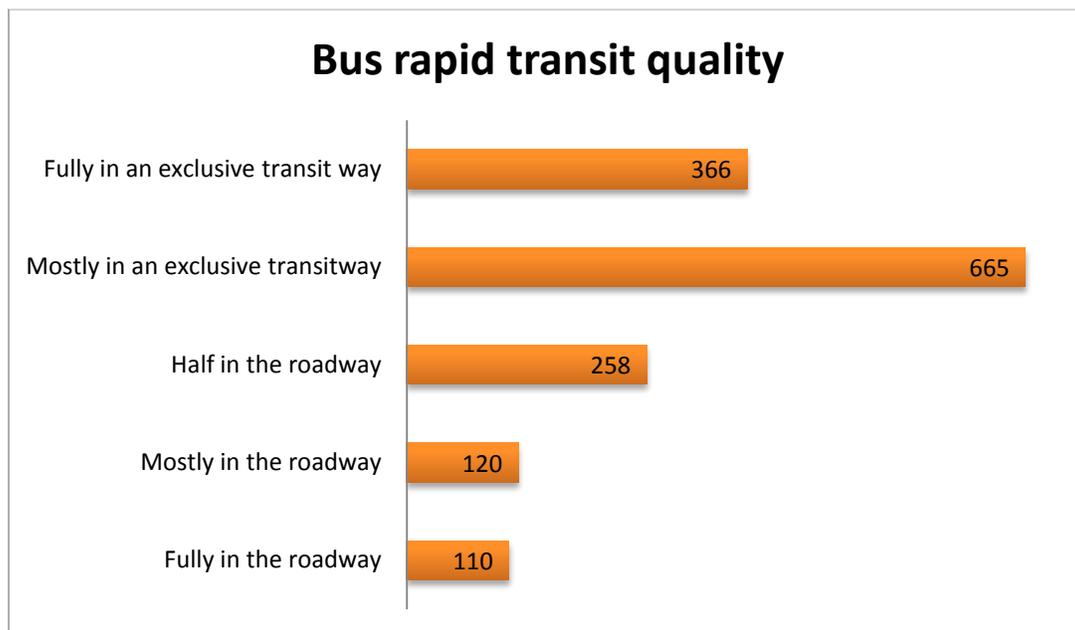
Bus rapid transit quality

Cost, travel time, reliability and ridership are all variable depending on the quality of bus rapid transit as defined by its interaction, or lack thereof, with roadway traffic. Again, decision-makers hope to narrow what is studied in the next phase. The public was asked to consider the following question.

What kind of bus rapid transit would be the best fit for the Southwest Corridor?

- *Fully in the roadway, constant interaction with traffic*
- *Mostly in the roadway, frequent interaction with traffic*
- *Half in the roadway, half in an exclusive transitway*
- *Mostly in an exclusive transitway and infrequent interaction traffic*
- *Fully in an exclusive transitway, no interaction with traffic*

The responses received show a predominant preference (85 percent) for bus rapid transit that has less interaction with roadway traffic, with respondents preferring bus rapid transit with between 50 and 100 percent of the route within an exclusive right of way.



Of the 448 additional comments received, some elaborated on bus rapid transit quality. Their comments span many themes and can be found in full in Appendix A.

Support of bus rapid transit - People who shared comments supportive of bus rapid transit most often cited its flexibility and lower costs compared to light rail. The comments below illustrate these general sentiments; all comments can be found in Appendix A.

- *I prefer a rapid bus system to light rail. The safety concerns, easier traffic interaction and quicker reaction times of the bus system are preferable to light rail.*

- *Bus options are much more flexible and scalable. Dedicated lands can always be converted or utilized by carpools or by charging tolls to cars in an effort to help recoup costs (see Colorado).*
- *I think BRT would be a much better option, and would be able to be implemented much sooner than light-rail. In addition, it would save our region lots of money to steer away from building new light-rail lines and instead prioritize our spending on increased bus service (regular & BRT).*

Opposition to bus rapid transit - A number of people expressed a preference for light rail over bus rapid transit; in particular, bus rapid transit that operates in mixed traffic. The comments below illustrate these general sentiments; all comments can be found in Appendix A.

