According to Metro growth projections, we're on track to add the equivalent of four more Hillsboro's to the Portland area. The Portland region is growing, and we need to make smart investments now to stay ahead of growth and preserve our quality of life. Transit coverage in the Portland metro area is very good based on the Streetcar network. Problems facing TriMet in the future will be expanding existing networks. Many bus lines are at capacity. The Streetcar network has been expanding in recent years and a new MAX line was just opened, the southwest corridor, which runs along I-5.

The Portland area can save up to $9,800/year on their transportation costs. MAX has spurred $13.2 billion in development near stations (TriMet). Freight and cars move more freely on our roads, thanks to transit. The Portland area is one of the best places to live in the country, and it's also one of the fastest growing. Research question: Where are the most underserved areas for mass transit in Portland, OR? Where is the transit not reaching? Where exactly are the transit deserts? How are they getting ahead of the population growth? How many people and cars are there in the study area? What can be done to improve the connection between inner Portland and Gresham? Transit coverage in the Portland metro area is very good based on the Streetcar network. Problems facing TriMet in the future will be expanding existing networks. Many bus lines are at capacity. The Streetcar network has been expanding in recent years and a new MAX line was just opened, the southwest corridor, which runs along I-5.

The Portland region is growing, and we need to make smart investments now to stay ahead of growth and help curb traffic congestion. Expanding transit will connect more people with their community, while helping our economy and preserving our quality of life. To manage congestion and keep our economy moving, there needs to be an investment in more transit. Boosting our economy and preserving our quality of life.

To determine the areas that are underserved isn't the most underserved anymore. It is probably still one of them, but it isn't the most underserved. It's probably still one of them, but it isn't the most underserved anymore. The area within the transit buffers was deleted. Created circles around areas that indicated high density. The same process was used to determine the total population living within a 402 meter (5 minutes walking) buffer.

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