

## Metro | Agenda

Meeting: SW Corridor Plan Steering Committee  
Date: April 22, 2013  
Time: 9:30 to 11:30 a.m.  
Place: Metro Council Chamber  
Objective: Discussion of implementing the corridor land use vision, identifying green project priorities, and moving towards a shared investment strategy.

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9:30 a.m. Welcome and introductions Co-chair Stacey

9:40 a.m. Project partner updates All  
*1-2 minute updates from project partners to share information related to the Southwest Corridor Plan.*

### **ACTION ITEM**

9:50 a.m. Consideration of the Steering Committee meeting Co-chair Stacey  
summary from February 11, 2013 **ACTION REQUESTED**

### **INFORMATION/DISCUSSION ITEMS**

9:55 a.m. Implementing the Corridor Land Use Vision Alan Lehto, TriMet;  
*Laying the foundation to be competitive for federal funding and identifying potential policies and incentives to implement the community vision in the Southwest Corridor.* Leila Aman, Metro

10:25 a.m. Parks and natural resource priorities Janet Bebb, Heather Kent, Metro  
*Approach to developing a set of green investments for the Southwest Corridor that support the land use vision and the goals of the Southwest Corridor Plan.*

10:50 a.m. Moving towards a shared investment strategy Malu Wilkinson, Metro  
*Overview of approach and process for moving from the project bundles to a shared investment strategy that includes narrowed transit alternatives, a strategic set of roadway and active transportation projects, green project priorities, and policies and investments to support Southwest Corridor goals and the land use vision.*

11:20 a.m. Public Comment

11:30 a.m. Next meetings and adjourn Co-chair Stacey

**Materials for 4/22 meeting:**

- Parks and nature projects overview
- Draft approach for moving towards a shared investment strategy
- Eric Hovee economic report
- Updated calendar

**Next meetings:*****May 13, 2013, 9:30 to 11:30 a.m., Tualatin Police Station***

- Evaluation results

***June 10, 2013, 9:30 to 11:30 a.m., Tigard Library***

- Draft recommendation for Southwest Corridor Plan and Shared Investment Strategy

***July 8, 2013, 9:30 to 11:30 a.m., Metro Council Chamber***

- Share project partner discussions at city councils on the draft recommendation for the Southwest Corridor Plan and Shared Investment Strategy

***July 22, 2013, 9:30 to 11:30 a.m., Tigard Library***

- Consider action on Southwest Corridor Plan and shared investment strategy, forward to implementing jurisdictions (cities, counties, agencies)

**Irving Street Garage visitor parking policy**

Visit our website for a list of parking options for visitors conducting business at the Metro Regional Center: <http://www.oregonmetro.gov/index.cfm/go/by.web/id=3315>



## Southwest Corridor Plan Steering Committee

Monday, February 11, 2013

9:30 to 11:30 a.m.

Beaverton Library, Room A, 12375 SW 5<sup>th</sup> St., Beaverton, Oregon

### Committee Members Present

Craig Dirksen, Co-chair

Bob Stacey, Co-chair

John Cook

Denny Doyle

Amanda Fritz

Bill Middleton

Skip O'Neill

Lou Ogden

Roy Rogers

Gery Schirado

Loretta Smith

Jason Tell

Suzan Turley

Metro Council

Metro Council

City of Tigard

City of Beaverton

City of Portland

City of Sherwood

City of Lake Oswego

City of Tualatin

Washington County

City of Durham

Multnomah County

ODOT

City of King City

### Committee Members Excused

Neil McFarlane

TriMet

### Alternate Members Present

Alan Lehto

TriMet

### Metro Staff Present:

Robin McArthur, Elissa Gertler, Malu Wilkinson, Catherine Ciarlo, Matt Bihn, Crista Gardner, Clifford Higgins, Leila Aman, Emma Fredieu, Tim Collins

## **1.0 Welcome and introductions**

Co-chair Craig Dirksen, Metro Councilor, called the meeting to order at 9:38 a.m. He asked steering committee members and audience members to introduce themselves. After introductions Co-chair Dirksen invited committee members to give project updates for their communities.

Mr. Jason Tell, ODOT, informed the committee that he would need to leave the meeting at 10:30 a.m.

Mayor John Cook, City of Tigard, explained that Tigard staff would be working on a scope of work for a recent Transportation and Growth Management (TGM) grant awarded to the City of Tigard for projects in the Tigard triangle. He also noted that Tigard was applying for a Construction Excise Tax (CET) grant from Metro to continue work on the River Terrace project.

Mayor Bill Middleton, City of Sherwood, updated the committee on work for the Sherwood Town Center Plan and explained that the Sherwood Town Center Plan's steering committee would be discussing project alternatives.

Mr. Skip O'Neill, City of Lake Oswego, mentioned the \$5 million bond measure approved by voters for improvements to Boones Ferry Road.

Ms. Amanda Fritz, City of Portland, informed the committee that the Planning and Sustainability Commission would review the Barbur Concept Plan in February.

## **2.0 Consideration of the Steering Committee meeting summary from January 14, 2013**

Co-Chair Dirksen asked committee members if they had an opportunity to review the meeting summary from January 14, 2013. Mr. Tell motioned for the committee to adopt the meeting summary. Ms. Loretta Smith, Multnomah County, seconded Mr. Tell's motion. The committee then approved the minutes with no members in opposition.

## **3.0 Decision review: February and June**

Co-chair Dirksen described staff work on the SW Corridor shared investment strategies and project bundles. He emphasized that staff intend the bundles to be representative of possible project combinations and that the bundle components can be mixed and matched. He explained that the bundles would allow the committee to narrow and refine their chosen projects into one investment strategy. He informed the committee that they would need to take action to consider approving further analysis on the five project bundles. In June 2013, the committee would consider approval of one final bundle to take into Phase II of the SW Corridor Plan. Co-chair Dirksen then introduced Ms. Malu Wilkinson, Metro, and Ms. Leila Aman, Metro, to present the five project bundles.

Ms. Wilkinson believed that the five project bundles were a significant achievement for the project partners. She highlighted the incorporation of the corridor land use vision, local



plans, and regional priorities reflected in the five bundles. Ms. Wilkinson noted that the project refinement process had sharpened the focus and decreased the estimated cost of the SW Corridor Plan. She informed the committee that active transportation projects make up a quarter of the total projects in the SW Corridor Plan and include critical sidewalk investments. She also noted that project staff would develop more detailed cost estimates for the transit alternatives for the committee to consider. She explained that the parks and natural resources projects will be added to the project bundles once the committee approves further analysis. Ms. Wilkinson described how public involvement components of the SW Corridor Plan informed the project bundle development process. She explained how the ShapeSW online tool channeled public feedback regarding community priorities to the SW Corridor Plan.

Ms. Fritz wondered when the public would be able to review the five project bundles. Ms. Wilkinson responded that the committee and interested parties received information on the five bundles last week. She noted that the public would be given the opportunity to examine the five bundles and add in any missing pieces in upcoming community involvement events. Co-chair Dirksen added that citizens will have opportunities to examine the bundles and provide feedback once the steering committee approves further analysis.

Ms. Fritz requested a version of the project lists in a larger font. Ms. Wilkinson agreed that staff could create a list in larger font. Co-chair Bob Stacey, Metro Councilor, noted that the project lists were difficult to read in small font but looked forward to Ms. Aman's presentation of the bundles. Co-chair Dirksen reiterated that staff had developed the project bundles by incorporating local jurisdictional plans and public feedback.

## **5.0 Shared investment strategies**

Ms. Aman presented the five project bundles (presentation included in the meeting packet). She outlined the process for developing the five bundles and gave an overview of the land use vision, the identification of key places in the corridor, and the five transit alternatives.

Ms. Aman then described each of the five bundles and walked the committee members through the project map book (included in the agenda packet). She explained the methodology for developing the bundles, including the technical and collaborative approach with the project partners. She described how staff narrowed and refined the project lists.

Ms. Fritz wondered if large projects could be broken down into their base components so that the committee or staff could focus on less costly elements in the short term, such as sidewalk improvements. Ms. Aman responded that it would be possible to pull out pieces of large projects and noted that it would be helpful if Ms. Fritz had specific components in mind. Ms. Fritz cited sidewalks on Barbur Boulevard as an important component of a larger Barbur transit improvement project that could be isolated and implemented in the short term.

Mr. Roy Rogers, Washington County, asked if project staff had determined how to prioritize projects in the SW Corridor Plan. Ms. Aman responded that staff had discussed prioritization but detailing the prioritization process would be part of the next steps of the plan. Mr. Rogers explained that the Washington County planning and budgeting process was a shorter-term process than the SW Corridor Plan and wondered if there was a way to

coordinate the two schedules. Ms. Wilkinson noted that the next step of the SW Corridor Plan would include developing a funding strategy and agreeing to a project prioritization method.

Ms. Suzan Turley, City of King City, noted a clerical error in the description of the final project in Section 9 of the project map book (project ID 9999). She asked that the project title include 131<sup>st</sup> Ave, Fischer Road, and Beef Bend Rd.

Mr. Rogers described recent and projected population growth in Bull Mountain and Cooper Mountain in Washington County and expressed concern that these growing areas were not included in the SW Corridor Plan area. He requested that project staff consider adding these areas to the plan area since they are adjacent to many of the projects in the bundles and their growth would affect the SW Corridor Plan. Co-chair Dirksen responded that the committee had agreed early in the planning process that those areas would fall under the Highway 217 study. He argued that the SW Corridor Plan should consider the impacts of the Highway 217 study, but that the plan area was necessary in order to focus the scope of the SW Corridor Plan study. Co-chair Stacey agreed that the SW Corridor Plan area was an artificial boundary but argued that there would need to be a boundary for the scope of the study. However, he believed that the impacts from connecting areas should be monitored by the SW Corridor Plan. Mr. Rogers argued that the SW Corridor Plan should include the quickly growing adjacent areas. Co-chair Stacey asked to hear back from project staff on this issue.

Ms. Wilkinson added that the final shared investment strategy would need to be able to respond to demographic changes in the corridor. She then outlined the next steps of the plan: project prioritization, funding strategy, and incorporating the parks and natural resources projects into the bundles. She asked the committee to consider approving further work by project staff to evaluate the five project bundles and begin further analysis in to high capacity transit (HCT) alternatives.

Co-chair Dirksen summarized Ms. Aman's presentation and asked for discussion from the committee on approving further analysis into the project bundles and HCT alternatives.

Mr. Tell described an effort parallel to the technical analysis of the five project bundles: developing a funding strategy. He encouraged the committee to begin the discussion on how to raise revenue for the chosen SW Corridor projects as soon as possible. Finally, Mr. Tell stated his support for approving further analysis of the five project bundles and HCT alternatives.

Ms. Fritz agreed with Mr. Tell regarding the importance of raising revenue and argued that public support would be key to pursuing funding locally. She wondered how public input would be gathered to encourage a buy-in from the SW Corridor communities. She also requested additional information as to how staff narrowed and refined the project lists over time. Co-chair Dirksen noted that the next agenda item outlined upcoming public involvement efforts. He added that the projects on the plan lists came directly from local project lists and the project partners' local transportation plans. He believed that consensus from the committee on the list of projects to prioritize would be key to competitively pursuing funding.

Mr. Tell encouraged the committee to consider the importance of incremental improvements in the corridor, beginning with small projects that the region can afford.

Mayor Lou Ogden, City of Tualatin, referred to the hub and spoke transit alignment option. He expressed concerns about the lack of a spoke connection between Tualatin and Sherwood. He wondered if that connection could be added. Mayor Bill Middleton agreed that the connection was important. Ms. Wilkinson replied that the five transit options served to show a variety of information and configurations. She noted that the components of the alignments could be mixed and matched.

Mayor Ogden also expressed concerns regarding a lack of local service connections in the Tualatin-Sherwood area. He referred to the map book and noted that the enhanced transit plans were missing and wondered if they could be included. Mr. Alan Lehto, TriMet, responded that the local transit service routes were missing from the maps, but that TriMet would be working on the SW Service Enhancement plans later in 2013 that would complement the SW Corridor Plan. Mayor Ogden believed that the current local plans should be included in the map book for the committee's information.

Co-chair Stacey agreed with Mayor Ogden that local transit enhancements were needed in the SW Corridor. He also agreed that the missing local transit links could be included on the map books or somewhere within SW Corridor materials. Mr. Lehto responded that staff considered showing the local connections in the background on the project maps, and that those connections were included as assumptions as the projects were developed.

Ms. Fritz wondered if the committee had considered how to ensure that local transit would complement any BRT plans for the SW Corridor Plan. Mr. Lehto noted that TriMet had made commitments on a regional level to the frequent service bus network and hoped to be able to expand those commitments.

Mr. Matt Bihn, Metro, noted that the local service plans and adjustments were not yet mapped but were included in the model when developing the transit options. He informed the committee that the local service plans could be mapped in the next few weeks when further analysis on the bundles is made. Co-chair Stacey noted that the committee and project staff should continue to consider local transit needs and operations in the corridor.

Co-chair Dirksen explained that the committee and the public would have opportunities to add or remove projects from the bundles between now and June. He asked if the committee was ready to consider approving further analysis of the project bundles and the HCT alternatives.

Mayor Denny Doyle, City of Beaverton, motioned for the committee to approve further analysis of the project bundles and the HCT alternatives, provided that staff will correct clerical errors and consider Mr. Roger's concern regarding the plan area boundaries.

Mayor Ogden seconded Mayor Doyle's motion.

Ms. Fritz requested an amendment to the motion. She asked that projects in the Portland labeled "bicycle" be labeled "bicycle and pedestrian" in the project lists. Ms. Wilkinson

responded that project staff would need to examine the bicycle projects individually to make sure they include a pedestrian component before relabeling the projects. Ms. Crista Gardner, Metro, explained that Metro and City of Portland staff could collaborate to confirm that the projects are appropriately labeled.

Ms. Fritz expressed concern for approving further analysis without additional details regarding public involvement efforts. Co-chair Stacey asked Co-chair Dirksen if the committee could defer voting on Mayor Doyle's motion until after the next agenda item. Co-chair Dirksen asked if there was opposition from the committee to deferring the vote on the motion. Hearing none, he deferred the vote until after the agenda item regarding public involvement.

#### **4.0 April engagement overview**

Ms. Wilkinson directed the committee to the public engagement calendar (included in the meeting packet). She explained that staff would hold SW Corridor public engagement events and would also provide presentations to existing groups and meetings around the corridor. She informed the committee of the two community planning forums scheduled for April and May and of the economic summit scheduled for April 30, 2013. Ms. Wilkinson also described an upcoming opportunity for online participation through the Opt-in tool.

Ms. Fritz wondered if staff would post the project lists for SW Neighborhood's transportation committee and members of the public to review before the steering committee takes action on the lists. Ms. Wilkinson replied that once the steering committee approved further analysis of the project bundles, staff would hold public involvement events, evaluate the bundles, and provide a refined set of project bundles to the committee in May.

Ms. Fritz wondered why the committee would not have an opportunity to make changes to the bundles in April. Co-chair Dirksen explained that April's meeting would focus on other aspects of the SW Corridor Plan apart from the transportation plan and that the committee would consider the refined project bundles in May.

Ms. Wilkinson described the Fall 2012 public involvement efforts and the ShapeSW tool that had assisted in narrowing the long list of projects. Using public input and the narrowed list of projects, staff developed the project bundles. She noted that after committee approval for further analysis on the project bundles, staff will present the bundles to the public for review. Ms. Wilkinson asked Ms. Fritz if she believed a step was missing from the public involvement piece of the SW Corridor Plan. She added that the public would have opportunities to add any missing projects to the bundles between now and June 2013, when the committee will consider approving one bundle.

Ms. Elissa Gertler, Metro, noted that the steering committee would discuss the public feedback on the bundles in May and determine if the bundles are accurate and complete so that they can vote on a refined project bundle in June.

Ms. Fritz suggested that the City of Portland hold public engagement events during the next few months in order to ensure that the community supports the direction of the SW

Corridor Plan. Co-chair Stacey and Co-chair Dirksen encouraged Portland and the other project partners to begin their own public engagement processes.

Co-chair Dirksen asked the committee to take vote on Mayor Doyle's motion to approve further staff analysis on the five bundles, HCT alternatives, Mr. Roger's request to examine the plan area, staff confirmation of the Portland bike projects' classifications, and exploring the mapping of the local transit network in the corridor.

The motion passed with no opposition.

## **6.0 Public Comment**

Co-chair Dirksen opened the meeting up to comments from members of the public.

Ms. Kathy Newcomb, a resident of Tualatin, informed the committee that Tualatin employs 21,000 people, only ten percent of which live in Tualatin. She emphasized that the main transportation challenge in Tualatin was moving the ninety percent of employees who do not live in Tualatin to and from businesses. She expressed concerns over the heavy traffic on Tualatin-Sherwood Road, and the lack of transit options on the west side of the city. Ms. Newcomb encouraged the committee to consider adding a park-and-ride facility on 99W, and a local bus line routed from the park-and-ride, down Tualatin-Sherwood Road during peak traffic hours. Ms. Newcomb believed that a bus-rapid transit (BRT) line was not needed, and that the focus of the committee should be improving local bus service on 99W.

Mr. John Gibbon, the land use chair for SW Neighborhoods Inc., explained that the City of Portland's participation in the SW Corridor Plan was critical to the success of the project. He noted that the terrain and infrastructure needs of the West Hills would be challenging to overcome and believed that the committee should work to reduce the length of commutes when using transit. He believed the SW Corridor Plan was moving in the right direction and the make-up of the steering committee encouraged him.

Ms. Marianne Fitzgerald, President of SW Neighborhoods Inc., expressed excitement to examine the five project bundles. She asked the committee and staff to provide information as to how the bundles were developed. Ms. Fitzgerald also asked to see the bundles in a different format. She agreed with Mr. Tell that the committee needed to develop a funding strategy and that public engagement would be key to that strategy.

Mr. Dick Schouten, Washington County Commissioner, suggested increased bicycle parking facilities around Fanno Creek Trail to connect the trail with the transit network. He expressed concern that the Columbia River Crossing (CRC) and other regional projects might distract from the SW Corridor Plan. Co-chair Stacey hoped that civic engagement efforts would help create broad community support for the SW Corridor Plan.

Mr. Damien Miller, addressed the possibility of short-term, implementable projects, and the limited funding environment. He encouraged the committee to coordinate project #5006 (Barbur lane diet) with ODOT's plans to rehabilitate Barbur bridges. Co-chair Dirksen noted that ODOT had suggested adding project #5006 to the SW Corridor list and hoped that SW Corridor staff would work closely with ODOT on that project. Ms. Fritz emphasized the importance of working together on project #5006 and the Barbur bridges project.

Mr. Carl Larson, Bicycle Transportation Alliance, encouraged the committee to consider a road diet on Barbur Boulevard and explained that removing a lane from Barbur Boulevard would improve bicycle and pedestrian access to SW Portland and the corridor. He requested a study on removing a lane from Babur Boulevard, either from ODOT, the SW Corridor Plan, or the Portland Bureau of Transportation. Ms. Fritz reiterated the importance of coordinating a lane diet project and the Barbur bridge rehabilitation project.

Co-chair Dirksen adjourned the meeting at 11:34 a.m.

Meeting summary respectfully submitted by:

<SIGN HERE FOR FINAL VERSION>

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Emma Fredieu

Attachments to the Record:

Item	Type	Document Date	Description	Document Number
1	Agenda	2/11/13	February meeting agenda	021113swcpssc-01
2	Summary	1/14/13	1/14/13 meeting minutes	021113swcpssc-02
3	Calendar	2/5/13	Engagement Opportunities schedule	021113swcpssc-03
4	Memo	2/5/13	Bundles process memo	021113swcpssc-04
5	Memo	1/30/13	Bundles technical memo	021113swcpssc-05
6	Maps	2/11/13	Transportation Project map book	021113swcpssc-06
7	Maps	2/11/13	5 transit alternatives maps	021113swcpssc-07
8	Presentation	2/11/13	5 bundles power point	021113swcpssc-08

# Southwest Corridor Economic Development

Economic Development Conditions,  
Stakeholder Perspectives  
& Investment Alternatives

April 16, 2013

*Executive Summary*



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## INTRODUCTION TO SW CORRIDOR ECONOMIC DEVELOPMENT

Metro and its regional partners are working collaboratively to prepare a comprehensive land use and transportation plan for the Southwest Corridor extending from Portland to Sherwood to identify and prioritize public investments. The Southwest Corridor Plan is intended to create a community investment strategy for the Corridor that will leverage future high capacity transit (HCT) and other investments to achieve desired outcomes for the region for vibrant communities, climate change leadership, transportation choices, economic prosperity, and clean air and water quality.

A pivotal objective of the Southwest Corridor Plan is to identify investments that will promote and facilitate economic development. This economic development analysis is intended to begin the process of identifying local and regional investments useful to promote economic development as part of the SW Corridor Plan. The Corridor planning process covers eight incorporated communities within three counties – Beaverton, Durham, King City, Lake Oswego, Portland, Tigard, Tualatin and Sherwood.

A preliminary economic development analysis has been prepared with the objectives of:

- Documenting existing and projected economic development conditions
- Focused on investment alternatives to promote economic development both short- and long-term
- Identify business perspectives from a 2012 Economic Summit and potential priority actions for implementation.