- *SW deserves light rail as much as all the other parts of the metro area, most which already have light rail. BRT just does not move enough people in a single trip which means that they would have to use buses at 5 minute intervals during peak periods. This means there would be too many buses floating around SW. Also, light rail is cleaner, and uses dedicated routes. Buses that mix in with traffic would be no solution for the region.*
- *Spending large sums of money on mixed-traffic brt would be a disaster, better to build the network right the first time with light rail.*

People were invited to share other comments for decision-makers to consider. The comments can be generally characterized the following way; all comments can be found in Appendix A.

Occurrence	Hight capacity transit alternatives open ended comments Comment tag in Appendix A and general theme
146	Destination - Comments regarding potential destinations for high capacity transit
48	Supports BRT - Comments expressing support for bus rapid transit
26	Opposes BRT - Comments expressing opposition for bus rapid transit
72	Supports HCT - Comments expressing support for high capacity transit
26	Opposes HCT - Comments expressing opposition for high capacity transit
58	Supports LRT - Comments expressing support for light rail
39	Opposes LRT - Comments expressing opposition for light rail
120	Outcome - Comments regarding potential outcomes for the Southwest Corridor Plan
95	Suggestions - Comments suggesting specific actions
241	Miscellaneous - Comments not included in any of the above categories

Staff draft recommendation

The public was asked to consider and comment on the eight elements of the draft recommendation. This section summarizes input received in June 2013.

Opportunities for input

Two input opportunities followed the presentation of the draft recommendation to the steering committee in early June. A widely publicized online survey was open for two weeks and received 954 responses. The June 26 community planning forum offered an opportunity to review the draft recommendation, talk to project staff and provide comments. The comments and survey responses can be found in Appendix B, Comments on the staff draft recommendation.

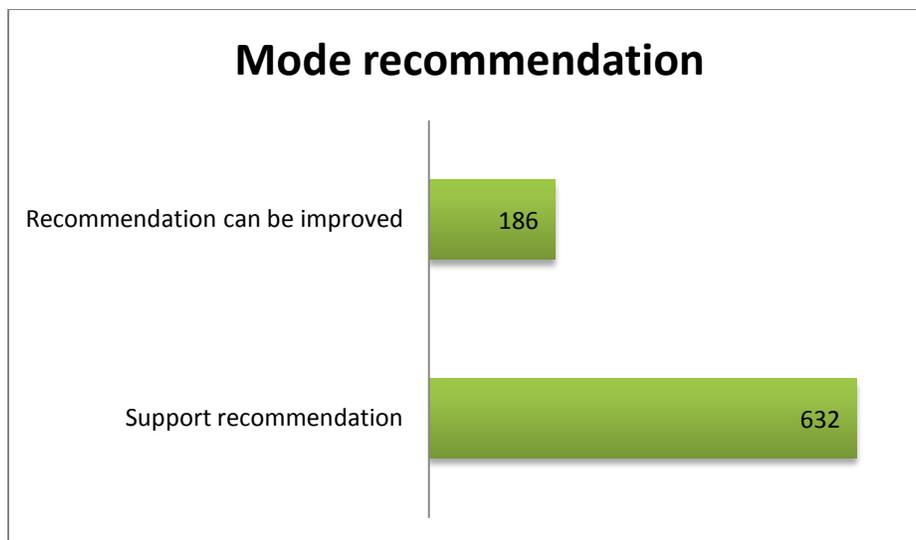
High capacity transit mode

Decision-makers will determine if light rail and/or bus rapid transit will be studied in more detail in the next phase of the Southwest Corridor Plan. The draft recommendation was as follows.

Both light rail and bus rapid transit are recommended to be studied in greater detail in the next phase of the Southwest Corridor Plan.

This recommendation is based on (1) the high ridership potential of both modes and (2) additional design needed to produce more accurate capital cost estimates that will clarify tradeoffs among cost, operating efficiency and the potential to support local aspirations.

The responses received are as follows. They show strong support (77 percent) for carrying both modes forward for further study.



Through the survey and community planning forum, we received 228 additional comments on mode. The comments can be generally characterized the following way; all comments can be found in Appendix B.

