

The MAX Light Rail needs a Downtown tunnel to vastly improve service for the whole region. This could mean ten minute frequencies, longer trains and of course; faster travel times.

Personally, I would love to see the SW Corridor Light Rail Project be brought back to life. It can completely transform the Barbur Blvd corridor with strategic rezoning and transit-oriented development.

For the City of Portland, we need to bring back the 2009 Portland Streetcar Plan. Which has the potential to not only improve transit but bring economic transformation throughout the city beyond Downtown. The Streetcar has demonstrated that it can anchor new development. Imagine what it can bring for the entire city if we revived the original Portland Streetcar Plan.

Every MAX Light Rail station should have a strategic 5-mile radius of Transit-Oriented Development like the Orenco Station to help boost ridership across the system. You NEED to research Vancouver's SkyTrain for their ambitious TOD and apply similar principles to the MAX. And perhaps along major bus corridors that have high ridership with frequent service.