What follows is a summary of observations and findings from this background report.

## ECONOMIC DEVELOPMENT GOALS & OBJECTIVES

Of the eight incorporated SW Corridor communities, all but the smaller jurisdictions of King City and Durham have prepared economic development plans:

- Each of six jurisdictions has articulated **priorities for economic development** – expressed in terms of vision statements, goals, objectives, or findings.
- All have identified **target business clusters**, five of which include a light industrial or technology-forward focus; a majority also emphasize retail, tourism or medical sectors that may be viewed as having more of a local service rather than traded sector function.
- There clearly are features of local plans that are distinctive to individual jurisdictions. While there appears to be no clear consensus vision as yet for what the region's SW Corridor could or should be, there are clear **commonalities** that could serve as a *starting point* for a SW Corridor community investment strategy.

What could *make a difference* for SW Corridor economic development are cooperative initiatives related to target business marketing, positioning of the Corridor for HCT, a common agenda for quality of life improvements, and infrastructure including

transportation funding that serves to leverage economic development investments. Specifically noted is that local and regional planning is often formulated over a long-term time horizon of 20+/- years as for local jurisdiction comprehensive planning. This SW Corridor planning process places special emphasis on implementation actions for short-term “early opportunities.” This is for two reasons:

- Short-term wins over the next 3-5 years are of critical importance to facilitating continued recovery from the unexpectedly prolonged effects of the economic recession.
- Early successes can also prove instrumental to building momentum and a record of success that may prove instrumental to realization of longer term SW Corridor planning objectives.

## **SW CORRIDOR COMPETITIVE POSITION**

Today, the Corridor is distinguished by the presence of relatively higher wage professional and business service firms. Transportation systems – both highway and transit – appear increasingly challenged to keep up with both local and regional growth and contemporary lifestyle preferences or needs of area residents.

Pivotal to the economic future of SW Corridor communities is the question of reshaping suburban identity toward a new mix of urban and non-urban amenity values. While not on the immediate horizon, a good test of how this occurs may come with eventual implementation of high capacity transit (HCT) extending along Barbur Boulevard to Tigard and possibly further south and east to the Tualatin / Sherwood communities.

Building-blocks for renewed and sustained economic vitality likely include provision of shovel-ready greenfield and redevelopment sites, supportive local and regional transportation capacity, emphasis on job quality as well as quantity, improved jobs-housing balance, and corridor-wide economic development branding.

## **GEO-BASED EMPLOYMENT ANALYSIS**

As of 2009, there were 200,000+ jobs located within the SW Corridor (or 26% of 3-county area employment). Excluding the Portland CBD, the rest of the Corridor accounted for 117,000 jobs (or 15% of tri-county jobs). The SW Corridor accounts for a higher proportion of the region’s job base than residential population – with or without the Portland CBD.

Corridor-wide industry clusters can be found in a variety of service sector activities – some of which have traded sector opportunity, as with finance / insurance and administrative / headquarters functions. Average wages also are relatively high compared to the metro area.

Subdistricts within the Corridor have clearly identified business niches – such as the Portland CBD for professional and educational services, south of the downtown area for health care, the Washington Square area for regional retail activity, and the Tigard to Tualatin / Sherwood area for added higher wage industrial activity.

There are clear linkages between some Corridor businesses and other nearby employment centers of the region. The importance of intra-regional linkages is illustrated by the strong presence of SW Corridor business clusters as with distribution companies and architectural / engineering firms serving the semiconductor firms of the Sunset Corridor.

## **BUSINESS PERSPECTIVES**

Business input was actively solicited via an initial business focus group session conducted in June 2012, followed by a broader based Economic Summit in November 2012.

### **Initial Focus Group:**

Consistent with local jurisdiction planning and employment data evaluated, those involved in the initial focus group cited *advantages* of doing business as relating to attributes of an increasingly diverse business base, destination activity and residential lifestyle. *Disadvantages* centered on issues related to transportation access and mobility, shovel-ready employment land, housing choice and affordability, and economic development leadership.

Focus group participants were clearly oriented to realizing near-term economic development wins. Early momentum is needed not just to solidify the economic recovery now underway but to set in place building blocks critical for economic vitality longer term.

A related suggestion is to “fix existing needs first.” HCT implementation may be deferred pending success experienced with addressing other pressing near-term transportation and transit needs of SW Corridor communities. In effect, a corridor-wide investment agenda should include balanced emphasis on both redevelopment and greenfield development.

### **Economic Development Summit:**

A subsequent and more in-depth Economic Summit session was held at the Tigard City Library on November 14, 2012. Twenty three individuals representing a range of interests – from large organizations to small business owners – participated.

Much of what was heard with the earlier focus group discussion was repeated by participants in the larger economic summit. However, several items received added emphasis from this more extensive discussion, notably:

- Need for improved transportation and access connectivity
- Desire for more employer-oriented transit
- Cautious support for high capacity transit (HCT)
- Improved freight mobility
- Clear desire to make 99W “a destination rather than an eyesore”
- Importance of playing to the corridor’s natural amenities

- Some interest to bring more of the urban Portland lifestyle to the SW Corridor
- Clear business message of interest in remaining *plugged in* through the process

Perhaps the biggest challenge that the SW Corridor Plan process faces with the Corridor's business community is concern over the long planning horizon between planning and implementation – creating a clear impetus for near-term action to build credibility and momentum.

## INVESTMENT ALTERNATIVES

The SW Corridor Plan is intended to maximize limited local, regional, state and federal funds by identifying and prioritizing public investments. A primary test of investment alternatives that promote economic development will be in setting corridor-wide, shared criteria for measuring success.

In addition to planning for long-term HCT and other priorities, it may prove pivotal to frame an achievable, short term corridor economic development investment strategy – yielding visible, momentum-building wins over the next 3-5 years. Consistent with ideas mentioned at the Economic Summit, examples of what might be included as part of a short-term momentum building strategy could cover such items as:

- Freight access project
- Near term Tualatin-Sherwood highway improvements
- Demonstration employer-transit program
- Demonstration Barbur / 99W mixed use or major employment catalyst project
- Expanded web site with features tailored to Corridor business interests. This business-friendly portal ideally would be designed with *beta testing* of a diverse sampling of the SW business audience.

The determination of which or what combinations of projects to fund likely will be driven by clear demonstration of near term resource availability and expressed interest from the most directly benefited communities, business and development organizations. Criteria are subject to refinement based on review by public and private stakeholders. As follow-on to this initial background assessment, an implementation plan process is anticipated to encompass the evaluation of more specific investment choices from an economic development perspective together with associated priority recommendations.

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This background report has been prepared for Metro by the economic and development consulting firm E. D. Hovee & Company, LLC and Bonnie Gee Yosick<sup>llc</sup> specializing in economic and policy analysis. For a full copy of the report, please visit <http://www.swcorridorplan.org/>

## SWCP Steering Committee Proposed Meeting Topics and Major Engagement Opportunities

Draft 3/18/2013

Month	Groups and topics
January 2013	1/14: Steering Committee meeting <ul style="list-style-type: none"> <li>Overview of Southwest Corridor Plan, where we are in process, what to expect</li> <li>Transit options based on 10/2012 SC recommendation <b>DISCUSS</b></li> <li>Draft shared investment strategies and evaluation approach <b>DISCUSS</b></li> </ul>
February 2013	2/11: Steering Committee meeting <ul style="list-style-type: none"> <li>Shared investment strategies for evaluation <b>ADOPT</b></li> </ul>
April 2013	4/22: Steering Committee meeting <ul style="list-style-type: none"> <li>Economic development strategies <b>DISCUSS</b></li> <li>Housing strategies <b>DISCUSS</b></li> <li>Policy changes <b>DISCUSS</b></li> <li>Green investments <b>DISCUSS</b></li> </ul>
	Mid-April to early June: online open house with interactive infographic digest of work on the plan to date that also highlights upcoming major decisions
	April: Local advisory committee/community presentations <ul style="list-style-type: none"> <li>Share project bundles, get reactions, things to remove/add, , get feedback on what it critical to a successful decision</li> </ul>
May 2013	5/13: Steering Committee meeting <ul style="list-style-type: none"> <li>Evaluation results <b>DISCUSS</b></li> </ul>
	May 21: Economic Summit: which projects and policies best support economic development
	5/21: OptIn Survey/online information: describe key tradeoffs between projects (based on evaluation) and ask for preferences to help with refinement of preferred strategy
	5/23: Community Planning Forum: advice on refinement process; implementation ideas
	May: City-hosted events to share city, local land use plan and Southwest Corridor information
	May: Local advisory committee/community presentations <ul style="list-style-type: none"> <li>Share what we've learned from evaluating project bundles and get reactions, discuss key tradeoffs and define information critical for successful decision</li> </ul>
June 2013	6/10: Steering Committee meeting <ul style="list-style-type: none"> <li>Community input on shared investment strategy <b>DISCUSS</b></li> <li>Guidance on preferred strategy(s) <b>RECOMMENDATION</b></li> </ul>
	Mid-April to early June: online open house to frame issues identified through evaluation, begin to frame draft preferred investment strategy
	June: Additional City-hosted outreach events
	June: Local jurisdiction and agency presentations to city councils, county commissions and agencies <ul style="list-style-type: none"> <li>Prepare for future action on the preferred shared investment strategy</li> </ul>
July 2013	7/8: Steering Committee meeting <ul style="list-style-type: none"> <li>Community input on shared investment strategy <b>DISCUSS</b></li> <li>Guidance on preferred strategy(s) <b>RECOMMENDATION</b></li> </ul>
	7/22: Steering Committee meeting Preferred shared investment strategy(s) and implementation plan for the Southwest Corridor <b>ADOPT</b>
August – September 2013	Local jurisdiction and agency <b>action</b> : final presentations to city councils, county commissions and agencies to act on shared investment strategy (may involve public testimony)

## **Prioritizing and Funding Green Infrastructure Projects**

April 21, 2013, Janet Bebb and Heather Nelson Kent

As we move from compiling lists of projects, through screening to evaluation and bundling packages of investments around the strongest transit alternatives, there are questions about how to integrate the “green infrastructure” projects. These include parks, trails, natural areas, stormwater facilities, green streets and natural resource enhancements like wildlife corridors, habitat for sensitive species and improved culverts for fish passage.

### **Different “green” projects reflect different values**

Within the “green” infrastructure project list there are projects that reflect different community values. Broadly, the “green” projects fall into three major categories:

- Community livability and place making projects – like walking a tree-lined street, easy access to parks and nature, community identity projects like water features, parks, plazas, etc.
- Water quality and natural resources projects – these projects tend to emphasize clean water, flood storage, storm water issues and wildlife habitat improvements
- Projects that increase property values with an eye to supporting economic development and redevelopment goals
- Active transportation projects can be an additional element that fits into the “green” project category where walking and biking infrastructure serve as linear parks and greenways.

Using these values as a lens, stakeholders will be given an opportunity to prioritize the list of projects and identify those that best meet their community values and land use vision. Policies such as improved street design and redevelopment standards can also support these values within the corridor.

### **Funding for parks, trails and natural resource enhancements will require collaboration and initiative**

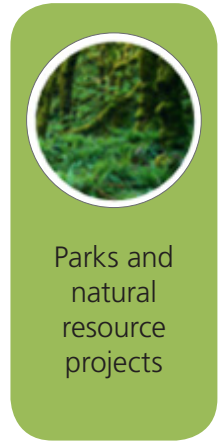
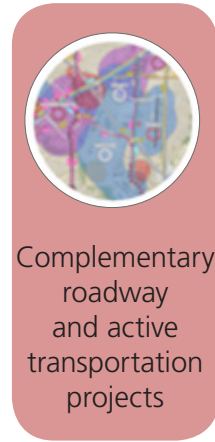
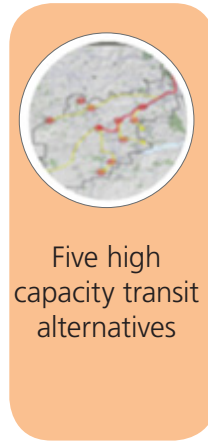
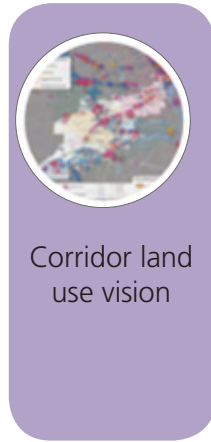
Most of the green infrastructure projects will require creative funding solutions. Funding strategies include grant writing (state, regional, federal and foundation) and project prioritization within existing funding sources (Park SDC's, SWM funds, etc.). Development agreements and private funding can also support the investment in “green” features that incent the market. In some communities, voters have been asked to invest in more parks, trails and natural areas. Tigard, THPRD and Metro have all successfully secured voter-approval in the past to support capital investments in these kinds of projects.

An additional step in sorting and prioritizing our “green” projects in the Southwest Corridor is for partners to examine the likely funding sources and agree to a collective strategy for grant writing and the strategic use of other available or new funds. A project list could be developed based on this shared funding strategy.

Finally, it is important to note that the “green” project list we’ve compiled for the Southwest Corridor does not include the numerous impacts and mitigation projects that may be required as a result of a new transit corridor, road and street construction and redevelopment. As we gather more information on exactly which land use and transportation projects will be pursued, we can seek to understand what nearby or adjacent “green” projects are relevant to the type of impacts that may be present. With an eye towards the impact areas, we may be able to focus projects that offer multiple benefits and foster a higher return on investment for the public’s resources, regardless of the source of those funds. Additionally, identifying these locations serves the purpose of flagging environmental considerations for individual and groups of projects and can provide a foundation for regulatory requirements including EIS work.

# Moving towards a shared investment strategy for the Southwest corridor

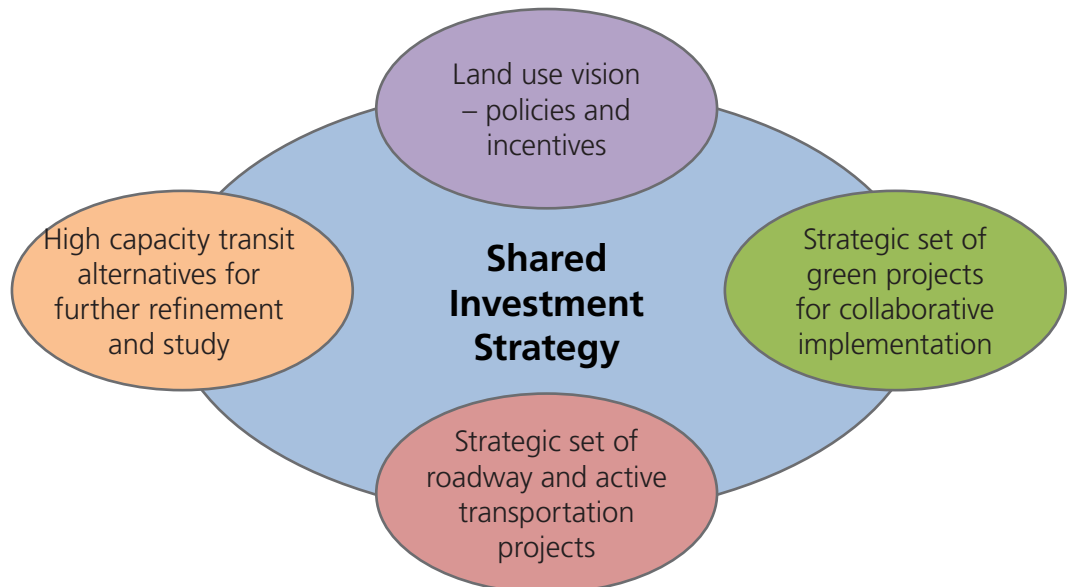
January –  
February 2013



1. Qualitative land use assessment
2. Transit supportiveness
3. Funding responsibility and availability



June-  
July 2013





Materials following this page were distributed at the meeting.



G R E A T P L A C E S

# Corridor

Portland • Sherwood • Tigard • Tualatin  
Beaverton • Durham • King City • Lake Oswego  
Multnomah County • Washington County  
ODOT • TriMet • Metro



## *Preliminary* Transit Evaluation

Southwest Corridor PTL

April 18, 2013

## Evaluating transit projects— what to consider?

- Ridership
  - Project boardings
  - System transit ridership
- Reliability
- Travel Time
- Operating efficiency
  - Cost per boarding
  - Vehicle hours
- Roadway impacts
- Interaction with autos
- Property impacts
- Capital costs

## Tradeoffs: Add Lane vs Convert Lane

- Add lane (BRT to Tigard)
  - ▶ Comparable ridership\*
  - ▶ Comparable travel time\*
  - ▶ Comparable operating efficiency\*
  - ▶ Lower roadway impacts
  - ▶ Higher property impacts
  - ▶ Higher capital costs
- Convert lane (LRT to Tigard)
  - ▶ Comparable ridership\*
  - ▶ Comparable travel time\*
  - ▶ Comparable operating efficiency\*
  - ▶ Higher roadway impacts
  - ▶ Lower property impacts
  - ▶ Lower capital costs

\* Assumes identical use for lane (i.e.. exclusive transit or shared lane)

## Tradeoffs: Exclusive Transit vs BAT Lanes vs Mixed Traffic

- Exclusive Transit  
(LRT to Tigard,  
BRT to Tigard)
  - ▶ Highest ridership
  - ▶ Fastest travel times
  - ▶ Highest operating efficiency
  - ▶ Least interaction with autos
- BAT Lanes  
(BRT to Tualatin,  
Hub and Spoke)
  - ▶ Lower ridership
  - ▶ Slower travel times
  - ▶ Lower operating efficiency
  - ▶ More interaction with autos
- Mixed Traffic  
(No-Build, BRT to  
Sherwood\*)
  - ♦ Lowest ridership
  - ♦ Slowest travel times
  - ♦ Lower operating efficiency
  - ♦ Most interaction with autos

\* BRT to Sherwood includes several queue bypass lanes

# LRT to Tigard

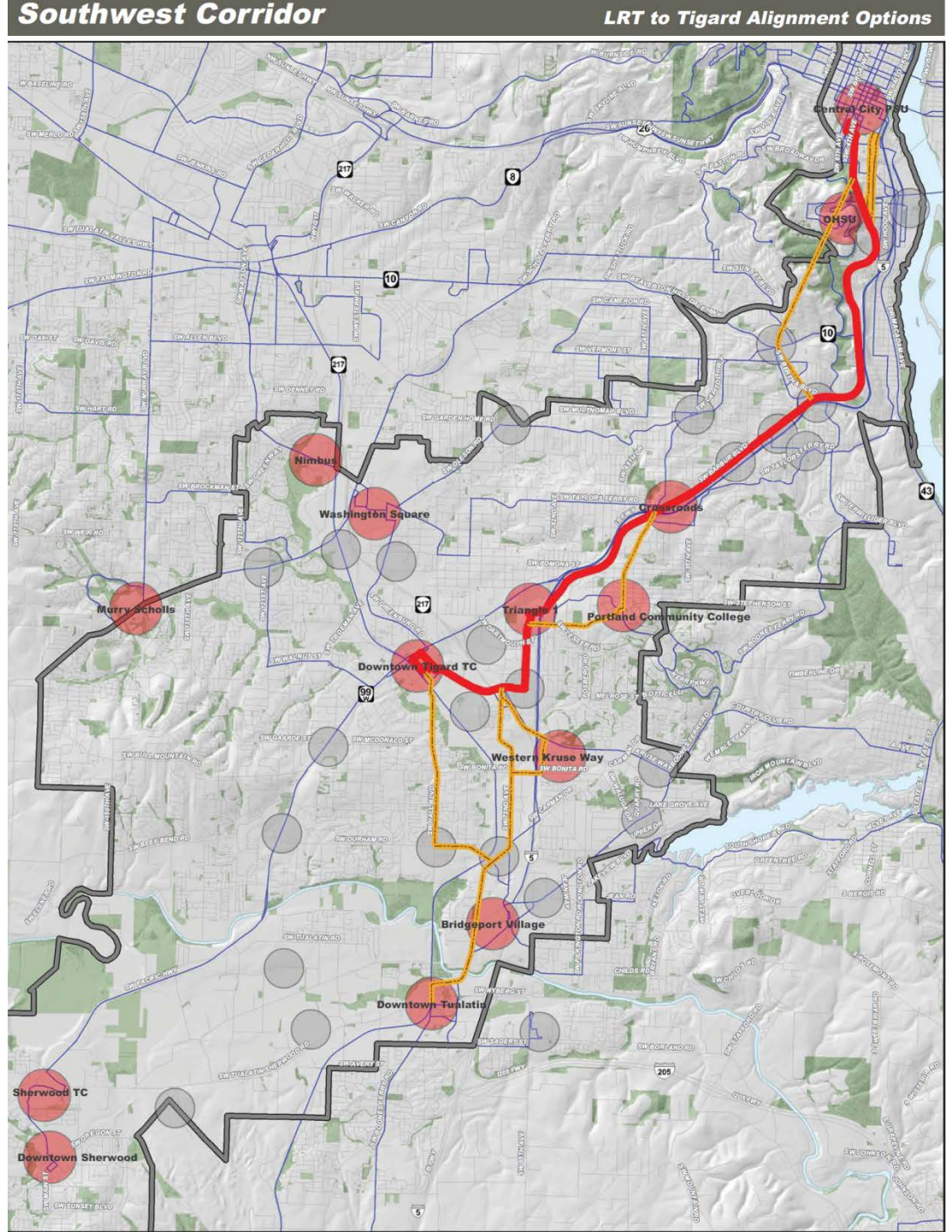
Convert lane, exclusive transit

## Advantages:

- Higher Ridership
- Highest Reliability
- Highest operating efficiency
- Least interaction with autos
- Fewer ROW impacts