Occurrence	Mode recommendation open ended comments Comment tag in Appendix B and general theme
38	\$ - Funding and cost comments
27	BRT & LRT - Comments related to both light rail and bus rapid transit
62	BRT only - Comments in favor of only bus rapid transit or explicitly opposed to light rail
26	LRT only - Comments in favor of only light rail or explicitly opposed to bus rapid transit
14	Opposes HCT - Comments opposing light rail and/or bus rapid transit
23	Route - Comments expressing ideas for the route of high capacity transit
15	Local transit service - Comments about the current or future need for local transit service
27	Roadway - Comments about current traffic challenges or suggestions for future roadway improvements
5	Safety - Comments raising safety concerns

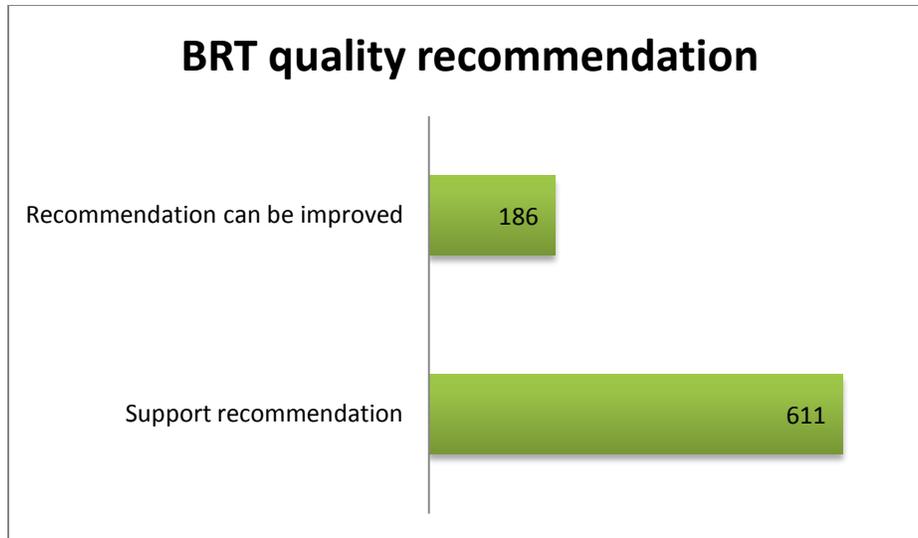
Bus rapid transit quality

Cost, travel time, reliability and ridership are all variable depending on the quality of bus rapid transit as defined by its interaction, or lack thereof, with roadway traffic. Again, decision-makers will narrow what is studied in the next phase. The staff draft recommendation stated:

It is recommended that we further study bus rapid transit that has between 50 and 100 percent of the route within an exclusive right of way.

This recommendation is based on (1) the federal funding that becomes available for bus rapid transit projects that operate mostly out of regular roadway traffic and (2) the operational efficiency of transit outside of congested roadways. Examples in the U.S. and internationally suggest that bus rapid transit with a higher level of exclusive right of way would best support local aspirations in the corridor.

The responses received are as follows. They show strong support (77 percent) for studying a bus rapid transit that has between 50 and 100 percent of the route within an exclusive right of way.



Through the survey and community planning forum, we received 212 additional comments on bus rapid transit quality. The comments can be generally characterized the following way; all comments can be found in Appendix B.

Occurrence	BRT quality recommendation open ended comments Comment tag in Appendix B and general theme
43	\$ - Funding and cost comments
25	LRT only - Comments in favor of only light rail or explicitly opposed to bus rapid transit
73	Support - Comments generally supporting all or part of this recommendation
79	Oppose - Comments generally opposing all or part of this recommendation
24	Route - Comments expressing ideas for the route of high capacity transit
18	Local transit service - Comments about the current or future need for local transit service
31	Roadway - Comments about current traffic challenges or suggestions for future roadway improvements
6	Miscellaneous - Comments not included in any of the above categories

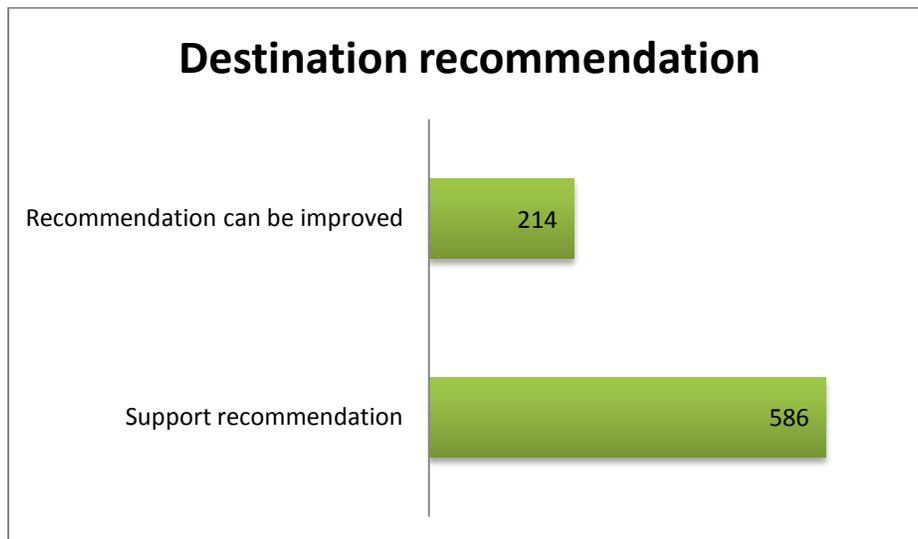
High capacity transit destination

Decision-makers will narrow the potential destinations at the close of this phase to develop and analyze more fully fleshed out potential alignments in the future phase. The staff draft recommendation stated:

It is recommended that we further study a high capacity transit connection from Portland, through Tigard, to Tualatin.

This recommendation is based on ridership potential, operational efficiency, and plans for increased housing and employment in Tigard and Tualatin. This would mean that transit connections between other communities, such as Sherwood, would be made through local bus service.

The responses received are as follows. They show support (73 percent) for Tualatin as the destination to study further, despite the preference for Sherwood as the destination seen in the results of the high capacity transit options survey.



Through the survey and community planning forum, we received 242 additional comments on destination. The comments can be generally characterized the following way; all comments can be found in Appendix B.

Occurrence	Destination recommendation open ended comments Comment tag in Appendix B and general theme
27	Tigard - Comments regarding Tigard as the destination
25	Tualatin - Comments regarding Tualatin as the destination
86	Sherwood - Comments regarding Sherwood as the destination
22	\$ - Funding and cost comments
13	Land use - Comments regarding growth, development and housing
28	Mode - Comments regarding a specific mode of transit
19	Support - Comments generally supporting all or part of this recommendation
23	Oppose - Comments generally opposing all or part of this recommendation
23	Local transit service - Comments about the current or future need for local transit service
20	Roadway - Comments about current traffic challenges or suggestions for future roadway improvements
14	Miscellaneous - Comments not included in any of the above categories

Sherwood - Many people expressed an interest in seeing high capacity transit extend to Sherwood. Their reasons include anticipation of future growth and better transit for Sherwood residents and employees. The comments below illustrate these general sentiments; all comments can be found in Appendix B.

- *I support this recommendation, and also recommend that the plan clearly articulate a future vision and strategy for eventual HCT extension to serve Sherwood.*
- *I think Sherwood should be included in the high capacity transit system. It could help Sherwood grow and be more accessible like Hillsboro is now that the MAX goes all the way out there.*
- *It would be great to have an option of BRT service to Sherwood. This is a growing community and becoming a more popular place to live. It would be nice to have it well connected into the transit system.*

Local transit service

Decision-makers recognize that near- and long-term improvements in local transit service are needed in the corridor. The staff draft recommendation stated:

The following improvements to local transit service are recommended to TriMet to be considered in their 2013-14 Southwest Service Enhancement Plan.

- 1. Transit service that connects key Southwest Corridor locations quickly and reliably to one another and to a potential high capacity transit line. These include but are not limited to: Beaverton, Washington Square, Lake Oswego, King City, Durham, Tualatin industrial areas, and downtown Sherwood. This also includes improved local transit circulation from the Southwest Corridor throughout Washington County, including connections to northern Washington County.***
- 2. Improved local transit connections to Westside Express Service (WES).***
- 3. Capital improvements necessary to achieve higher transit system functioning, such as “queue jumps” and/or re-orientation of existing transit lines to better connect key corridor areas and a future high capacity transit system.***
- 4. Identification of improvements cities and counties can make for better transit access (e.g., sidewalks and safe pedestrian crossings).***

The responses received are as follows. They show strong support (82 percent) for these improvements to local transit service.



Through the survey and community planning forum, we received 178 additional comments on local transit service. The comments can be generally characterized the following way; all comments can be found in Appendix B.