## Disadvantages:

- Highest Capital Cost (LRT)/mile
- Higher roadway impacts





# BRT to Tigard

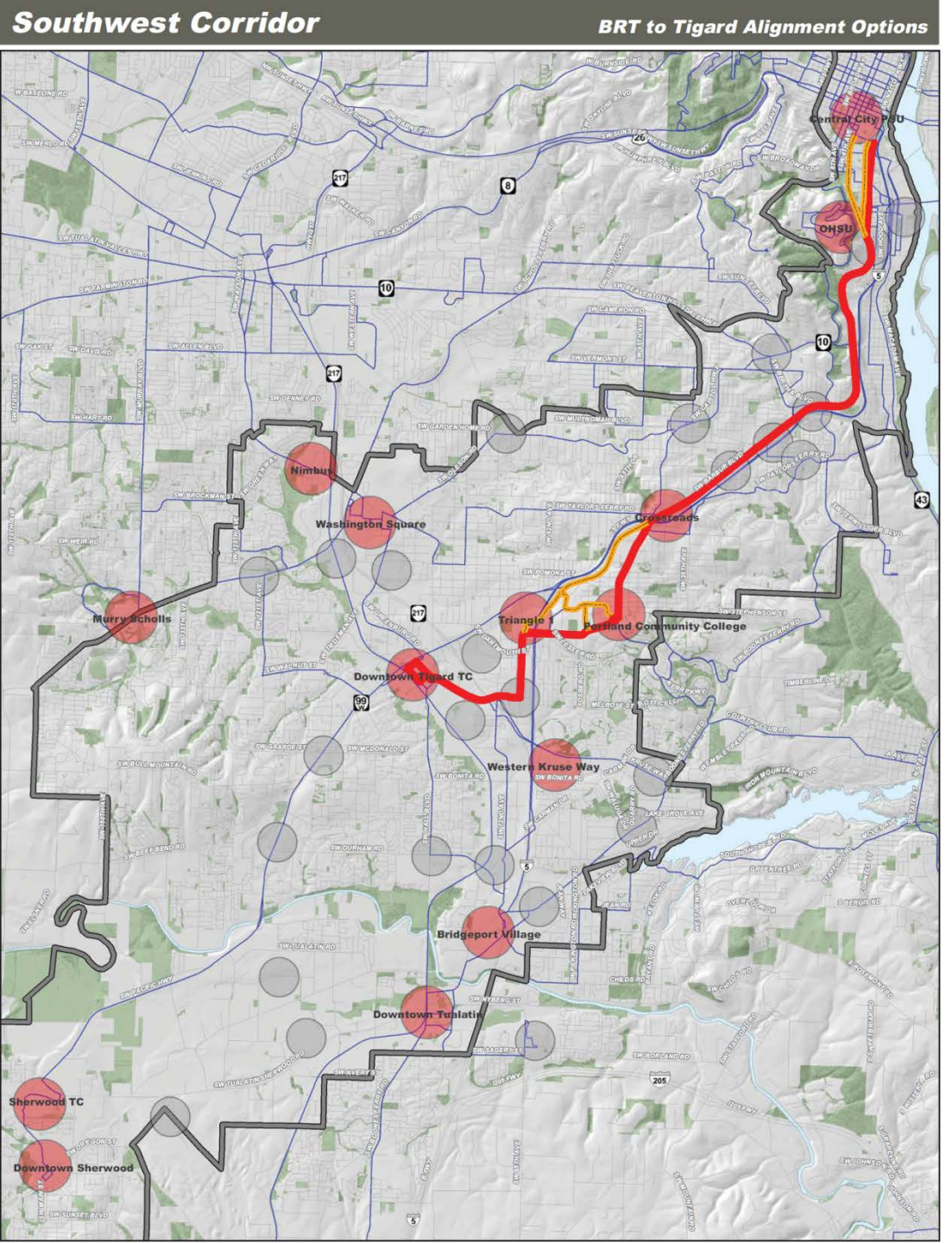
Added lane, exclusive transit

## Advantages:

- Higher Ridership
- Higher Reliability
- Higher operating efficiency
- Fewer roadway impacts
- Less interaction with autos

## Disadvantages:

- Greatest ROW impacts
- Higher Capital Cost (ROW)/mile





# BRT to Tualatin

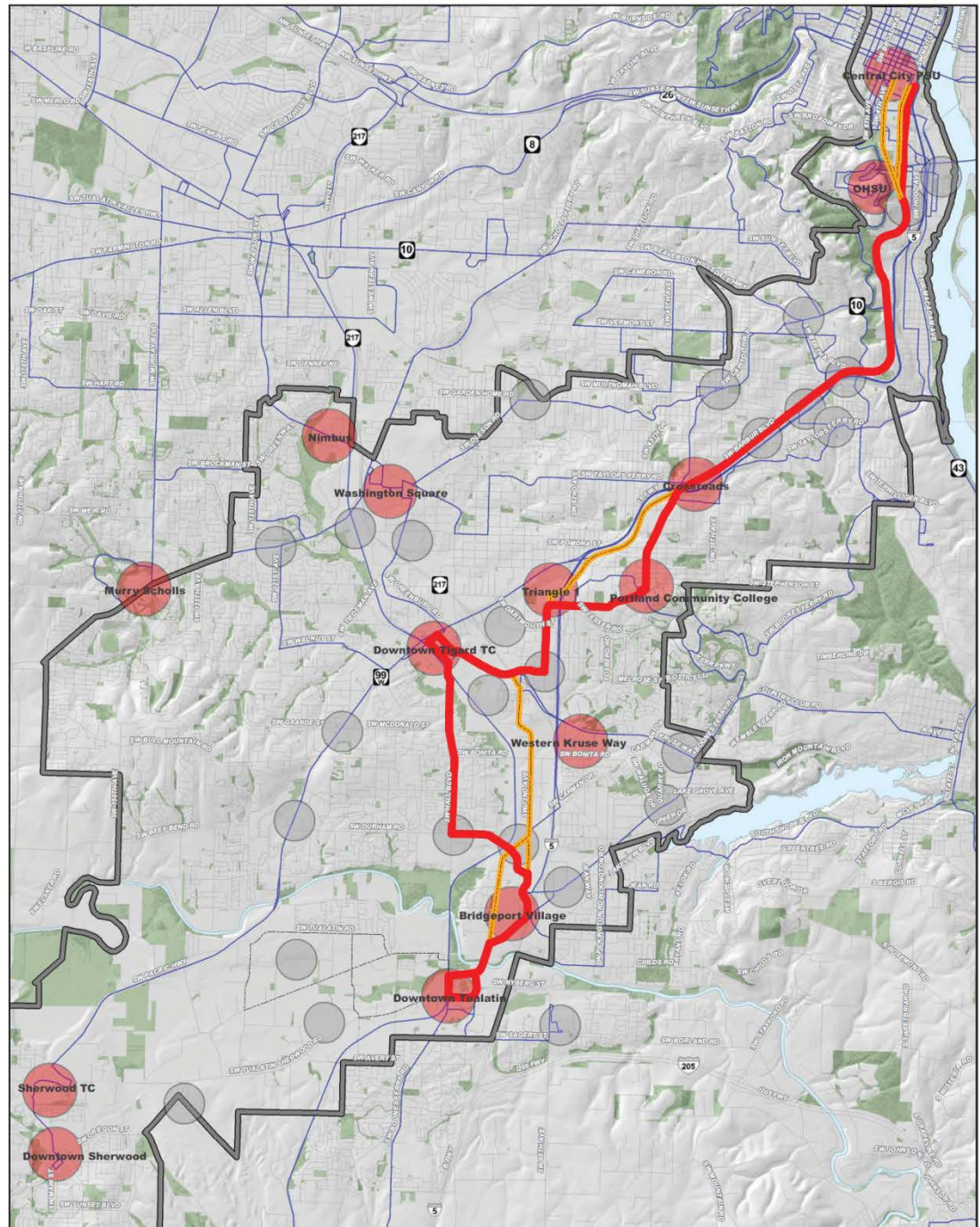
Combination of added BAT lanes, added exclusive transit lanes, and mixed traffic operation

## Advantages:

- Lower capital costs/mile
- Fewer ROW impacts
- Fewer roadway impacts

## Disadvantages:

- Less Reliability
- Less operating efficiency
- More interaction with autos





# BRT to Sherwood

Primarily in mixed traffic,  
with targeted queue bypass  
lanes

## Advantages:

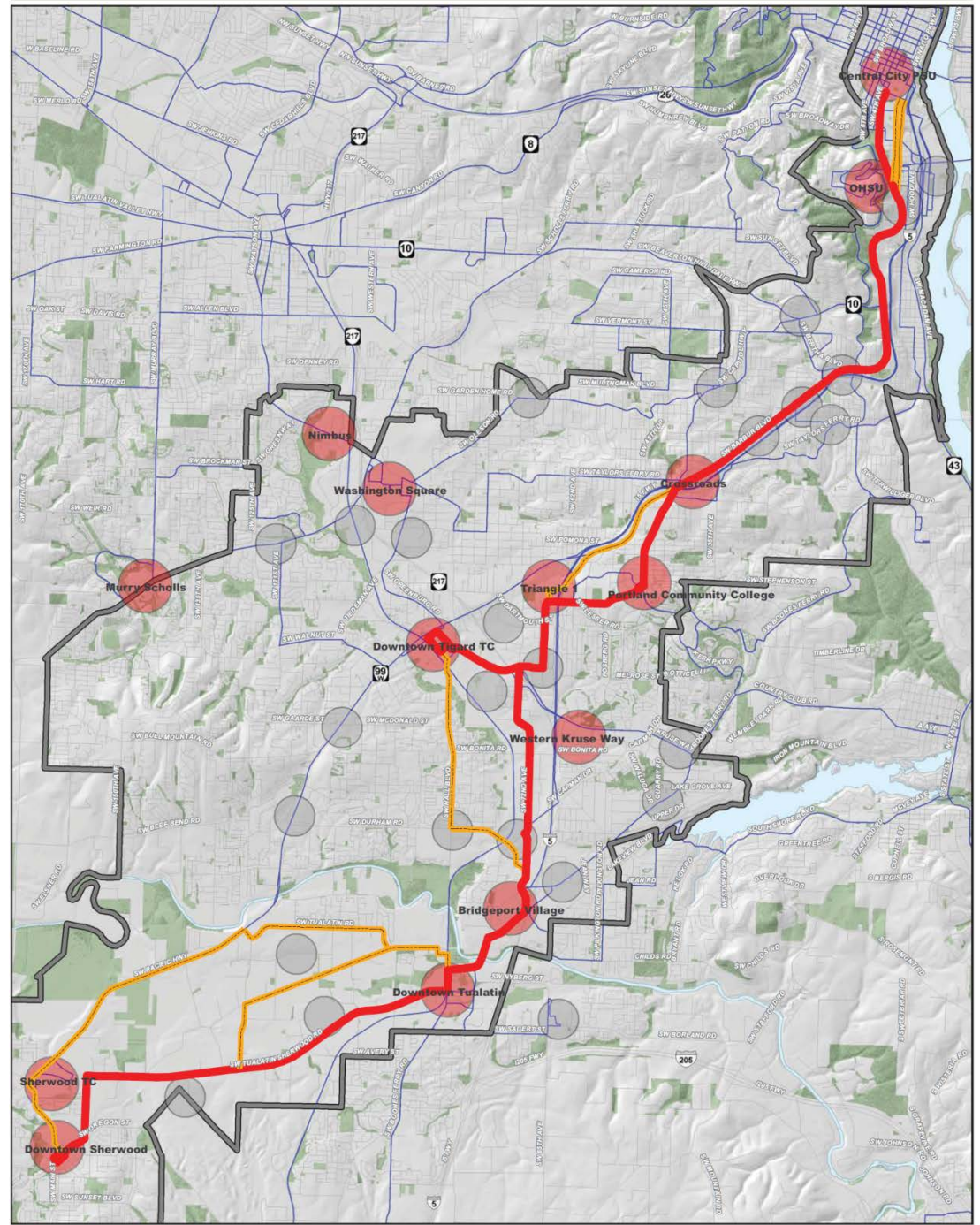
Lowest capital costs/mile  
Fewest ROW impacts/mile  
Fewest roadway impacts

## Disadvantages:

Least Reliability  
Least operating efficiency  
Most interaction with autos

## Southwest Corridor

## BRT to Sherwood Alignment Options





# BRT Hub and Spoke

Combination of added BAT lanes and mixed traffic operations.  
Local “spokes” use BRT capital improvements

## Advantages:

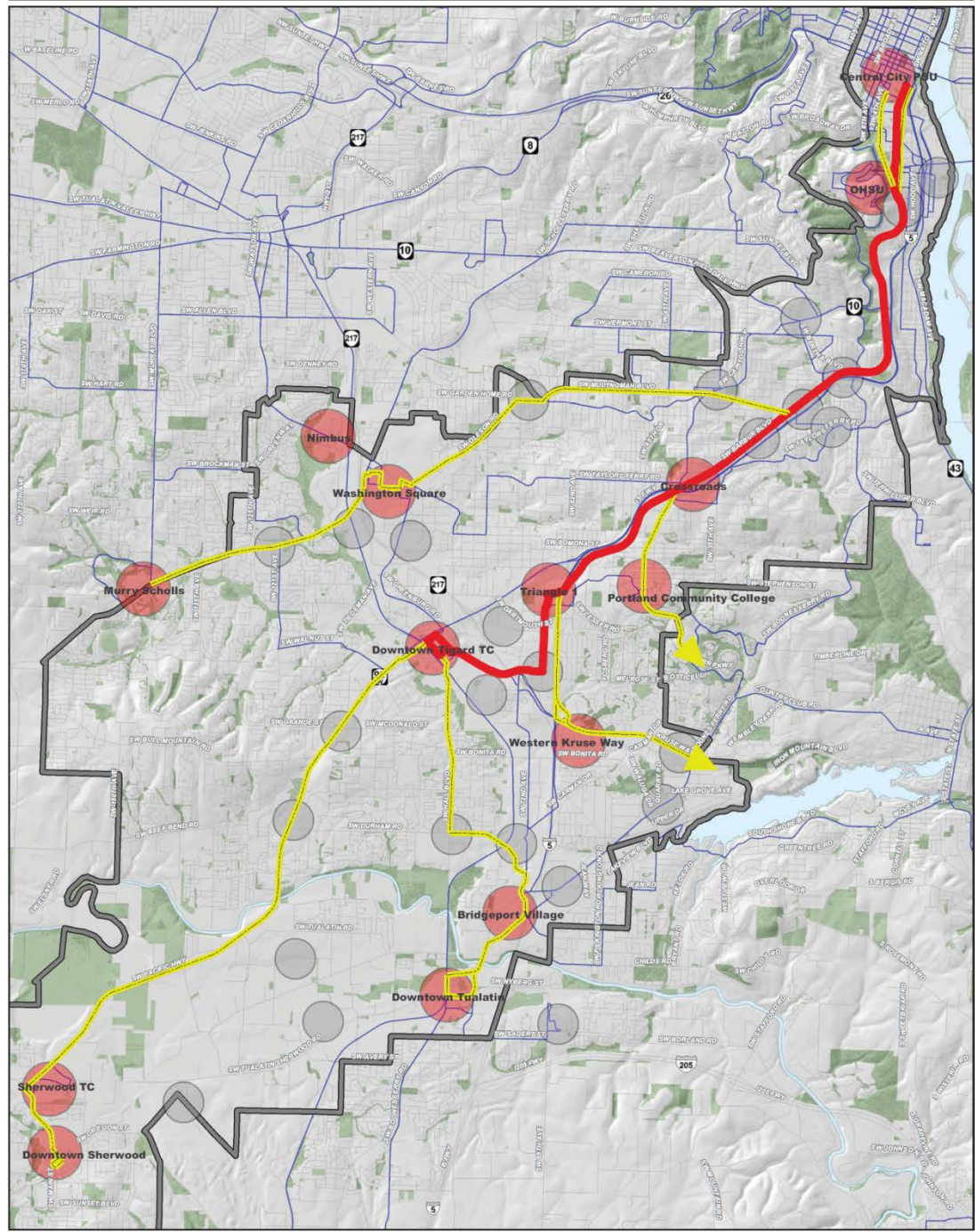
- Lower capital costs/mile
- Fewer ROW impacts/mile
- Fewer roadway impacts
- More access to BRT improvement

## Disadvantages:

- Less Reliability
- Less operating efficiency
- More interaction with autos
- Design limits
- Less frequent BRT

## Southwest Corridor

## BRT Hub and Spoke Alignment Options



## Preliminary 2035 LRT Ridership (Select Line)

- ▶ LRT to Tigard: > 24,000
- ▶ Transit No-Build\*: 14,900
- ▶ System Transit Trip Change: +8,000
- ▶ 1 Hour Peak Load Point: 960 (Between Lincoln and Gibbs Stations)

\* Lines 12 and 94

## 2035 PM Peak Travel Times

From Pioneer Square to Tigard TC:

- 2035 LRT: 34 minutes
- 2035 line 12 (No-Build): 41 minutes
- 2010 line 12 (model): 37 minutes
- 2013 line 12 (TriMet): 43 minutes

## Operating Efficiency – cost per boarding

A function of:

- Ridership
- Vehicle hours
  - Headways
  - Route distance
  - Vehicle speeds
- Among BRT alignments:
  - BRT to Tigard most efficient, then BRT to Tualatin, then BRT to Sherwood (no Hub and Spoke info yet)

## ROW Impacts

<b>Alternative</b>	<b>Residential Acres</b>	<b>Non - Residential Acres</b>
LRT to Tigard	4.35	24
BRT to Tigard	9.64	18.76
BRT to Tualatin	4.57	16.9
BRT to Sherwood	0.43	6.31
BRT Hub and Spoke	0.27	5.77

## Capital Cost Magnitudes....

- ▶ ...coming soon...