Occurrence	Local transit service recommendation open ended comments Comment tag in Appendix B and general theme
18	\$ - Funding and cost comments
17	Support - Comments generally supporting all or part of this recommendation
12	Oppose - Comments generally opposing all or part of this recommendation
20	HCT - Comments regarding high capacity transit related to local service
33	WES - Comments regarding Westside Express Service (WES)
10	Roadway - Comments regarding current traffic challenges or suggestions for future roadway improvements
8	Active transportation - Comments regarding pedestrian and/or bicycle facilities
58	Planning suggestions - Comments suggesting elements that should be studied in the next phase of the Southwest Corridor Plan
31	Decision-making - Comments suggesting considerations related to decision-making
26	Miscellaneous - Comments not included in any of the above categories

Transit related roadway, biking and walking projects

Decision-makers will prioritize those projects that are supportive or fundamental to a high capacity transit investment. The staff draft recommendation stated:

There are a number of potential on-the-ground projects that could help people walk, bike or drive to a new light rail or bus rapid transit station. These projects came from community plans, technical analysis and public input.

It is recommended that these transit related projects are refined and prioritized in the next phase of the Southwest Corridor Plan when a community-supported transit investment is identified.

The responses received are as follows. They show strong support (83 percent) for projects that are supportive or fundamental to high capacity transit.

Transit related roadway, biking and walking projects recommendation



Through the survey and community planning forum, we received 142 additional comments on the transit related projects. The comments can be generally characterized the following way; all comments can be found in Appendix B.

Occurrence	Transit related projects recommendation open ended comments Comment tag in Appendix B and general theme
32	\$ - Funding and cost comments
20	Transit - Comments regarding high capacity transit or local bus service
21	Roadway - Comments regarding current traffic challenges or suggestions for future roadway improvements
40	Active transportation - Comments regarding pedestrian and/or bicycle facilities
3	Environmental concerns - Comments expressing concerns or providing suggestions related to natural resources and sustainability
11	Local suggestions - Comments suggesting specific local actions
68	Decision-making - Comments suggesting considerations related to decision-making
5	Safety - Comments raising safety concerns
4	Survey design feedback - Comments suggesting improvements to the survey
6	Miscellaneous - Comments not included in any of the above categories

People were invited to review the list of projects identified as important transit related roadway, walking and biking projects. A number of people (213) chose to share comments. The comments can be generally characterized the following way; all comments can be found in Appendix B.

Occurrence	Transit related project list open ended comments Comment tag in Appendix B and general theme
29	\$ - Funding and cost comments
31	Transit - Comments regarding high capacity transit or local bus service

28	Roadway - Comments regarding current traffic challenges or suggestions for future roadway improvements
85	Active transportation - Comments regarding pedestrian and/or bicycle facilities
10	Environmental concerns - Comments expressing concerns or providing suggestions related to natural resources and sustainability
46	Local suggestions - Comments suggesting specific local actions
104	Decision-making - Comments suggesting considerations related to decision-making
20	Safety - Comments raising safety concerns
29	Miscellaneous - Comments not included in any of the above categories

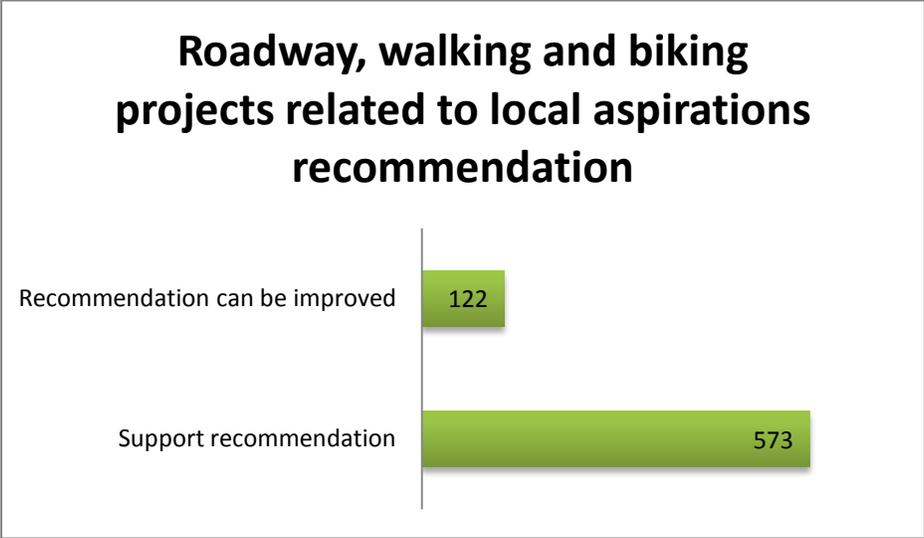
Roadway, walking and biking projects related to local aspirations

Local governments are actively engaged in planning for growth in a way that preserves and enhances the best qualities of the unique communities in the corridor. Decision-makers recognize the importance of investments that achieve local aspirations. The staff draft recommendation stated:

There are a number of potential on-the-ground projects that support key places, such as main streets, downtowns and growing employment and industrial areas in the Southwest Corridor. These projects also came from community plans, technical analysis and public input.

It is recommended that these potential projects be listed in local capital improvement plans, transportation system plans, the Regional Transportation Plan and in TriMet's transit investment priorities.

The responses received are as follows. They show strong support (82 percent) for projects that help achieve local aspirations.



Through the survey and community planning forum, we received 124 additional comments on on these projects. The comments can be generally characterized the following way; all comments can be found in Appendix B.

Occurrence	Local aspirations related projects recommendation open ended comments Comment tag in Appendix B and general theme
30	\$ - Funding and cost comments
11	Supports projects - Comments in support of identified projects
35	Opposes projects - Comments opposing identified projects
16	Roadway - Comments regarding current traffic challenges or suggestions for future roadway improvements
6	Environmental concerns - Comments expressing concerns or providing suggestions related to natural resources and sustainability
27	Local suggestions - Comments suggesting specific local actions
30	Planning suggestions - Comments suggesting elements that should be studied in the next phase of the Southwest Corridor Plan
16	General concerns - Comments expressing concerns about government, public process or civic investment
11	Survey design feedback - Comments suggesting improvements to the survey
6	Miscellaneous - Comments not included in any of the above categories

People were invited to review the list of projects identified as important roadway, walking and biking projects for local aspirations. A number of people (114) chose to share comments. The comments can be generally characterized the following way; all comments can be found in Appendix B.

Occurrence	Local aspirations related projects list open ended comments Comment tag in Appendix B and general theme
6	\$ - Funding and cost comments
21	Supports projects - Comments in support of identified projects
22	Opposes projects - Comments opposing identified projects
41	Planning suggestions - Comments suggesting elements that should be studied in the next phase of the Southwest Corridor Plan
14	Roadway - Comments regarding current traffic challenges or suggestions for future roadway improvements
8	Environmental concerns - Comments expressing concerns or providing suggestions related to natural resources and sustainability
10	Local suggestions - Comments suggesting specific local actions
9	Survey design feedback - Comments suggesting improvements to the survey
1	General concerns - Comments expressing concerns about government, public process

	or civic investment
6	Miscellaneous - Comments not included in any of the above categories

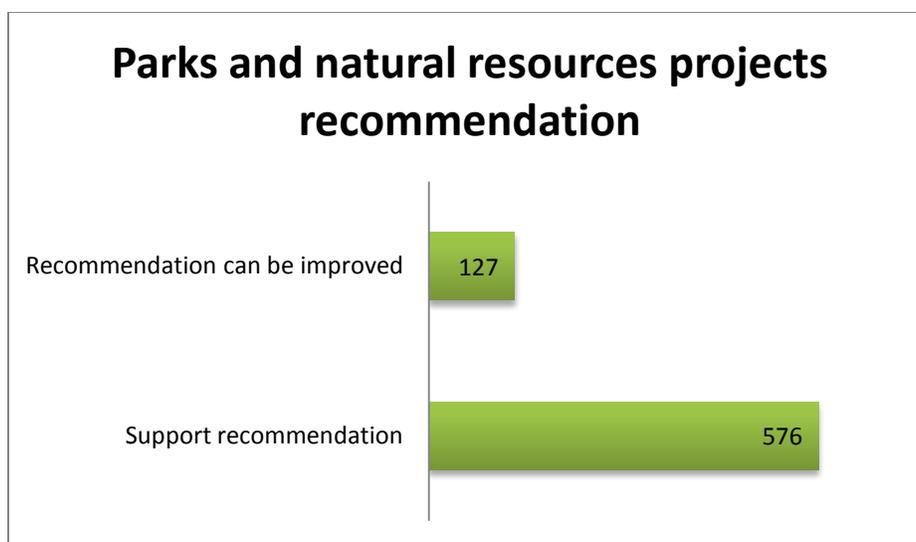
Parks and natural resources projects

Decision-makers recognize the importance of the corridor’s natural amenities to residents and employers. The staff draft recommendation stated:

There are a number of potential green projects that support the natural amenities in the corridor. These projects include parks, trails, natural areas, stormwater facilities, green streets and natural resource enhancements such as wildlife corridors and improved culverts for fish passage. These projects also came from community plans, technical analysis and public input.