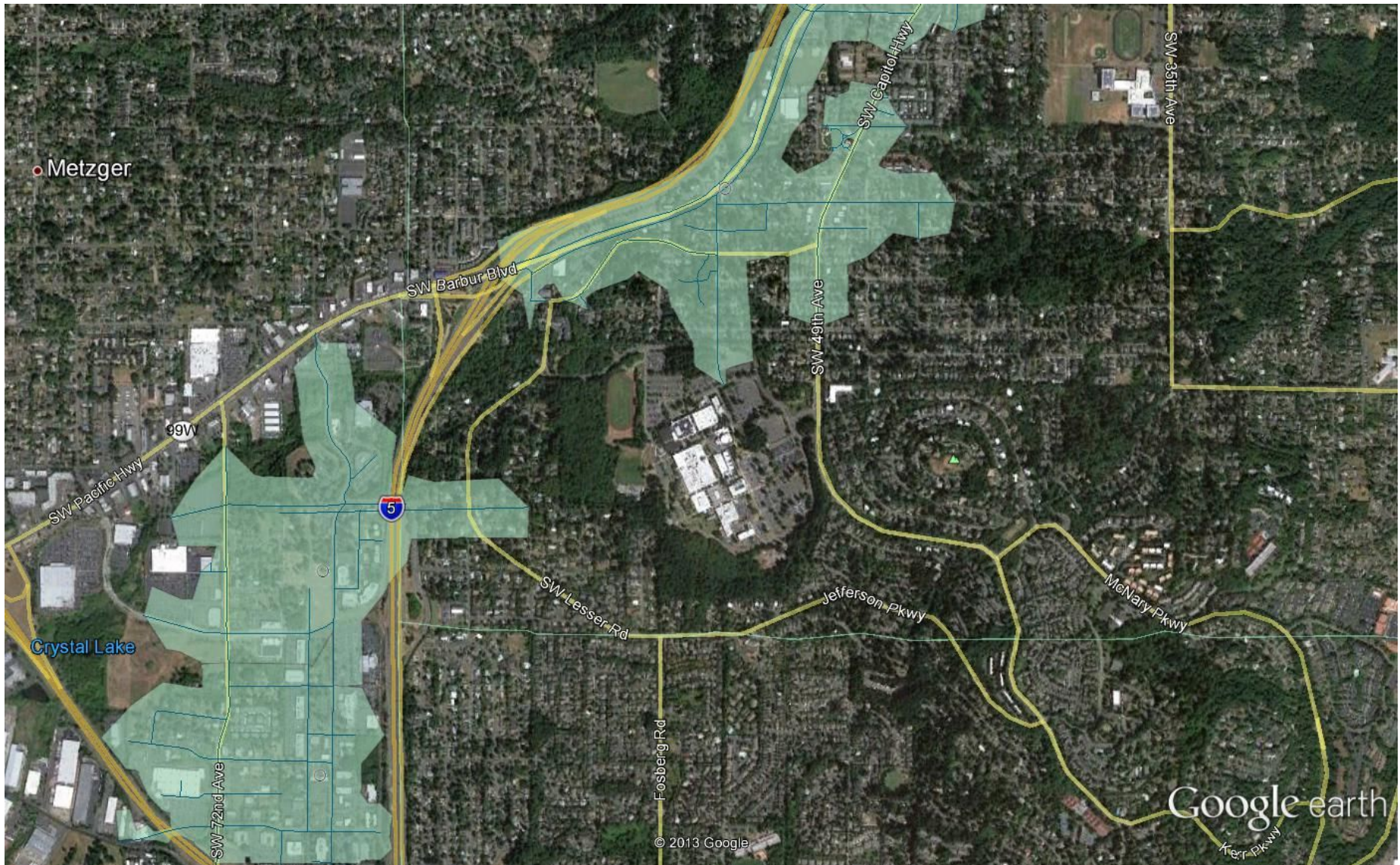


# Household and Employment Access to Stations

Household and Employment w/in .5 mile				
<b>LRT to Tigard</b>				
	% covered of .5 mi radius			39.85%
District	Acreage	HH 2035	EMP 2035	
1	150	3,600	13,740	
2	510	4,920	9,840	
3	660	3,670	3,550	
4	230	2,470	2,980	
5	270	550	7,150	
total	1,820	15,210	37,260	
<b>BRT to Tigard</b>				
	% covered of .5 mi radius			40.92%
District	Acreage	HH 2035	EMP 2035	
1	170	3,540	13,850	
2	470	4,800	9,080	
3	810	3,910	5,190	
4	220	2,320	2,750	
5	280	530	7,270	
total	1,950	15,100	38,140	
<b>BRT to Tualatin</b>				
	% covered of .5 mi radius			43.61%
District	Acreage	HH 2035	EMP 2035	
1	170	3,530	13,830	
2	470	4,810	9,120	
3	720	3,540	5,220	
4	220	2,340	2,780	
5	1,220	2,830	14,500	
7	310	780	4,090	
total	3,110	17,830	49,540	
<b>BRT to Sherwood</b>				
	% covered of .5 mi radius			39.42%
District	Acreage	HH 2035	EMP 2035	
1	150	3,700	13,900	
2	340	2,520	5,590	
3	720	3,540	5,220	
4	220	2,340	2,780	
5	920	1,280	17,970	
6	440	1,030	2,150	
7	560	980	6,910	
total	3,350	15,390	54,520	
<b>BRT Hub &amp; Spoke</b>				
	% covered of .5 mi radius			39.60%
District	Acreage	HH 2035	EMP 2035	
1	170	3,530	13,830	
2	470	4,810	9,120	
3	660	3,740	3,620	
4	220	2,340	2,780	
5	280	520	7,230	
total	1,800	14,940	36,580	

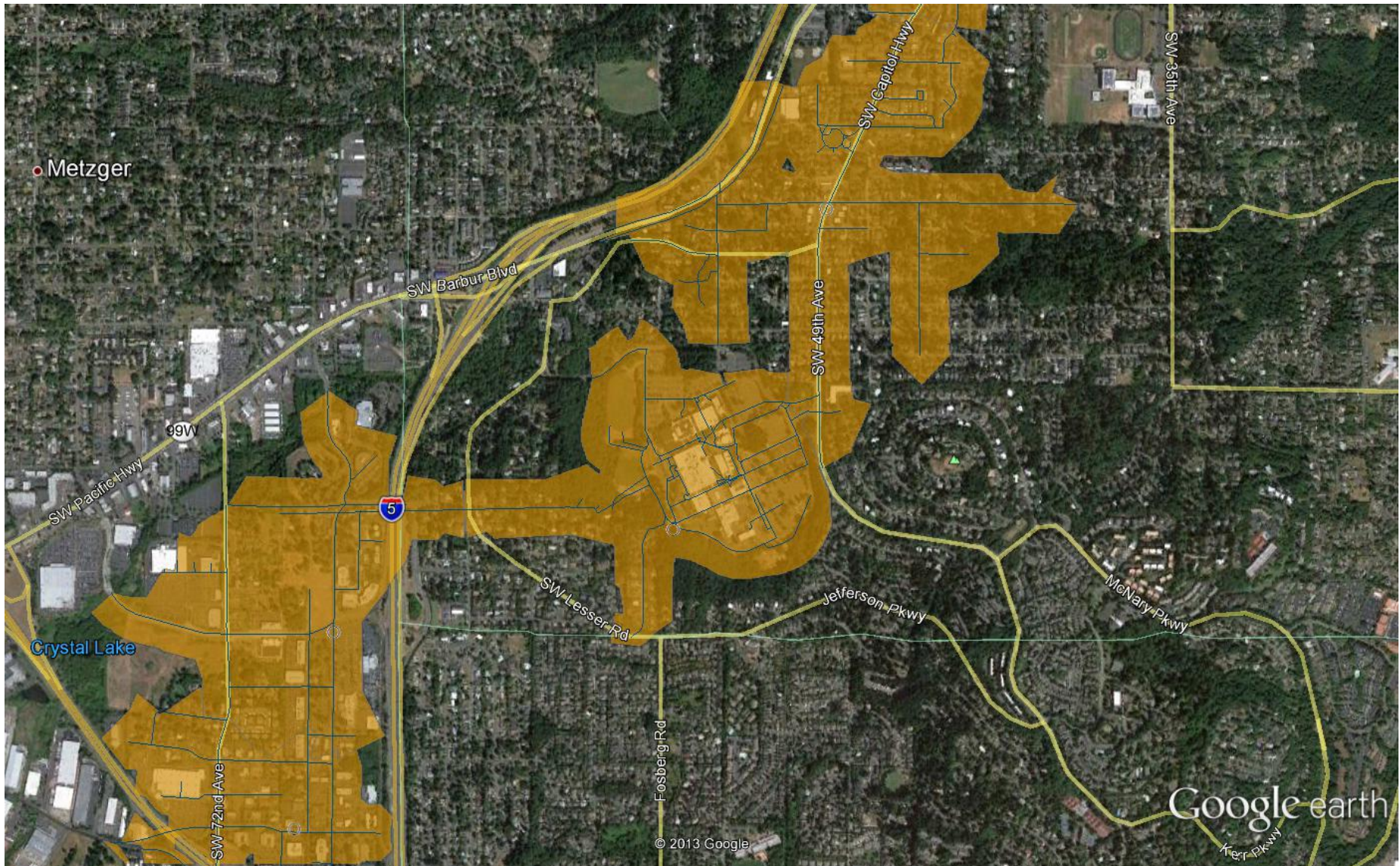
connection to PCC  
Naito vs Barbur  
Hall vs 72nd (Fanno Creek Trail)  
extension to Sherwood