It is recommended that these potential projects be supported through their inclusion in local and regional plans.

The responses received are as follows. They show strong support (82 percent) for parks and natural resources projects.



Through the survey and community planning forum, we received 136 additional comments on parks and natural resources projects. The comments can be generally characterized the following way; all comments can be found in Appendix B.

Occurrence	Parks and natural resources projects recommendation open ended comments Comment tag in Appendix B and general theme
9	\$ - Funding and cost comments
7	Supports projects - Comments in support of identified projects

34	Opposes projects - Comments opposing identified projects
39	Environmental concerns - Comments expressing concerns or providing suggestions related to natural resources and sustainability
51	Planning suggestions - Comments suggesting elements that should be studied in the next phase of the Southwest Corridor Plan
4	General concerns - Comments expressing concerns about government, public process or civic investment
4	Survey design feedback - Comments suggesting improvements to the survey
2	Decision-making - Comments suggesting considerations related to decision-making
5	Miscellaneous - Comments not included in any of the above categories

Development strategy

Decision-makers recognize that public actions or policies may be necessary to achieve the aspirations set out in local and regional plans. The staff draft recommendation stated:

It is recommended that local and regional governments adjust regulations and policies and develop incentives to stimulate private investment in Southwest Corridor communities.

Regulatory tools such as development incentives or zoning codes and land use policies can help communities intentionally steer development to achieve local aspirations.

The responses received are as follows. They show strong support (76 percent) for further exploration of a development strategy to achieve local aspirations.



Through the survey and community planning forum we received 177 additional comments on the development strategy. The comments can be generally characterized the following way; all comments can be found in Appendix B.

Occurrence	Development strategy recommendation open ended comments Comment tag in Appendix B and general theme
5	\$ - Funding and cost comments
14	Supports incentives - Comments in support of development strategies
34	Opposes incentives - Comments opposing development strategies
17	Environmental concerns - Comments expressing concerns or providing suggestions related to natural resources and sustainability
73	Planning suggestions - Comments suggesting elements that should be studied in the next phase of the Southwest Corridor Plan
15	Local suggestions - Comments suggesting specific local actions
22	General concerns - Comments expressing concerns about government, public process or civic investment
6	Survey design feedback - Comments suggesting improvements to the survey
4	Decision-making - Comments suggesting considerations related to decision-making
7	Miscellaneous - Comments not included in any of the above categories

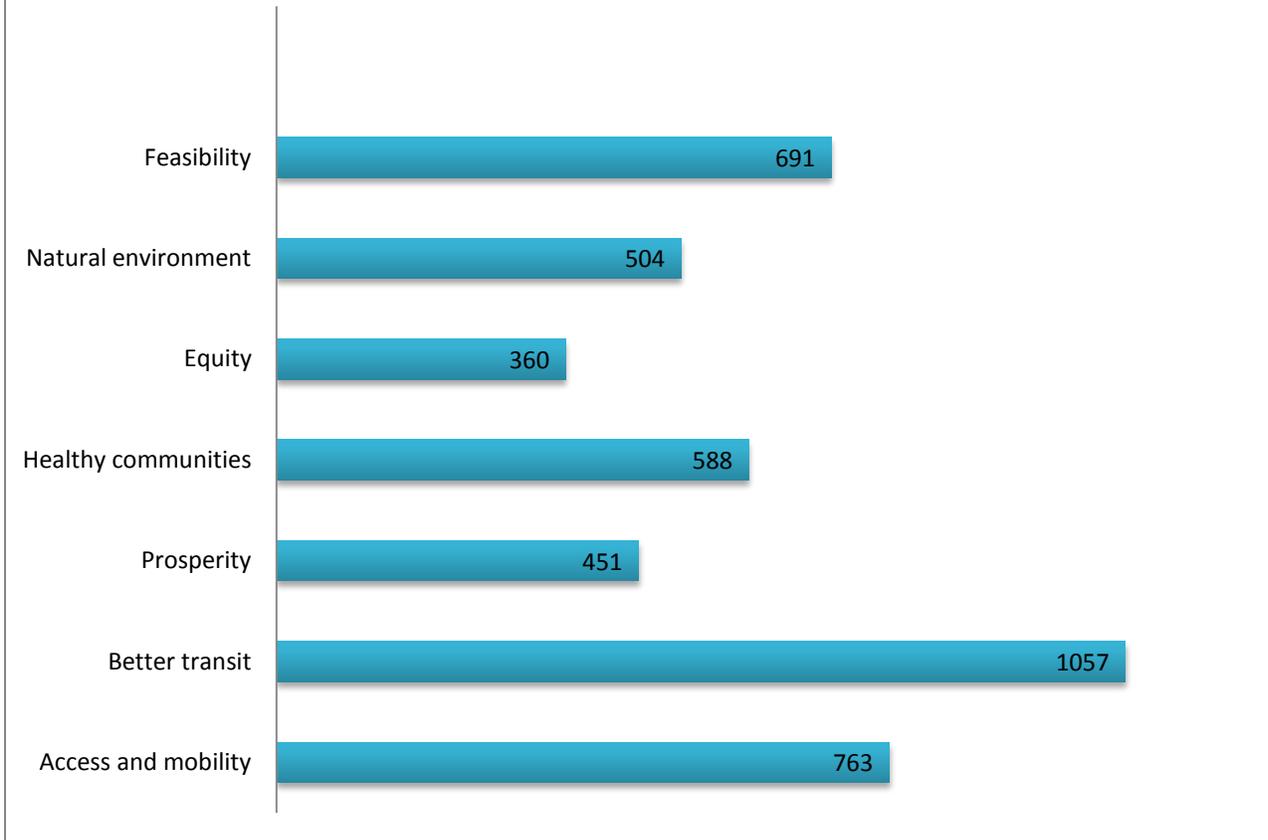
Overall plan outcomes

The Southwest Corridor Plan's aims are broad reaching. At the May and June community planning forums and in the high capacity transit options survey, people were asked if they would prioritize some outcomes over others.

- ***Access and mobility (more and better sidewalks and bikeways, reduced time in traffic or at lights)***
- ***Better transit (quicker trips, more local service and easier walk to a MAX or bus rapid transit station)***
- ***Prosperity (more jobs, development and housing)***
- ***Healthy communities (access to parks, trails and natural areas, more walking and biking opportunities)***
- ***Equity (fair distribution of benefits and burdens)***
- ***Natural environment (protect and enhance streams, habitat and trees)***
- ***Feasibility (cost, funding potential and support)***

The responses are as follows. Better transit was prioritized above all other outcomes followed by access and mobility.

Outcomes for the Southwest Corridor Plan



Through the survey, we received 112 additional comments for decision-makers to consider. The comments can be generally characterized the following way; all comments can be found in Appendix B.

Occurrence	Staff draft recommendation open ended comments Comment tag in Appendix B and general theme
9	\$ - Funding and cost comments
4	Support - Comments generally supporting all or part of this recommendation
14	Oppose - Comments generally opposing all or part of this recommendation
13	BRT & LRT - Comments related to both light rail and bus rapid transit
3	BRT only - Comments in favor of only bus rapid transit or explicitly opposed to light rail
6	LRT only - Comments in favor of only light rail or explicitly opposed to bus rapid transit
9	Route - Comments expressing ideas for the route of high capacity transit
4	Local transit service - Comments about the current or future need for local transit

	service
12	Roadway - Comments regarding current traffic challenges or suggestions for future roadway improvements
25	Planning suggestions - Comments suggesting elements that should be studied in the next phase of the Southwest Corridor Plan
7	Decision-making - Comments suggesting considerations related to decision-making
7	General concerns - Comments expressing concerns about government, public process or civic investment
10	Survey design feedback - Comments suggesting improvements to the survey
6	Miscellaneous - Comments not included in any of the above categories

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

A regional approach simply makes sense when it comes to providing services, operating venues and making decisions about how the region grows. Metro works with communities to support a resilient economy, keep nature close by and respond to a changing climate. Together, we're making a great place, now and for generations to come.

Stay in touch with news, stories and things to do.

www.oregonmetro.gov/connect

Metro Council President

Tom Hughes

Metro Council

- Shirley Craddick, District 1
- Carlotta Collette, District 2
- Craig Dirksen, District 3
- Kathryn Harrington, District 4
- Sam Chase, District 5
- Bob Stacey, District 6

Auditor

Suzanne Flynn

MAKING A GREAT PLACE