## Access to Stations: PCC – LRT to Tigard



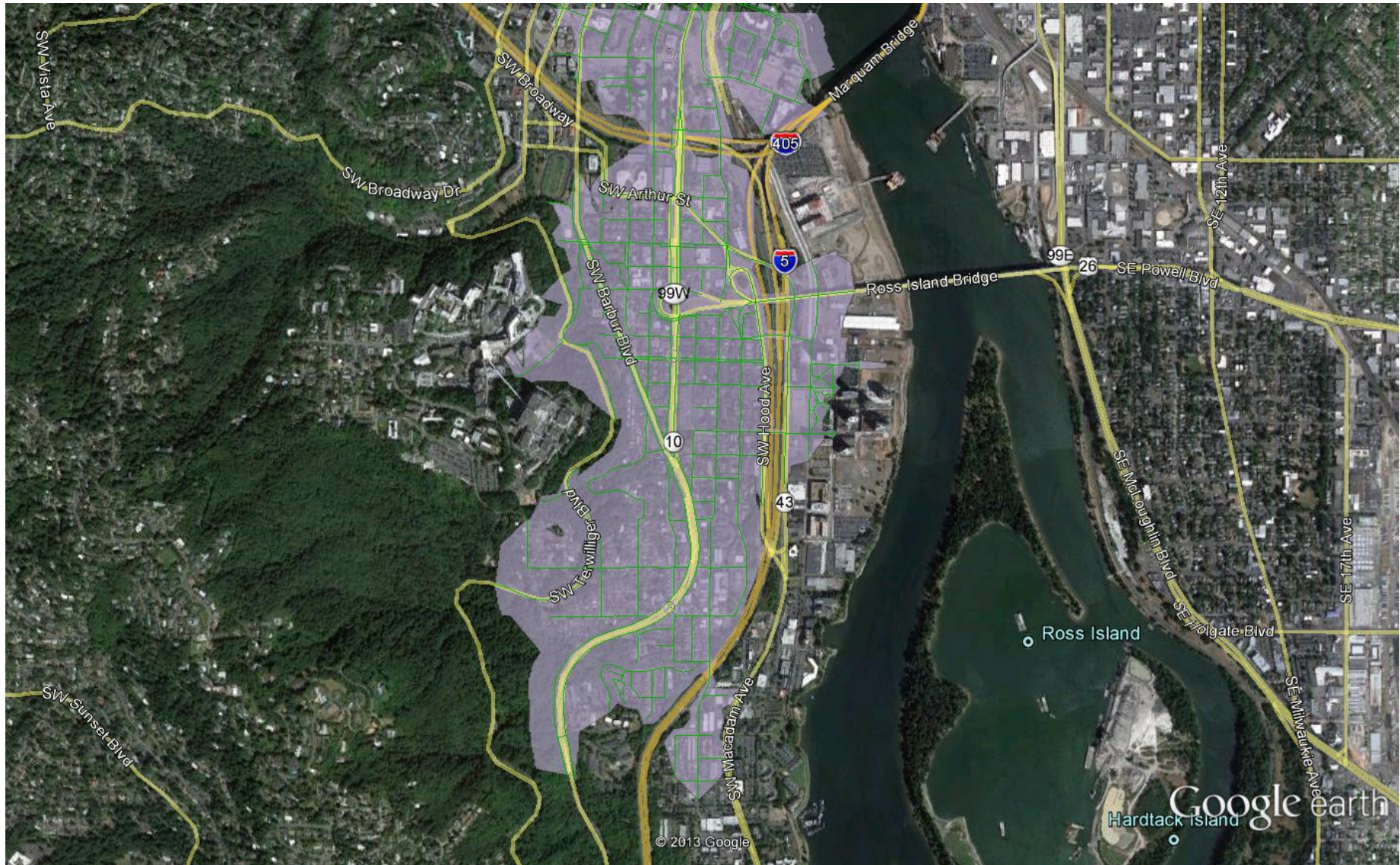


## Access to Stations: PCC – BRT to Tigard



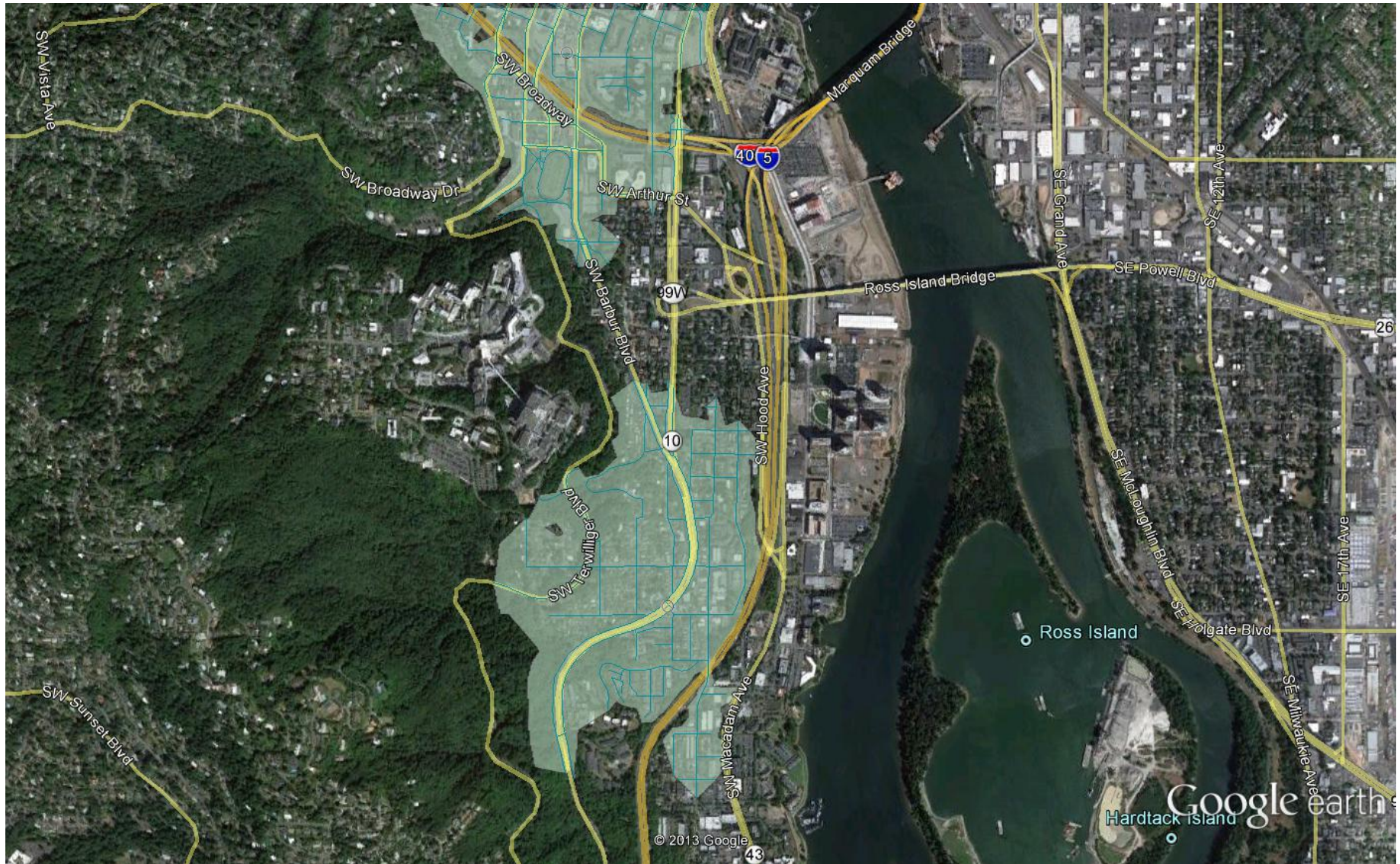


## Access to Stations: Barbur/Naito – BRT to Tualatin



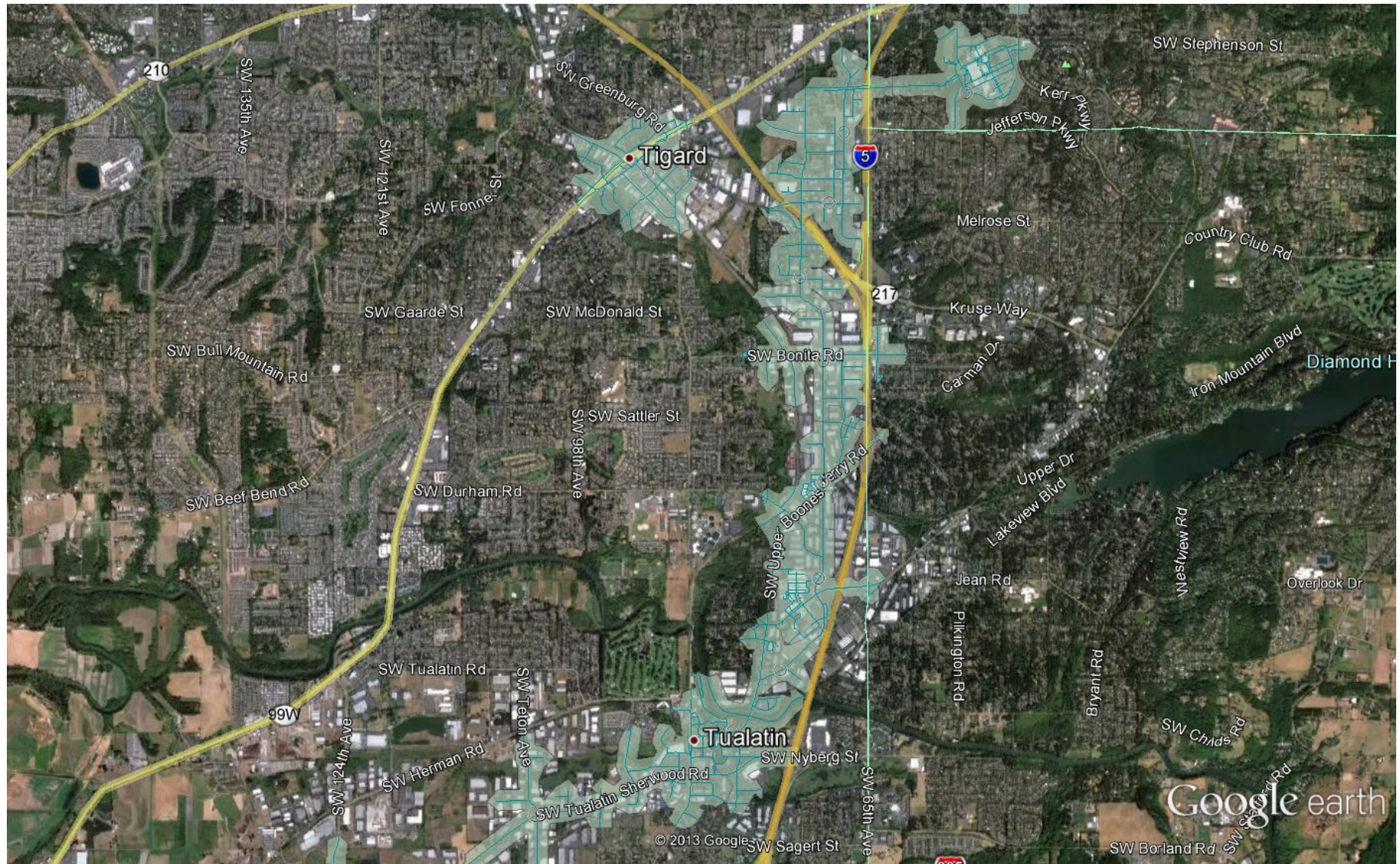


## Access to Stations: Barbur/Naito – BRT to Sherwood



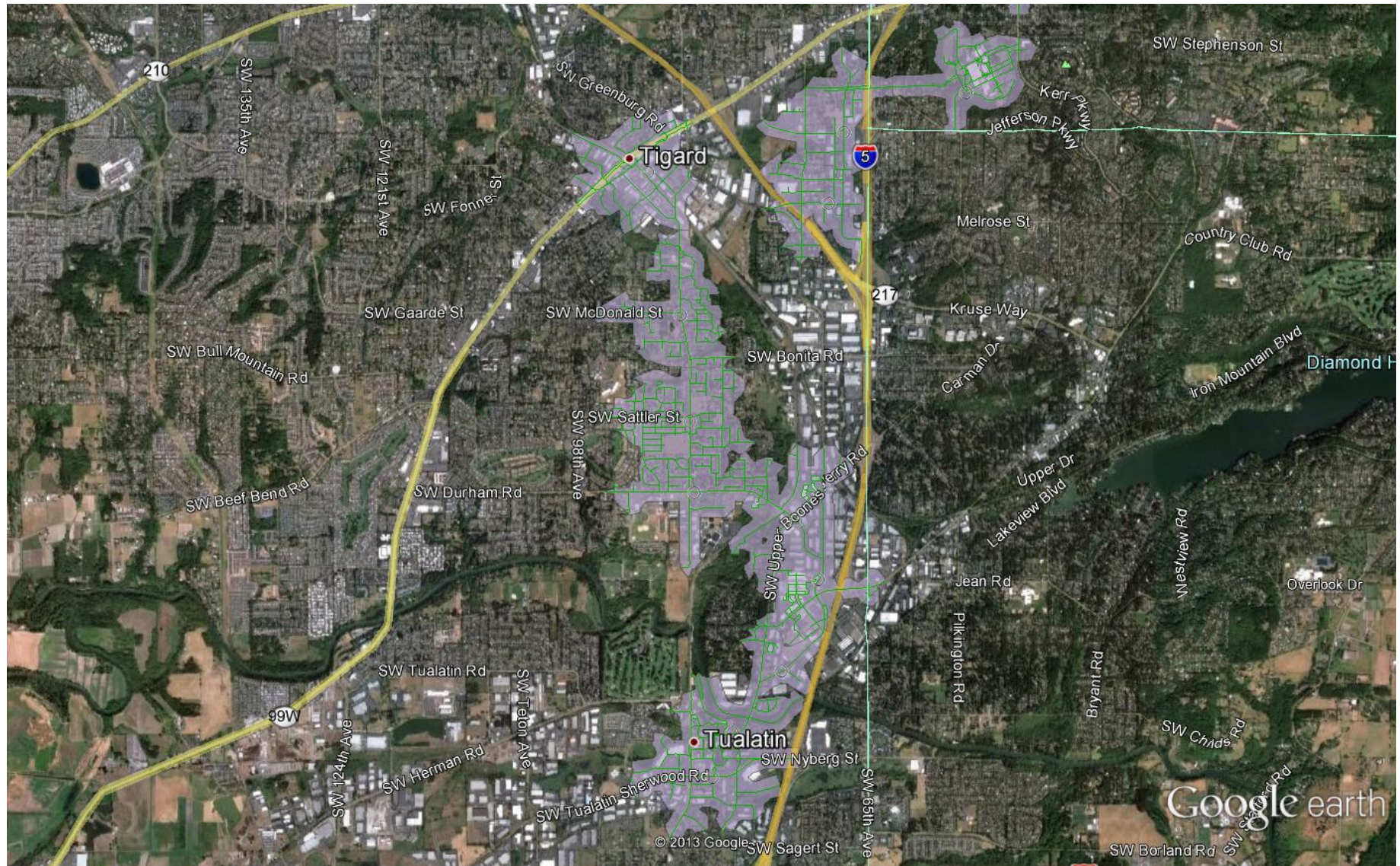


## Access to Stations: Hall vs 72nd – BRT to Sherwood



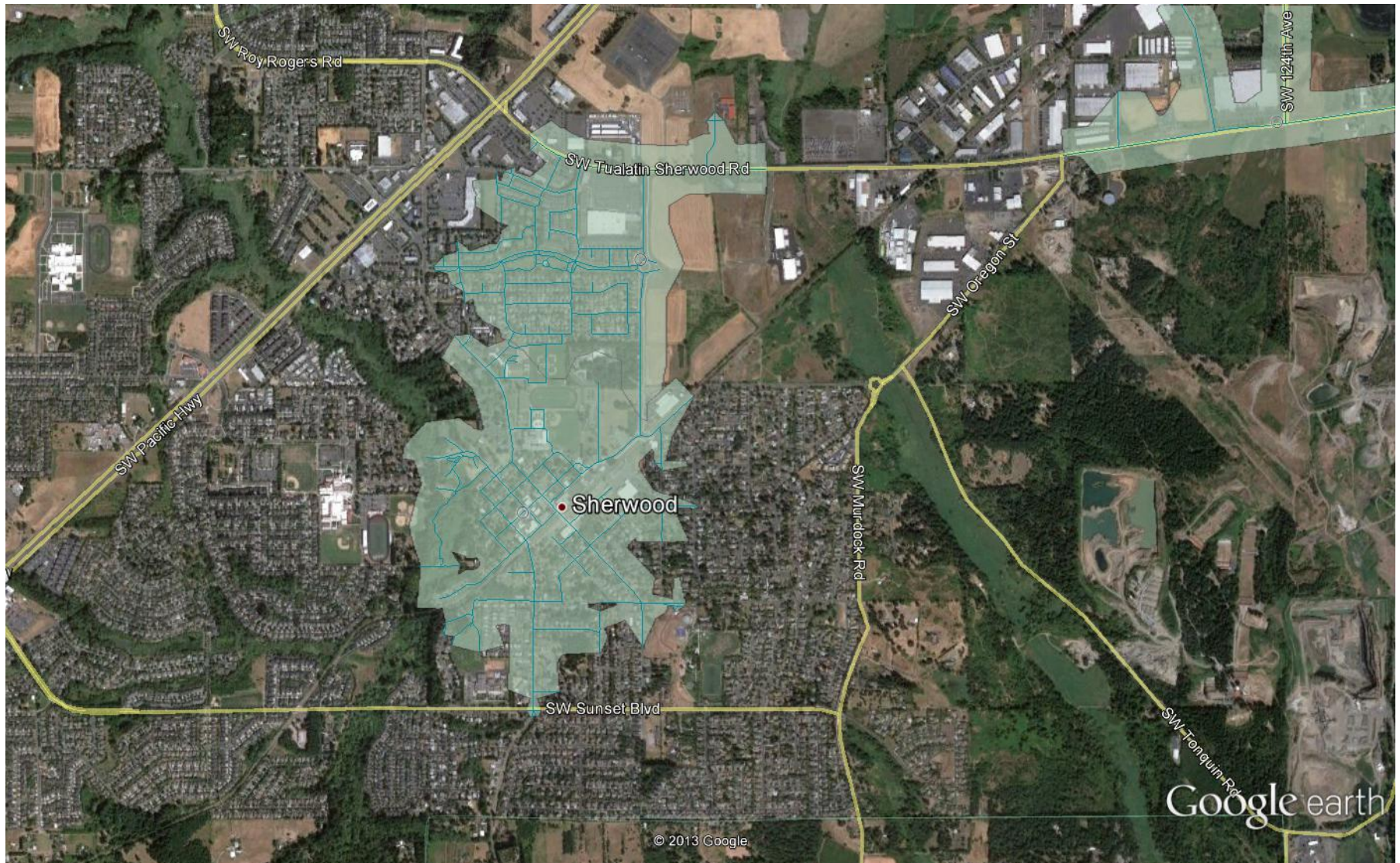


## Access to Stations: Hall vs 72nd – BRT to Tualatin





## Access to Stations: Hall vs 72nd – BRT to Tualatin



## Evaluating transit projects— what to consider?

- Ridership
  - Project boardings
  - System transit ridership
- Reliability
- Travel Time
- Operating efficiency
  - Cost per boarding
  - Vehicle hours
- Roadway impacts
- Interaction with autos
- Property impacts
- Capital costs

# Implementing the Southwest Corridor Plan

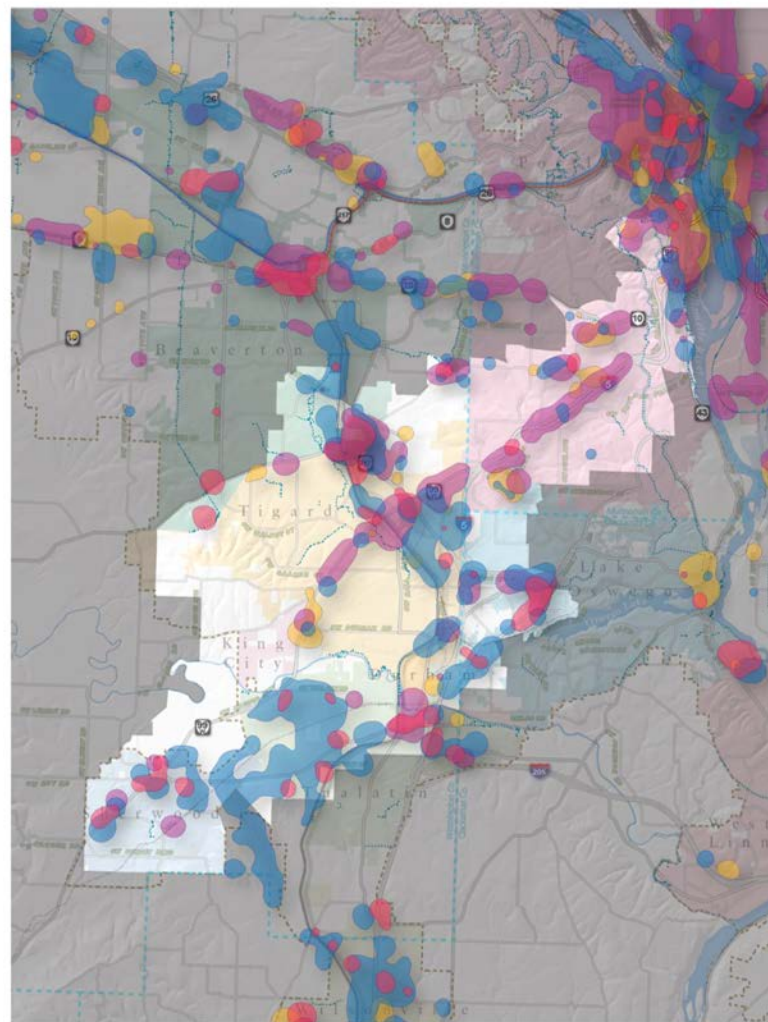
## Land Use Vision





## SWCP | leading with the land use...

- Using transit to support community development
- Consistent with the direction of federal transit administration





# SWCP | creating transit ready communities

- Transit supportive development
- Policies, tools and partnerships that support the vision

THE SUNDAY OREGONIAN, PORTLAND, JUNE 28, 1908.

**\$10** STARTS YOU ON ROAD TO PROSPERITY IN HYDE PARK

**NO INTEREST TAXES TO PAY**

**HYDE PARK**

**Prosperity follows the Street Car Line**

Whether you buy Real Estate for investment or to build a home, the popular location is

**HYDE PARK**

**FIVE BUILDING LOTS FREE**

Board an East Ankeny car Sunday, with the Rose City Park and Rossmore signs, at Third and Yamhill streets. Ask the conductor to tell you when you get to HYDE PARK, he knows. Stroll around through this natural park and you will have spent one of the pleasantest Sunday afternoons in your life. HYDE PARK is a proposition that is well worth looking into, if you have any intention of ever building a home of your own. And, by the way, this company has a FREE LOT OFFER to the fortunate five people who will first agree to build here. It is, really and truly, a most delightful place to live. A visit will prove this much to you. Go out Sunday.

REMEMBER TO TAKE THE EAST ANKENY CAR AT THIRD AND YAMHILL SUNDAY

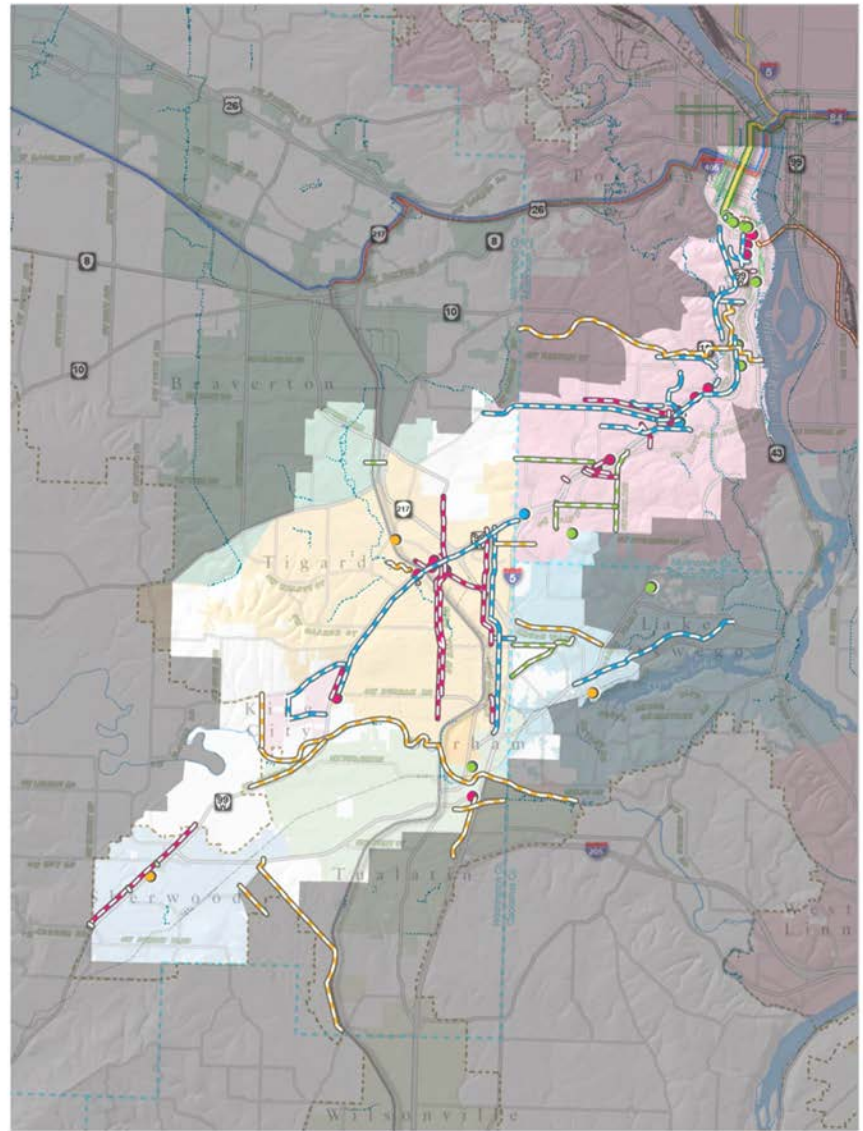
**THE JACOBS - STINE COMPANY**

148 FIFTH STREET THE LARGEST SUBDIVISION OPERATORS ON THE PACIFIC COAST PORTLAND, OR.

**Fill Out and Mail This Coupon**  
THE JACOBS-STINE COMPANY  
148 FIFTH STREET  
Gentlemen—I would like to know more  
what terms you would furnish me a  
lot FREE, if I should build in  
HYDE PARK.  
Name .....  
Address .....

**Fill Out and Mail This One Too**  
THE JACOBS-STINE COMPANY  
148 FIFTH STREET  
Gentlemen—Please keep my name on  
file, and mail me illustrated booklet  
and story of HYDE PARK, when  
ready for distribution.  
Name .....  
Address .....

# Transportation Projects



market

vision

market

vision



market

vision

market = vision



market



vision

market = vision



market

Regulatory Framework

vision

market = vision



market

Regulatory Framework  
Zoning/Development Code  
Parking, FAR, Density  
Entitlement Process

vision

market = vision



market

Regulatory Framework  
Zoning/Development Code  
Parking, FAR, Density

Entitlement Process

Make what you want to happen, the easiest thing  
to do.....

vision

market = vision



market

Regulatory Framework

Public Realm Investments



vision

market = vision



market

Regulatory Framework

Public Realm Investments  
Transit, Roads, Sidewalks, AT, Green Spaces

vision

market = vision



market

Regulatory Framework

Public Realm Investments  
Transit, Roads, Sidewalks, AT, Green Spaces  
Investments that increase value and market demand























































Lancaster, CA  
\$11.5M Boulevard investment  
\$130 M Return in private investment















vision

market = vision

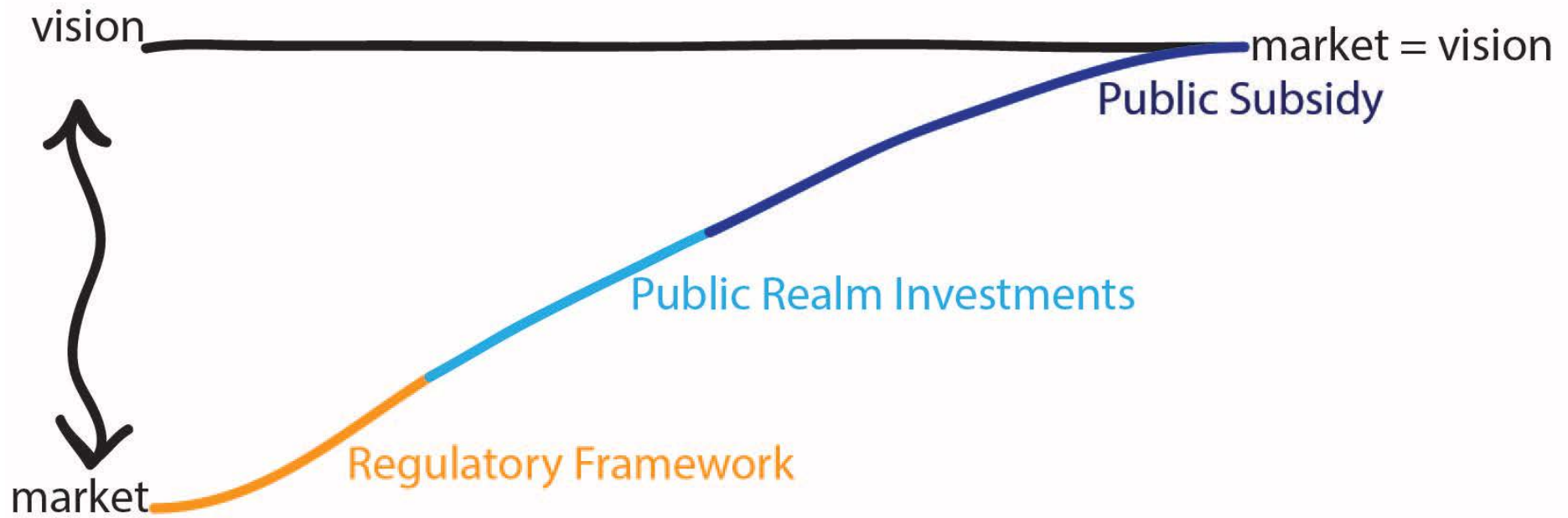


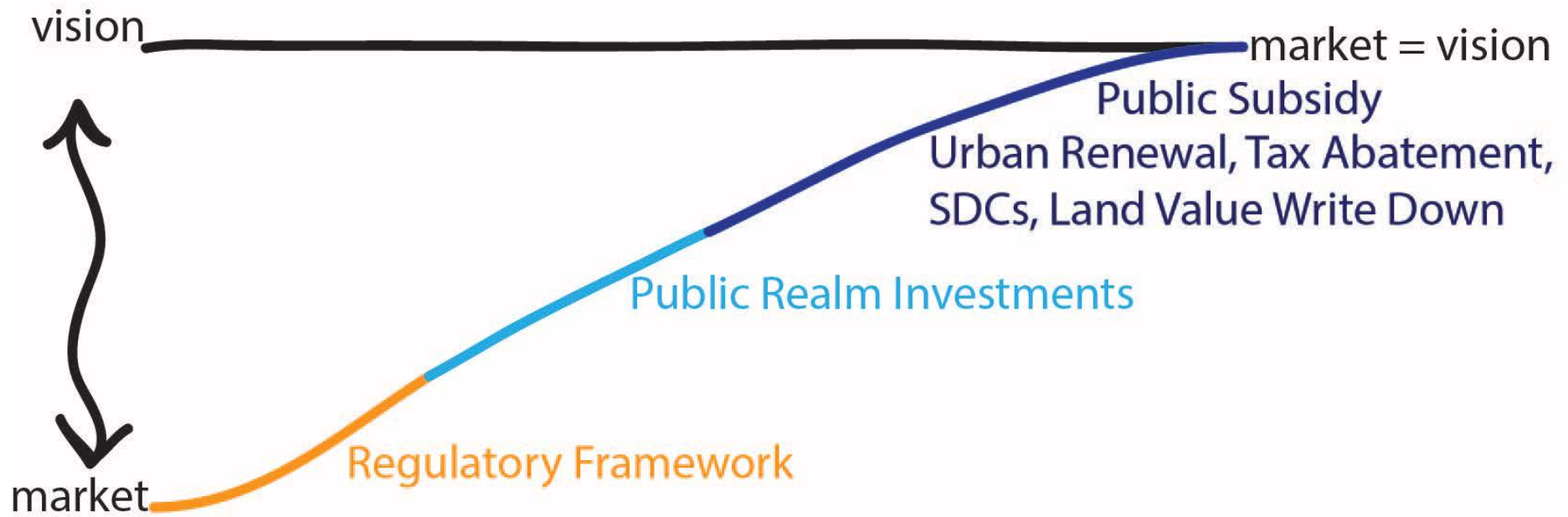
market

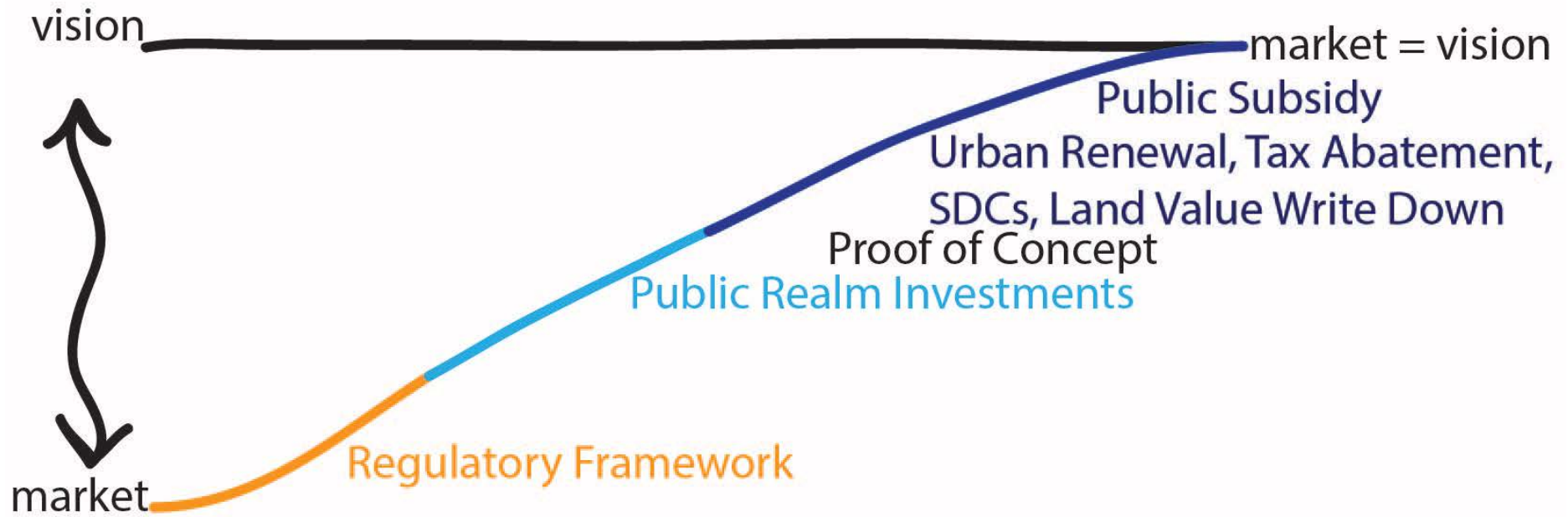
Regulatory Framework

Public Realm Investments











# 4<sup>th</sup> main | hillsboro transit center



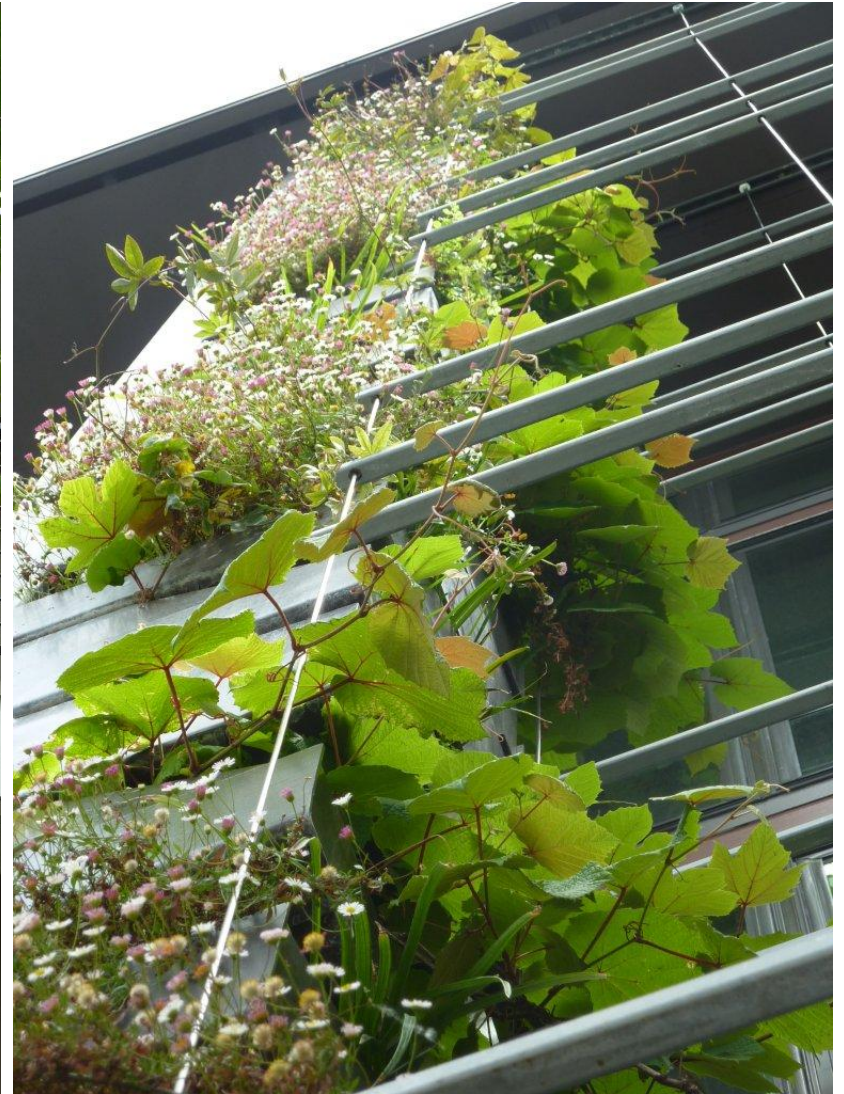


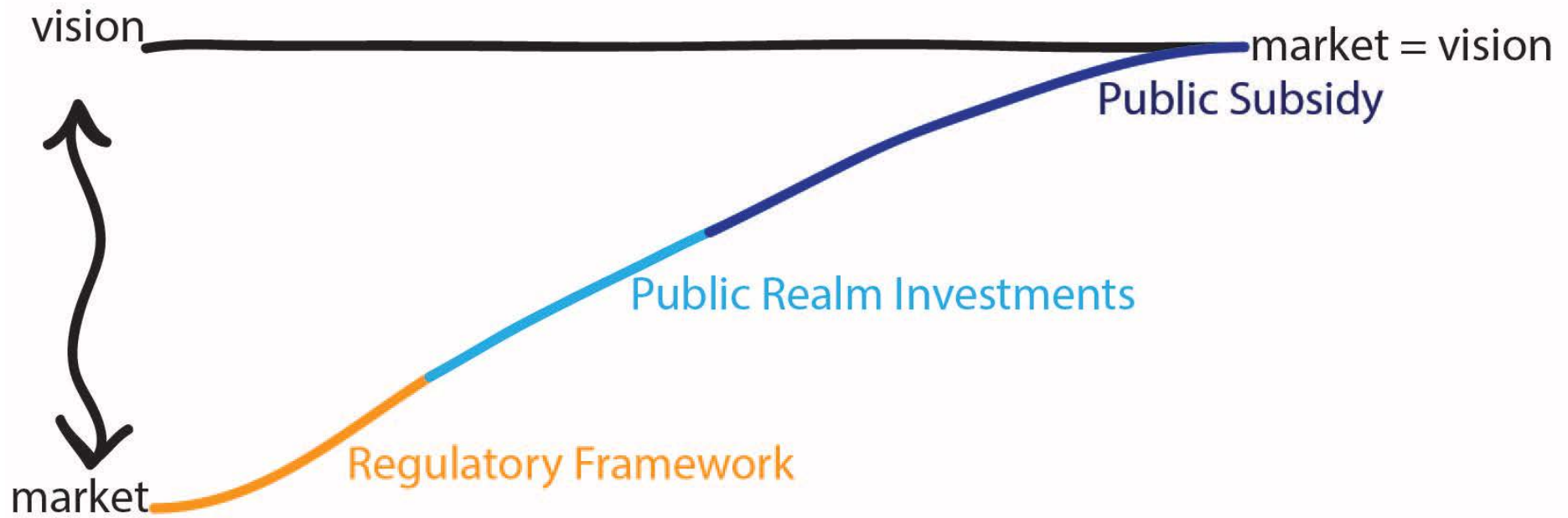
# north main village | milwaukie





# knoll at tigard







## **Draft FTA Guidelines**

- Transit Supportive Plans and Policies
- Tools to Implement Land Use Policies
- Potential Impact of Transit Project on Regional Land Use
- Plans and Policies to Maintain or Increase Affordable Housing



U.S. Department  
of Transportation  
**Federal Transit  
Administration**

### **PROPOSED NEW STARTS AND SMALL STARTS POLICY GUIDANCE**

**January 9, 2013**



# Integrating **green** infrastructure into corridor planning

Steering Committee Meeting

April 22, 2013

(earth day)

## Refined phase I work plan approach

September 2011 – May 2012

1 Define vision, goals and objectives

September 2011 – July 2012

2 Determine existing conditions

3 Identify needs and challenges

4 Define initial local land use and transportation community visions for downtowns, mainstreets and employment areas, including key connections:

- within focus areas
- access to focus areas
- access between focus areas
- corridor-wide/ through corridor



★ Complete    ★ In progress

July 2012

5 Identify projects with committed funding and in project development



6 Develop wide range of projects



Does the project support the community and corridor vision?

Does the project meet transportation needs and local land use goals?

Can we afford it and when?

Are there too many impacts?

September – October 2012

7 Narrow range of projects



8a Categorize projects by implementation time frames and project refinement

8b Identify early opportunities



8c Implement early opportunity projects



9 Draw from community visions to define programs and policies that complement short- and mid-term projects



November – December 2012

10 Develop range of shared investment strategies



January – February 2013

11 Evaluation and refinement



May – June 2013

12 Define shared investment strategy

- Transit alternatives analysis
- Transportation plan
- City, county, regional and state policy changes and investment strategies that leverage private, community and nonprofit efforts

2013 forward

13 Implement shared investment strategy



# Project examples



# Project examples



# Adapting planning for our times

- Focus on **place**
- Leverage and target dollars to achieve our goals
- Slow economic times – need to be realistic about available resources
- Address quality of life to build public support
  - Public wants better connectivity, walkability, access to nature, healthy environment
- Regulatory framework supports natural resource goals – fish and wildlife, water quality, climate



*“Economic redevelopment often can benefit from natural systems that are immediately adjacent. It’s that spark, it’s the view...”*

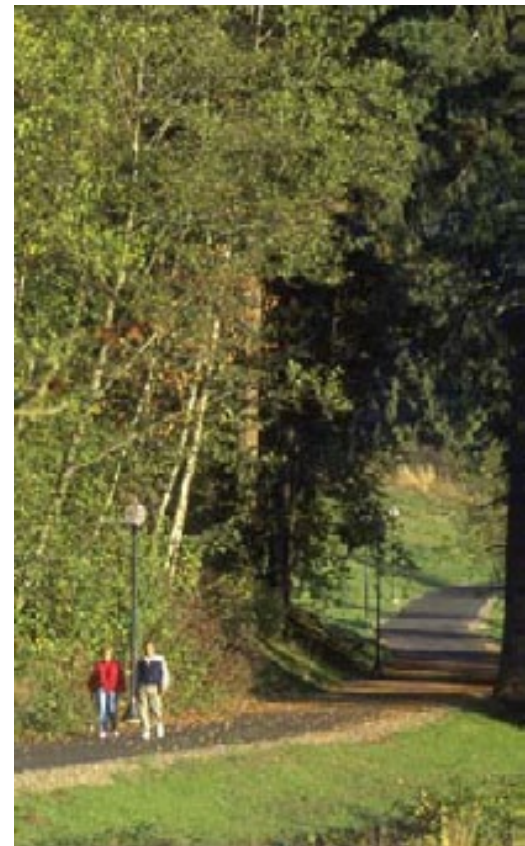
–Environmental discussion group

*“I’d like to see more parks and places for people and families.”*

–Institutions discussion group

*“I moved here because I like the trees and trail – that kind of network through the area. It’s fairly quiet. It’s close to a bunch of freeway so my wife and I can go to work just about anywhere.”*

– Focus group, residents



# Developing the green infrastructure component



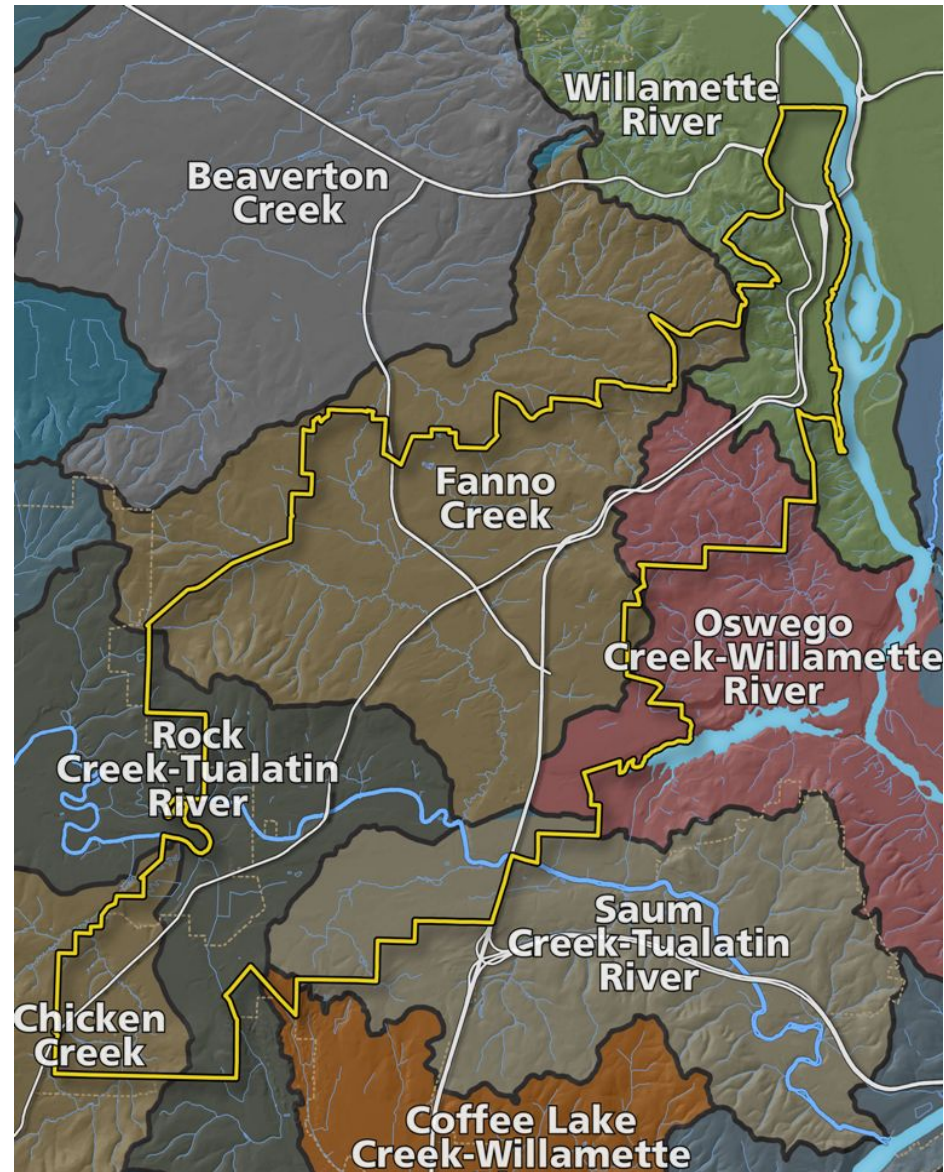
- Existing conditions
- Development of the project list
- Listening to the public
- Supporting the land use vision - integrating with other topics
- Funding for implementation



# Existing conditions

The corridor is varied – includes several watersheds, steep terrain, multiple jurisdictions and service providers

- Brought together a team from local jurisdictions, service districts, state and federal agencies
- Studied existing plans and reports – parks, trails and natural areas, storm water, habitat

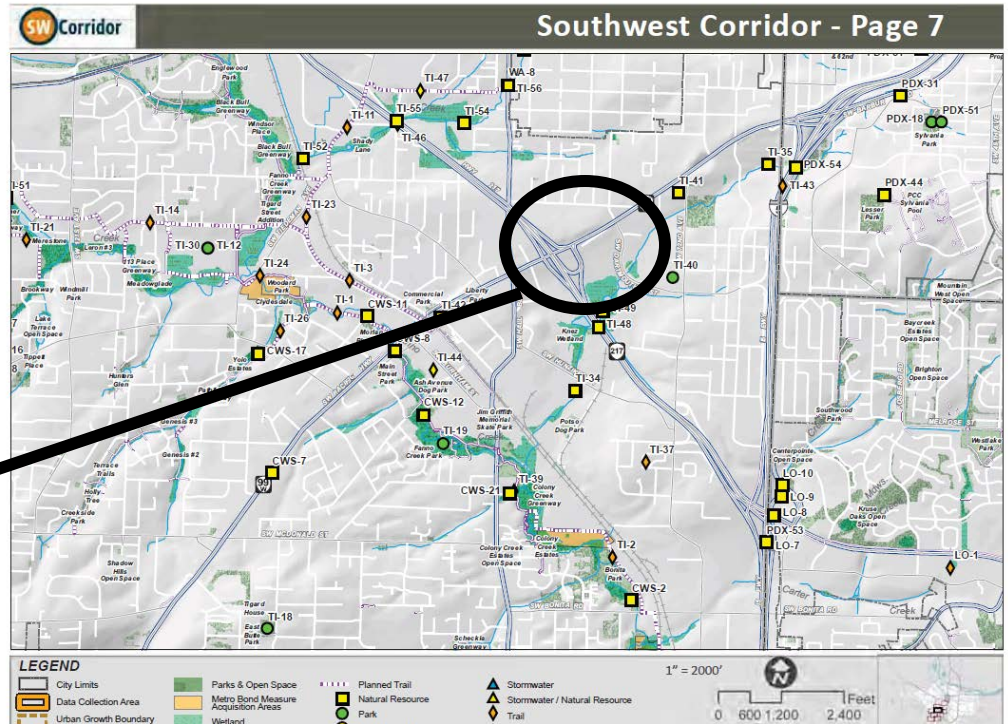




# Existing condition conclusions

- 45% of the population within 10-minute walk of park; need for about 400 acres of parkland
- 25 miles of regional trails complete – of 45 miles planned
- 29% urban tree canopy cover – inconsistent based on land use
- 3-6 major wildlife crossings of 99W
- Water quality limited; protected fish species in every watershed
- Low impact development practices not widespread

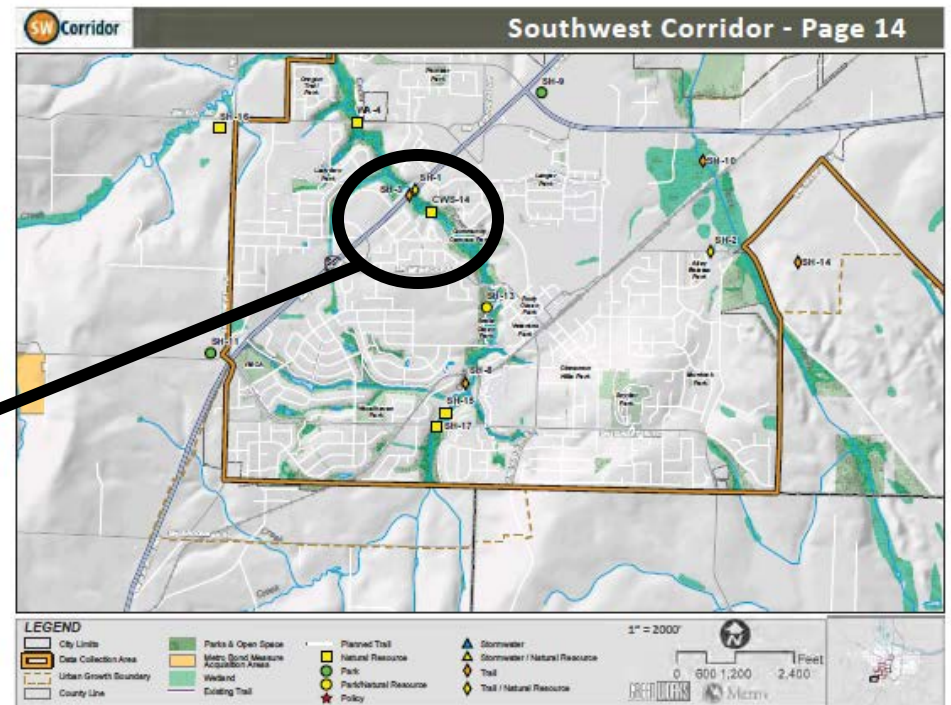




- **Example: TI-40**
- Tigard Triangle Park – Tigard Park System Master Plan



# Project Example



- **Example: S 1 and 3**
- Cedar Creek Trail and
- 99W culvert underpass



# Integrating green projects into the larger framework

## Narrowing process:

- ♦ **Active transportation: 300 projects**
- ♦ **Parks and natural resources: 450**
- ♦ **Roadway improvements: 150**
- ♦ **Transit projects: five alignments**





# Supporting transit and the land use vision

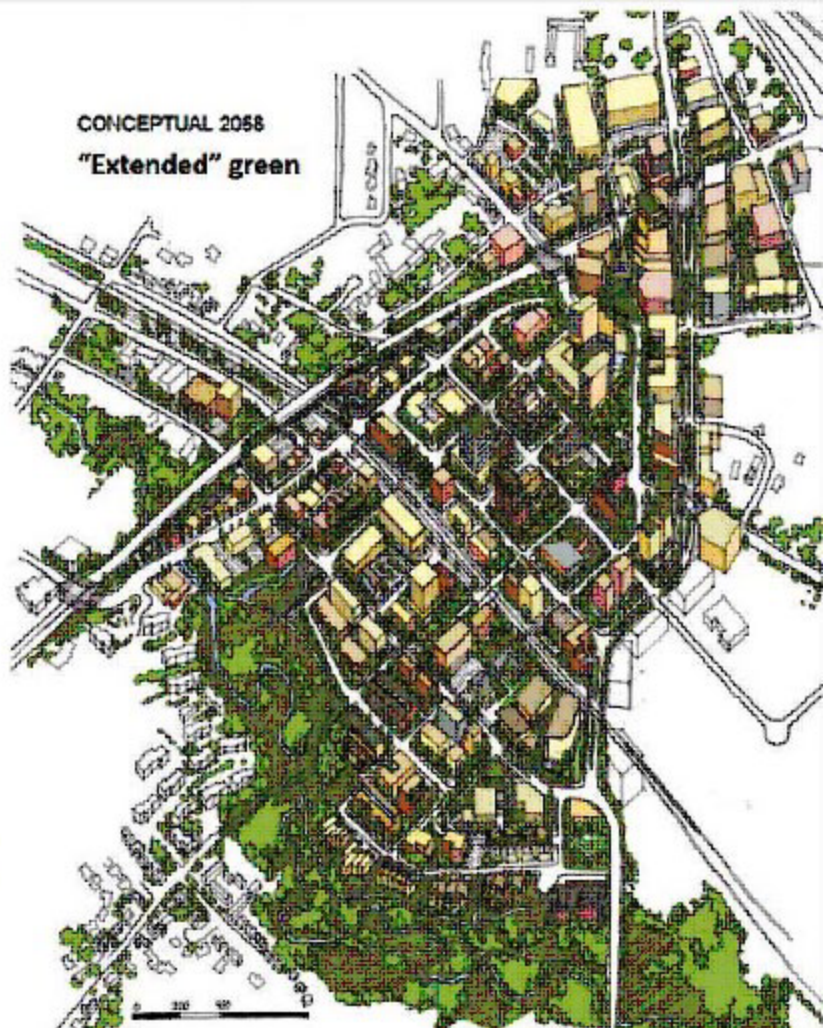
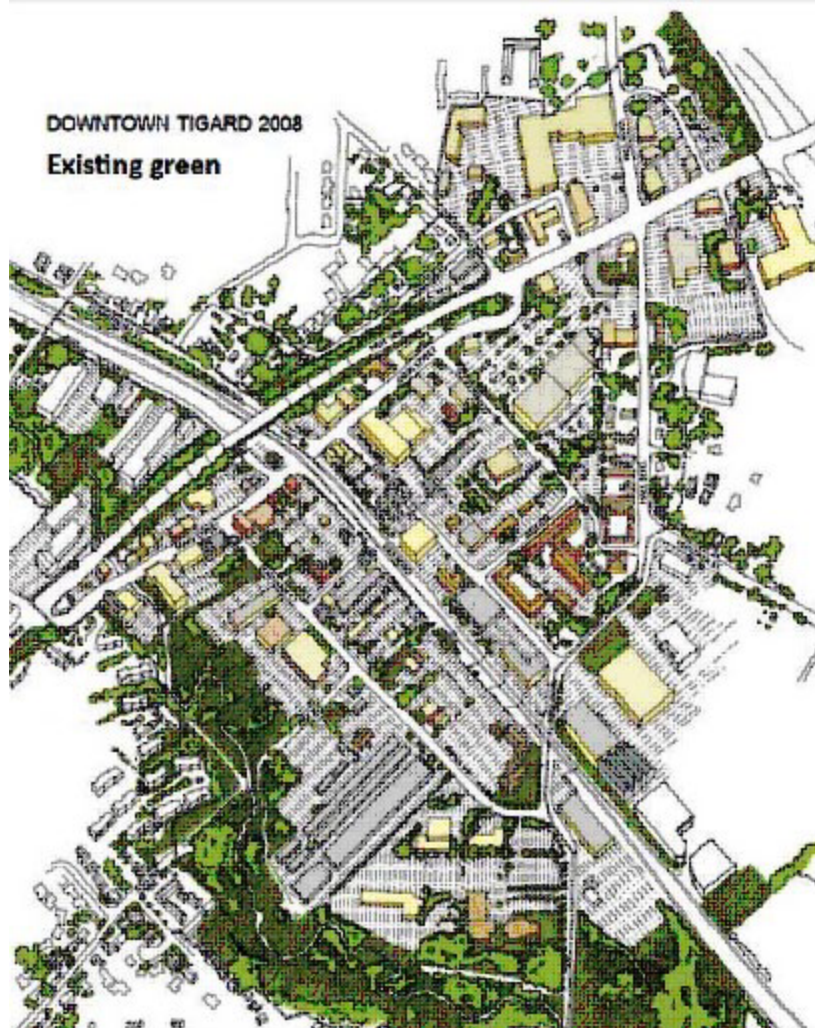
- Catalytic projects – supporting the market for redevelopment
- Improving access to transit
- Improving connectivity
- “Greening” the corridor – policies and projects
- Anticipating regulatory requirements/costs

# Next steps



- Continue work with partners and stakeholders to narrow the project list**
- Share prioritized list of projects to be at public forums – get feedback**
- Work with partners – and others – to identify implementation strategies**
- Identify funding sources for the highest priority projects and seek “early wins” in the corridor**





## Tigard's Downtown - Future Vision





**Improved walkability, water quality**



**Amenities near employment areas**





**Habitat for fish, wildlife and people**



**Signature projects add more “there”**



## Questions?

Janet Bebb

[janet.bebb@oregonmetro.gov](mailto:janet.bebb@oregonmetro.gov)

Heather Nelson Kent

[heather.kent@oregonmetro.gov](mailto:heather.kent@oregonmetro.gov)



**Commentaries and Petition submitted to  
Metro Regional Council Steering Committee**

**By**

**Residents of SW Haines Street and Environs, Portland, Oregon**

**April 22, 2013**

1.-As residents of Southwest Portland we have followed with interest the various plans that have been put forward by Portland's BPS and the Metro Regional Council to build a better, stronger, economically more viable quadrant for the Metro area.

2.-We are grateful that Metro has well-thought out plans to increase connectivity, and to encourage greater use of public transportation, bicycles and pedestrian routes to better serve everyone who lives and works within the boundaries of the SW Corridor.

3.-We very much approve of the Hub and Spoke Bus Rapid Transit plan for the Corridor, because of the connectivity that would result. We support this option because it would protect greenways in the corridor and avoid negative impacts in the satellite neighborhoods, such as the transportation alternatives that run along SW Haines Street.

4.-If it were economically possible, we would be even more pleased with Light Rail along the southwest Corridor. We can see no reason for Sherwood and Tualatin to be deprived of a Light Rail option, when we enjoy such services between places as distant as Hillsboro and Gresham.

5.-Because of where we live, we are following the plans for the focus areas closest to Far Southwest, viz.: A/the Crossroads; B/SW 53<sup>rd</sup> Avenue; and C/Tigard Triangle. We look forward to seeing the improvements in connectivity, and the incentives for economic growth, increased housing, and green development that would occur as progress in these three areas is made.

6.-The Crossroads was planned, in 1997, to be the West Portland Town Center. As planners rather pointedly note, this town center has not lived up to its potential. This is an understatement, and we, residents in Far Southwest, very much want to see the Crossroads become a true destination for people who live, work, or travel through the SW Corridor. We want to see its traffic problems solved; we want to see a greater mix of housing options and retail at the Crossroads, and we want to see the establishment of an attractive, high frequency shuttle bus service along Capitol Highway and 49<sup>th</sup>, to connect the Barbur TC and PCC Sylvania. To this end, we urge consideration of a plan to build a major Park and Ride facility, similar to the 630 space site at the Sunset Transit Center, which could serve commuters, but would also have reserved floors for PCC students.

7.-SW 53<sup>rd</sup> Avenue: This smaller focus area between the Crossroads and Tigard must be the linchpin for revitalization of the most desolate, least pedestrian friendly, least developed stretch of the Portland section of the Corridor. The plan to upgrade the 53 Avenue route for easier pedestrian and bicycle access to PCC, only 1/3 of a mile away from Barbur, must be implemented. The building of minor streets north of Barbur to accommodate new housing or retail must be encouraged. And we urge the city to consider building a bicycle-pedestrian bridge over I-5 to connect this focus area with the southern part of the Ashcreek neighborhood to the north. We are concerned that needed improvement of this area might be shelved if any of the Transportation Bundles that go through Haines St are adopted.

8.-Tigard Triangle: The Tigard Triangle is our closest neighbor to the west, and we want to see it prosper and become the magnet it can be. Nowadays most of us travel to its big box stores, like Office Max, Costco, and Lowe's on a regular basis. Some of us travel to Tigard Triangle to

work. But in recent months, we have new reasons to go to the Triangle, as dentists, hairdressers, and banks have set up shop within its boundaries.

In looking at the preferred option that the Tigard government has released, we are pleased to note the plans to build and extend residential zones in the eastern part of the Triangle; we look with favor at the pedestrian and bicycle routes planned for the area. We look at these improvements as improvements in the quality of life for people in Tigard as well as ourselves.

9-On the one hand, we urge Metro to work for the improvement of the Tigard Triangle for its people, but at the same time, we urge Metro to protect the SW Haines Street neighborhood and not allow its destruction by the upzoning that would be necessary if it is transformed into an arterial road designed for High Capacity Transit, instead of the local connector is at present.

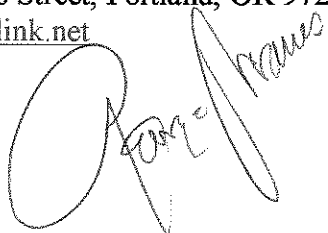
The best way to connect Tigard Triangle with Far Southwest and the rest of Portland would be by keeping the route close to Barbur Blvd, and avoiding a detour into PCC and SW Haines St.

10.-Because of our concern for our neighborhood, almost 100 of our neighbors living on Haines Street and its adjacent local streets, have signed this attached petition urging you to avoid placing BRT lines along local streets.

Thank you.

George J. Vranas,  
6016 SW Haines Street, Portland, OR 97219  
[geopeter@earthlink.net](mailto:geopeter@earthlink.net)

April 22, 2013

A handwritten signature in dark ink, appearing to read "George J. Vranas", is written over the printed name and address. The signature is fluid and cursive.



Text of Petition submitted to Metro Steering Committee April 22, 2013  
**PETITION**

We, the undersigned property owners and residents of SW Haines Street, and nearby parts of 57<sup>th</sup>, 59<sup>th</sup>, and 60<sup>th</sup> Avenues, and Gunther Lane and Lesser Road, in the Far Southwest neighborhood of Portland, agree the following:

1.-We wholeheartedly support the plan to enhance development of Southwest Portland as written in the April 2013 Barbur Concept Plan.

2.-We strongly favor the Hub and Spoke scheme proposed by Metro, using either light rail or bus rapid transit along Barbur Blvd. to the city line.

3.-We particularly endorse development of the Crossroads focus area as a true town center for west Portland. We encourage building a park and ride facility at the transit center and establishing high frequency shuttle bus service between Crossroads and PCC Sylvania campus.

4.-We fully support the development of a focus area in the vicinity of SW 53<sup>rd</sup> Avenue at Barbur Blvd. and improved pedestrian and bicycle access to PCC along 53<sup>rd</sup> Ave.

5.-We endorse plans for the SW 53<sup>rd</sup> and Crossroads focus areas because we see this as a means of bringing development to a neglected segment of the city, improving connectivity along Barbur Blvd., and encouraging private investment in housing and retail, all of which will have a positive impact on the surrounding residential neighborhoods.

6.-We oppose a direct road linkage between SW Haines St and the PCC Sylvania Campus and any plan to build a BRT system onto Haines St because the introduction of BRT on Haines Street and the increase in vehicular traffic that would follow will negatively impact the character of the neighborhood and reduce property values. Contrary to the city's goal of greening Portland, such a development will destroy stands of large Douglas firs on Haines and adjacent streets and damage the natural wildlife area of Lesser Park and surrounding woodland.

7.-We oppose any destruction or reduction of the extensive tree canopy that characterizes Haines Street and the streets adjacent to Lesser Park. The large old Douglas firs that run along these streets are incompatible with a widened Haines Street rebuilt to accommodate a BRT system.

**We strongly support the goals of the Barbur Concept Plan and urge consideration of Metro transit plans that concentrate high capacity transit on Barbur Blvd. and avoid satellite residential neighborhoods.**

.....  
Signed

.....  
Name (print)

.....  
Address

List of residents & property owners who signed in opposition to the development of the BRT system and road link between PCC campus and Haines Street, April 21, 2013

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93. Kyle Paulsen, 5638 SW Haines Street, 97219
94. Michael Holland, 12227 SW Lesser Road, 97219

### **Metro Southwest Corridor Steering Committee**

- My name is Peter Johnson. I live on SW Haines Street, in Far Southwest, Portland.
- I address here concerns neighbors and I have about some of the traffic bundles shown in the Metro planning document of April 2013. Feb. 2013
- My neighbors ask me to say first how excited we are that planning for the SW Corridor is underway. We look forward to improved connectivity in the SW Corridor. We strongly favor better public transport and improved safer bicycle lanes. We look forward to development of focus points along the Corridor. We are excited by the thought of efficient public transport connecting Tigard and Tualatin with the rest of the Metro area.
- Above all, we hope that the impact of SW Corridor development will be positive for all neighborhoods.
- I express this hope particularly for our neighborhood. Haines Street is part of a wonderful wooded enclave of housing just off I-5 on the southwest slope of Mt. Sylvania. Yet we are very close to downtown Portland and downtown Tigard. The street dead ends at the edge of PCC Sylvania campus and so has little traffic – 80 vehicles per day in each direction. Haines Street and cross streets make a quiet neighborhood where several hundred residents have chosen to live because it gives us a high quality of life.
- Having said that, we note that three of the Metro transportation bundles shown in the Metro April 2103 document envisage bus rapid transit along Haines Street. These bundles extend the street onto the PCC Sylvania Campus and will create a throughgoing BRT route from OHSU to Tigard, Tualatin, and Sherwood via PCC and Haines Street.
- Doing this will destroy our neighborhood. The existing pavement of Haines Street is narrow – 11-21 feet wide, and is a layer of asphalt laid on gravel. At great expense the street will have to be completely rebuilt and widened. Douglas Firs more than a century old that line the street will have to be cut down and their root systems taken out. Large maples, silver birch, and other trees will be felled. The rebuilt Haines Street will link I-5 and PCC, and traffic volume will skyrocket. Uncertainty about the fate of the street pending a final decision about HCT routing will depress property values. Our quality of life will be irreparably changed.
- As a community, we want to see the Barbur Concept Plan goals achieved; we want to see an enhanced quality of life in SW Portland and adjacent communities. In our opinion, the best and cheapest way to achieve this is to concentrate development along the Concept Plan base lines that stay on Barbur Boulevard as far as the Portland city line, not detour onto Haines Street.
- We urge development of Crossroads as a true West Portland town center, with frequent shuttle service to PCC and other destinations. We urge development of Barbur and 53<sup>rd</sup> Avenue as a walkable local center and a connection to PCC.
- Thank you.

Peter R Johnson, 6016 SW Haines Street, Portland OR 97219

**Talking points regarding SW Corridor Bus Rapid Transit plans; impact on urban forest along Haines St**

Preface: I love to live on my street, SW 57<sup>th</sup>, because I'm in a quiet, almost sleepy residential neighborhood that feels like a rural pocket of forest, but that is near to, and has easy access to, urban amenities. Many people comment, when they visit my house, on how secluded it feels, saying it's "like it's in the trees."

1. If a BRT corridor were developed on SW Haines, significant noise pollution would ensue from increased traffic. Especially the steep incline at the top of SW Haines to the PCC Campus would cause a lot of noise because of heavy buses braking and shifting on the way up and down.
2. A large number of trees and large bushes along SW Haines would have to be removed, in order to widen the road and make it suitable for BRT; this would reduce the canopy and cause its noise-abating effect to be reduced and allow more noise from I-5 to carry up into the neighborhood.
3. The historical Douglas Firs along the top of SW Haines were planted 100 years ago, when the area was last logged (1913). These trees would have to be removed, as their root systems would not allow the road development that would need to go into widening the road and bringing it up to code for bus traffic. Losing those specific trees would mean losing a piece of natural history and defining character of the neighborhood.
4. Lesser Park is currently designated a Wildlife Habitat area. It is part of a contiguous swath of Upland Class B landscape, made up of the Park as well as neighboring green zones and canopy on the PCC Campus, and of plantings on adjacent private properties south of the Park. This landscape supports deer, rabbits, raccoons, bats, coyote, many birds such as owls, tanagers, flickers, jays, and native plants, such as trillium.

The two quiet local neighborhood destination roads to the West and the South (SW 59<sup>th</sup> and SW Haines) of the park are easy for animals to cross, because they are narrow, there is little traffic and the speed is low. Therefore wildlife can currently thrive.

If Haines were to be developed into a BRT corridor, a slice on the South edge of the Park would likely have to be cut off in order to allow for the increased width of SW Haines. The wider road and increased volume of traffic would also cut off wildlife's connection to the southern part of its habitat area. The incidence of roadkill would likely increase. Lesser Park would become an isolated patch of trees enclosed by busy roads. The peace for wildlife, and residents and PCC students alike enjoying it, would be permanently disturbed, and the overall green environment and livability of the neighborhood would be negatively impacted.



# **PETITION**

**From residents of SW Haines Street and neighborhood  
concerning possible BRT routes on Haines Street**

**Presented to  
METRO Southwest Corridor Steering Committee  
April 21, 2013**



SW Haines Street, looking east

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- 3.-We particularly endorse development of the Crossroads focus area as a true town center for west Portland. We encourage building a park and ride facility at the transit center and establishing high frequency shuttle bus service between Crossroads and PCC Sylvania campus.
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**We strongly support the goals of the Barbur Concept Plan and urge consideration of Metro transit plans that concentrate high capacity transit on Barbur Blvd. and avoid satellite residential neighborhoods.**

Signed

Name (print)

Address

12435 SW 60TH AVE. PORT. OR 97219

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- 7.-We oppose any destruction or reduction of the extensive tree canopy that characterizes Haines Street and the streets adjacent to Lesser Park. The large old Douglas firs that run along these streets are incompatible with a widened Haines Street rebuilt to accommodate a BRT system.

**We strongly support the goals of the Barbur Concept Plan and urge consideration of Metro transit plans that concentrate high capacity transit on Barbur Blvd. and avoid satellite residential neighborhoods.**

W. Paul Brown.....  
Signed

W. PAUL BROWN.....  
Name (print)

5914 SW GUNTHER LN.....  
Address

PAULBROWN3000@YAHOO.COM



## PETITION

We, the undersigned property owners and residents of SW Haines Street, and nearby parts of 57<sup>th</sup>, 59<sup>th</sup>, and 60<sup>th</sup> Avenues, and Gunther Lane and Lesser Road, in the Far Southwest neighborhood of Portland, agree the following:

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*Barbara F. Brown*.....  
Signed

*Barbara F. Brown*.....  
Name (print)


*5914 SW Gunther Lane 97219*.....  
Address

## PETITION


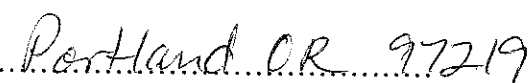
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Signed

  
Name (print)

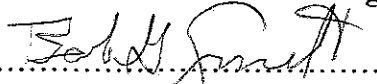
   
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.....  
Signed

Bob G. SMITH  
.....  
Name (print)

5836 SW Gunther Ln. Portland OR 97219  
.....  
Address



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*Patricia A. Smith*

Signed

*Patricia A. Smith*

Name (print)

5834

~~5834~~ SW Gunter Ln Portland, OR 97219

Address

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Clint Miller  
Signed

Clint Miller  
Name (print)

5905 SW GUNTHER LN  
Address

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.....*Emily Miller*.....  
Signed

.....Emily.....Miller.....  
Name (print)

.....5905 SW Gunther Ln 97219.....  
Address



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Melissa L. Shah  
Signed

Melissa L. Shah  
Name (print)

6011 SW Haines St. Portland  
Address

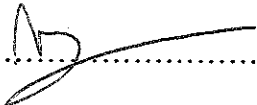
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Signed



Name (print)

ANIL SHAH

Address

6011 SW HAINES ST.

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*Mary D. Ventura*  
.....  
Signed

*Mary D. Ventura*  
.....  
Name (print)

*5945 SW Haines St, Portland OR 97219*  
.....  
Address

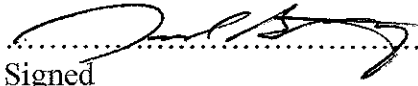


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Signed

Jeremiah Stranberg  
Name (print)

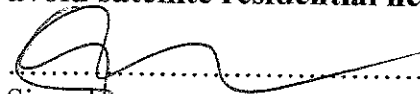
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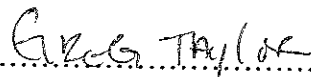
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Signed

  
Name (print)

  
Address

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Signed

Name (print)

Address

12333 SW 18TH PORTLAND, OR 97219

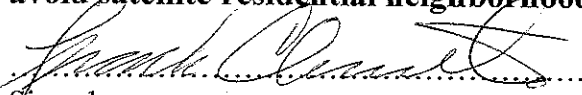


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- 7.-We oppose any destruction or reduction of the extensive tree canopy that characterizes Haines Street and the streets adjacent to Lesser Park. The large old Douglas firs that run along these streets are incompatible with a widened Haines Street rebuilt to accommodate a BRT system.

**We strongly support the goals of the Barbur Concept Plan and urge consideration of Metro transit plans that concentrate high capacity transit on Barbur Blvd. and avoid satellite residential neighborhoods.**

  
Signed

  
Name (print)

12425 SW 57th Street SW Portland 97219  
Address

## PETITION

We, the undersigned property owners and residents of SW Haines Street, and nearby parts of 57<sup>th</sup>, 59<sup>th</sup>, and 60<sup>th</sup> Avenues, and Gunther Lane and Lesser Road, in the Far Southwest neighborhood of Portland, agree the following:

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*Elisa Amador-Clements*

Signed

ELISA AMADOR-CLEMENTS

Name (print)

12425 SW 57TH AVE, PORTLAND, OR

Address

97219

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*Marcy Brillman*  
Signed

*Marcy Brillman*  
Name (print)

*11929 SW 60th Ave PORTLAND, OR 97219*  
Address



## PETITION

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Michael Brillman  
Signed

Michael Brillman  
Name (print)

11929 SW 60<sup>th</sup> AVE. PORT. OR. 97219  
Address

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*Sharon Dalb*  
Signed

Carmen Daller  
Name (print)

12345 SW 60th Ave Portland, OR 97219  
Address

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*Gerald Daller*

Signed

*GERALD DALLER*

Name (print)

*12345 SW 60th Ave*

Address



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.....*Donna M. Hobson*.....  
Signed

.....Donna M Hobson.....  
Name (print)

.....6008 SW Gunther Lane PLD 97219.....  
Address

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Signed

Name (print)

Address

## PETITION

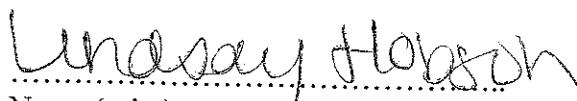
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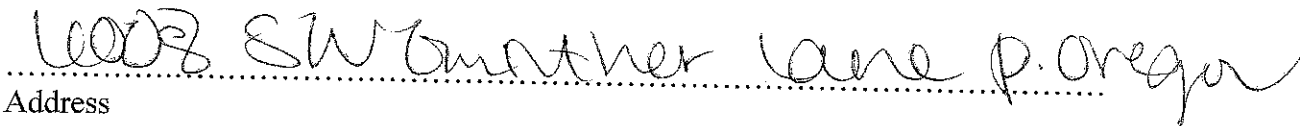
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Signed



Name (print)



Address

dmhobson@hotmail.com

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Pat L Ryan  
Signed

PAT L RYAN  
Name (print)

12435 SW 60TH AVE - PORT. OR 97219  
Address

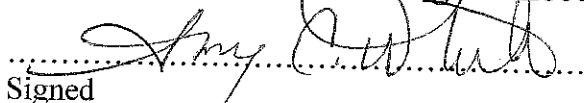


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Signed

Amy C. White  
Name (print)

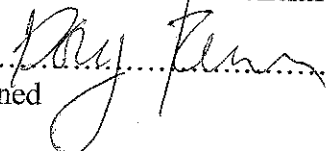
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Address

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Signed  4/20/13

DOUG REIMER  
Name (print)

5840 SW HAINES ST PORTLAND OR 97219  
Address

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*Robin Judkins*  
Signed

*Robin Judkins*  
Name (print)

*SW Gunther Lane port- OR. 97219*  
Address

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Signed

Name (print)

Address

5818 SW Haines St.

Erik Gerding



## PETITION

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**We strongly support the goals of the Barbur Concept Plan and urge consideration of Metro transit plans that concentrate high capacity transit on Barbur Blvd. and avoid satellite residential neighborhoods.**

Signed

Name (print)

Address

5818 SW Haines

Larissa Tchaikowski

## PETITION

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Signed

Name (print)

Address

5740 SW HAINES ST. FAX 97217

CRISH@OPHISARCH.COM

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*Diane E. Wuesthoff*  
Signed

DIANE E. WUESTHOFF  
Name (print)

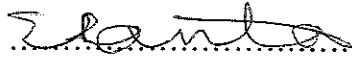
12326 S.W. 60TH AVE, PORTLAND, OR 97219-7000  
Address

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Signed

Elizabeth Ranta  
Name (print)

6126 SW Haines St., Port., OR 97219  
Address  
4/20/2013



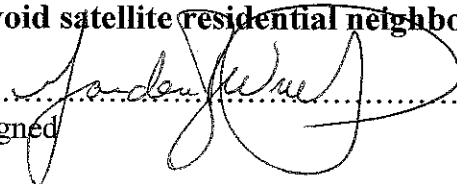
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Signed



Name (print)

GORDON B. WEST

Address

6039 SW Haines St, Portland OR

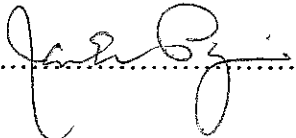
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Signed



Name (print)

Jan Ellen Pailthorp

Address

6039 SW Haines St. Portland OR 97219

## PETITION

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JACOB OETZEL  
Signed

JACOB OETZEL  
Name (print)

6036 SW HAINES ST 97219  
Address

## PETITION

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Signed

Name (print)

Address

6031 SW Haines St Portland OR 97219



## PETITION

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Jenna Mahanay  
Signed

Jenna Mahanay  
Name (print)

6031 SW Haines St. Portland, OR  
Address

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*Martha J. Gimpbell*  
.....  
Signed

*Martha J. Gimpbell* 4-19-2013  
.....  
Name (print)

*6045 SW Haines St. Portland OR 97219*  
.....  
Address

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Signed

*[Signature]*

Name (print)

*Liz Trojan*

Address

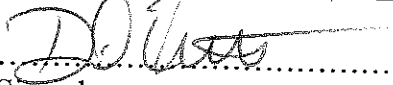
*12320 SW 60<sup>th</sup> Ave Portland, OR 97219*


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Signed

  
.....  
Name (print)

6045 SW HAINES ST. PORTLAND 97219  
.....  
Address



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Signed

Name (print)

Address

12140 SW 60th PDX OR 97219

TIMOTHY MAHN

4/19

## PETITION

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- 7.-We oppose any destruction or reduction of the extensive tree canopy that characterizes Haines Street and the streets adjacent to Lesser Park. The large old Douglas firs that run along these streets are incompatible with a widened Haines Street rebuilt to accommodate a BRT system.

**We strongly support the goals of the Barbur Concept Plan and urge consideration of Metro transit plans that concentrate high capacity transit on Barbur Blvd. and avoid satellite residential neighborhoods.**

Signed

Name (print)

Address

12140 SW 60<sup>th</sup>

Portland, OR 97219

## PETITION

We, the undersigned property owners and residents of SW Haines Street, and nearby parts of 57<sup>th</sup>, 59<sup>th</sup>, and 60<sup>th</sup> Avenues, and Gunther Lane and Lesser Road, in the Far Southwest neighborhood of Portland, agree the following:

- 1.-We wholeheartedly support the plan to enhance development of Southwest Portland as written in the April 2013 Barbur Concept Plan.
- 2.-We strongly favor the Hub and Spoke scheme proposed by Metro, using either light rail or bus rapid transit along Barbur Blvd. to the city line.
- 3.-We particularly endorse development of the Crossroads focus area as a true town center for west Portland. We encourage building a park and ride facility at the transit center and establishing high frequency shuttle bus service between Crossroads and PCC Sylvania campus.
- 4.-We fully support the development of a focus area in the vicinity of SW 53<sup>rd</sup> Avenue at Barbur Blvd. and improved pedestrian and bicycle access to PCC along 53<sup>rd</sup> Ave.
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*Marlo M. Urbina*  
Signed

Marlo M. Urbina  
Name (print)

12141 SW 60<sup>th</sup> Ave, Portland, OR 97219  
Address

## PETITION

We, the undersigned property owners and residents of SW Haines Street, and nearby parts of 57<sup>th</sup>, 59<sup>th</sup>, and 60<sup>th</sup> Avenues, and Gunther Lane and Lesser Road, in the Far Southwest neighborhood of Portland, agree the following:

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Signed

Name (print)

12420 SW 58th Ave Portland OR 97219  
Address



## PETITION

We, the undersigned property owners and residents of SW Haines Street, and nearby parts of 57<sup>th</sup>, 59<sup>th</sup>, and 60<sup>th</sup> Avenues, and Gunther Lane and Lesser Road, in the Far Southwest neighborhood of Portland, agree the following:

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Signed

Name (print)

Address

12720 SW 58th Ave, Portland OR 97219

## PETITION

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.....  
Signed

GARY ABBOTT PARKS  
Name (print)

.....  
Address

12326 SW 60TH AVE PORTLAND OR 97219

## PETITION

We, the undersigned property owners and residents of SW Haines Street, and nearby parts of 57<sup>th</sup>, 59<sup>th</sup>, and 60<sup>th</sup> Avenues, and Gunther Lane and Lesser Road, in the Far Southwest neighborhood of Portland, agree the following:

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*Sunday Crowado*  
.....  
Signed

*SUNDAY CROWADO*  
.....  
Name (print)

*12215 SW 60<sup>th</sup> Ave. Portland, OR. 97217*  
.....  
Address

## PETITION

We, the undersigned property owners and residents of SW Haines Street, and nearby parts of 57<sup>th</sup>, 59<sup>th</sup>, and 60<sup>th</sup> Avenues, and Gunther Lane and Lesser Road, in the Far Southwest neighborhood of Portland, agree the following:

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.....*Ken Paulsen*.....  
Signed

.....KEN PAULSEN.....  
Name (print)

.....5638 SW HAINES ST. PORTLAND OR 97219.....  
Address



## PETITION

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Sandra K Reimer  
Signed

SANDRA K REIMER  
Name (print)

5840 SW HAINES ST. PORTLAND, OR 97219  
Address

## PETITION

We, the undersigned property owners and residents of SW Haines Street, and nearby parts of 57<sup>th</sup>, 59<sup>th</sup>, and 60<sup>th</sup> Avenues, and Gunther Lane and Lesser Road, in the Far Southwest neighborhood of Portland, agree the following:

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Signed



Name (print)

12444 SW 57<sup>th</sup> Ave Portland OR 97219

Address

## PETITION

We, the undersigned property owners and residents of SW Haines Street, and nearby parts of 57<sup>th</sup>, 59<sup>th</sup>, and 60<sup>th</sup> Avenues, and Gunther Lane and Lesser Road, in the Far Southwest neighborhood of Portland, agree the following:

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Signed

CHRISTA GRIFFITHS  
Name (print)


12444 SW 57<sup>th</sup> Ave Portland, OR 97219  
Address

## PETITION

We, the undersigned property owners and residents of SW Haines Street, and nearby parts of 57<sup>th</sup>, 59<sup>th</sup>, and 60<sup>th</sup> Avenues, and Gunther Lane and Lesser Road, in the Far Southwest neighborhood of Portland, agree the following:

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.....  
Signed

Andrew Poncarati  
.....  
Name (print)

12139 SW 59<sup>th</sup> Ave Portland 97219  
.....  
Address



## PETITION

We, the undersigned property owners and residents of SW Haines Street, and nearby parts of 57<sup>th</sup>, 59<sup>th</sup>, and 60<sup>th</sup> Avenues, and Gunther Lane and Lesser Road, in the Far Southwest neighborhood of Portland, agree the following:

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Signed

*Amy E. Ellingson* 4/19/13

Name (print)

*Amy E. Ellingson*

Address

12314 SW Lesser Rd PDX 97219

## PETITION

We, the undersigned property owners and residents of SW Haines Street, and nearby parts of 57<sup>th</sup>, 59<sup>th</sup>, and 60<sup>th</sup> Avenues, and Gunther Lane and Lesser Road, in the Far Southwest neighborhood of Portland, agree the following:

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Signed

Name (print)

Address


12200 SW Lesser Rd. Portland, OR 97219 4/19/13

## PETITION

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.....  
Signed

.....William Caughey.....  
Name (print)

.....6121 SW Haines St. Portland, OR 97219.....  
Address

## PETITION

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- 7.-We oppose any destruction or reduction of the extensive tree canopy that characterizes Haines Street and the streets adjacent to Lesser Park. The large old Douglas firs that run along these streets are incompatible with a widened Haines Street rebuilt to accommodate a BRT system.

**We strongly support the goals of the Barbur Concept Plan and urge consideration of Metro transit plans that concentrate high capacity transit on Barbur Blvd. and avoid satellite residential neighborhoods.**

.....Carol Caughey.....  
Signed

.....Carol Caughey.....  
Name (print)

.....6124 SW Haines.....  
Address

4/19



## PETITION

We, the undersigned property owners and residents of SW Haines Street, and nearby parts of 57<sup>th</sup>, 59<sup>th</sup>, and 60<sup>th</sup> Avenues, and Gunther Lane and Lesser Road, in the Far Southwest neighborhood of Portland, agree the following:

- 1.-We wholeheartedly support the plan to enhance development of Southwest Portland as written in the April 2013 Barbur Concept Plan.
- 2.-We strongly favor the Hub and Spoke scheme proposed by Metro, using either light rail or bus rapid transit along Barbur Blvd. to the city line.
- 3.-We particularly endorse development of the Crossroads focus area as a true town center for west Portland. We encourage building a park and ride facility at the transit center and establishing high frequency shuttle bus service between Crossroads and PCC Sylvania campus.
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Signed

Name (print)

Address

1234 SW LESSOR RD

PORTLAND, OR

97219

Thomas Ellwesson

4/15/13

## PETITION

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*Donald J. Robertson*

Signed

*Donald J. Robertson*

Name (print)

*12105 S.W. 6<sup>th</sup> Portland Oregon 97219*

Address

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Signed

Name (print)

Address


12114 SW 60<sup>th</sup> Ave PORTLAND, ORE 97219

## PETITION

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Signed

Anita Paul  
Name (print)

12114 SW 60<sup>th</sup> Ave Portland, OR 97219  
Address



## PETITION

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Alene M. Klass  
Signed

Alene M. Klass  
Name (print)


12025 SW 60<sup>th</sup> ave PDX 97219  
Address

## PETITION

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Signed

Richard Osterman  
Name (print)

12100 S.W. 60th Ave Portland, OR 97219  
Address

raosterman2@gmail.com

## PETITION

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*Stephanie Patton*  
Signed

*Stephanie Patton*  
Name (print)

2014 SW 60<sup>th</sup> Ave Portland OR 97219  
Address

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Sandra Barnhart 4-20-13      SANDRA BARNHART  
Signed      Name (print)

12019 S.W. 60<sup>th</sup> Ave.  
Address

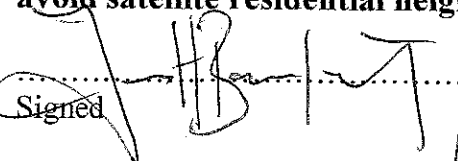


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Signed  4-20-13

James H. Barnhart  
Name (print)

1209 SW 60th Ave Portland OR  
Address

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Sandon Robertson  
Signed

Sandon Robertson  
Name (print)

12030 SW 60<sup>th</sup> Ave  
Address

Portland, OR 97219

## PETITION

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*Pamela Nages*  
Signed

*Pamela Nages*  
Name (print)

*12030 SW 60<sup>th</sup> Ave Portland OR*  
Address *97219*

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*Kathy Taylor*  
Signed

*Kathy Taylor*  
Name (print)

*12329 SW 57th Ave*  
Address



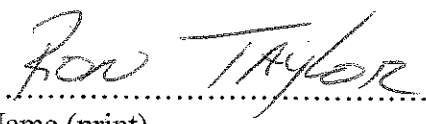
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.....  
Signed

  
.....  
Name (print)

12329 SW 57<sup>th</sup> Portland OR  
.....  
Address

## PETITION

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7.-We oppose any destruction or reduction of the extensive tree canopy that characterizes Haines Street and the streets adjacent to Lesser Park. The large old Douglas firs that run along these streets are incompatible with a widened Haines Street rebuilt to accommodate a BRT system.

**We strongly support the goals of the Barbur Concept Plan and urge consideration of Metro transit plans that concentrate high capacity transit on Barbur Blvd. and avoid satellite residential neighborhoods.**

Signed

Name (print)

Address

12424 SW 57th Ave  
PORTLAND OR 97219

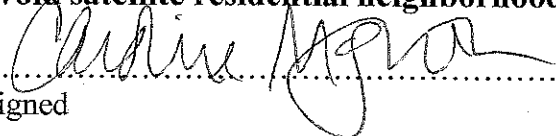
Jami Curci  
jami@jamicurci.com

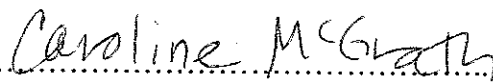
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Signed

  
Name (print)

5915 SW Haines St Portland, OR 97219  
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Name (print)

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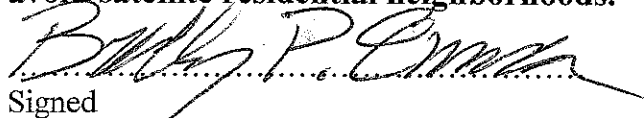


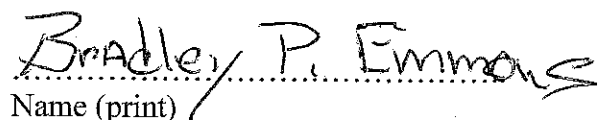
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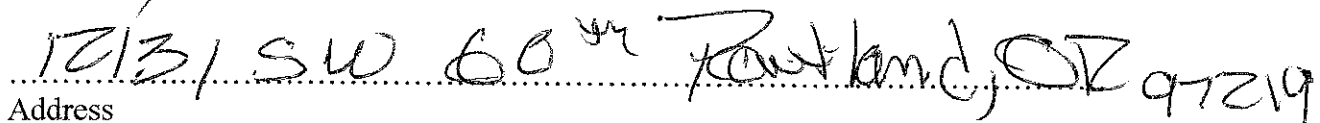
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Signed



Name (print)

PETER JOHNSON

Address

6016 SW HAINES ST PORTLAND 97219

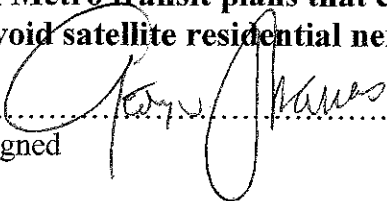
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Signed



Name (print)

GEORGE J. VRANOS

Address

6016 SW HAINES ST PDX 97219

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Signed

Name (print)

12007 SW 60<sup>th</sup> Ave, Portland, OR 97219

Address




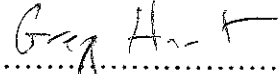
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.....  
Signed

  
.....  
Name (print)

12432 SW 57<sup>th</sup> Ave B. H. and or 97219  
.....  
Address

greghart-1@yahoo.com

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Signed

Name (print)

12437 SW 57<sup>th</sup> Ave Portland, OR 97219

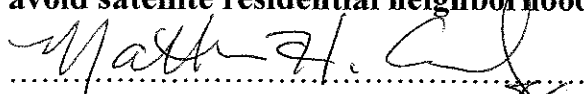
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Signed

Matthew H. Curl  
Name (print)

12424 SW 57<sup>th</sup> ave. PDX 97219  
Address

mhcurl@gmail.com

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Signed

John Z Behrens

Name (print)

John L Behrends

Address

12128 SW 60<sup>th</sup> AVE



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Cecilia Marie Emmons  
Signed

Cecilia Marie Emmons  
Name (print)

12131 SW 60<sup>th</sup> Ave, Portland, OR 97219  
Address

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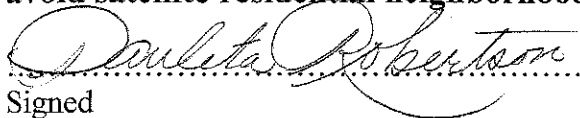
12141 SW 60<sup>TH</sup> AVE 97219

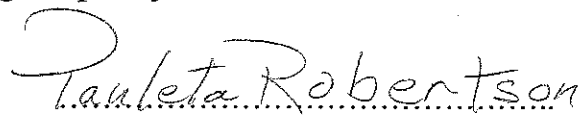
## PETITION

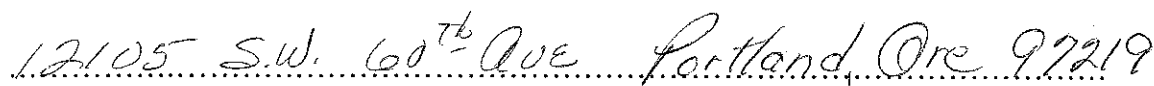
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**We strongly support the goals of the Barbur Concept Plan and urge consideration of Metro transit plans that concentrate high capacity transit on Barbur Blvd. and avoid satellite residential neighborhoods.**

  
Signed

  
Name (print)

  
Address

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Signed

Name (print)

12625 SW 62 Ave Portland OR. 97219  
Address



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James Freed  
Signed

JAMES FREED  
Name (print)

12625 SW 62 AVE Portland OR 9726  
Address

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..... 4/21/13 .....

Signed

Perry Machinski .....

Name (print)

12448 SW 62<sup>nd</sup> Ave Portland OR 97219 .....

Address

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*Kris Persons*  
.....  
Signed

*Kris Persons*  
.....  
Name (print)

*11947 S.W. 60<sup>th</sup> Ave*  
.....  
Address

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.....  
Signed

.....  
Name (print)

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Address



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*Cathy Paulsen*  
Signed

*CATHY PAULSEN*  
Name (print)

*5638 SW HAINES ST.*  
Address

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Kyle Paulsen  
Signed

Kyle Paulsen  
Name (print)

5638 SW Haines St. Portland OR 97219  
Address

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Signed

..... ARTHUR HOLZHAUER.....  
Name (print)

Address

12412 SW 57<sup>th</sup> AVE, PORTLAND OR 97219

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Signed

Anne Buckley  
Name (print)

12412 SW 57<sup>th</sup> Ave, Portland 97219  
Address

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.....*Dora Valenzuela*.....  
Signed

.....DORA VALENZUELA.....  
Name (print)

.....12128 SW 60<sup>th</sup> AVE, PORTLAND OR. 97219.....  
Address



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Signed

Name (print)

Address

12007 SW LESSER Rd

Port. One  
97219