Meeting:	SW Corridor Plan Steering Committee
Date:	April 7, 2014
Time:	10:00 to 11:45 a.m.
Place:	Beaverton Activities Center, 12500 SW Allen Blvd., Beaverton
Purpose:	Consider action on early removal of proposed high capacity transit design options, discuss and confirm next steps and calendar for project, updates on station area planning and multimodal project narrowing.

10:00 a.m.	Welcome and introductions	Co-chair Stacey
ACTION ITE	EM	
10:05 a.m.	Consideration of the Steering Committee meeting summary from January 13, 2014 <u>ACTION REQUESTED</u>	Co-chair Stacey
10:10 a.m.	Consideration of the appointment of additional	Co-chair Stacey

members of ID Southwest ACTION REQUESTED

DISCUSSION ITEM

10:15 a.m.	Discussion of next steps & calendar for the	Co-chair Dirksen
	Southwest Corridor Plan in light of the Tigard vote	
	Steering Committee member discussion of the Tigard vote in	March 2014 and
	implications for project next steps and calendar.	

10:35 a.m.Report on Corridor Design WorkshopsMalu Wilkinson, MetroShort update on the three Corridor Design Workshops held in March in
Tualatin, Tigard and Portland.Malu Wilkinson, Metro

ACTION ITEM

10:45 a.m.Consideration of the staff proposal for earlyMatt Bihn, Metroremoval of High Capacity Transit design optionsACTION REQUESTEDReview staff proposed early removal of some HCT design options based on
design considerations and public feedback.

INFORMATION/DISCUSSION ITEMS

- 11:15 a.m.Station area planning update
Examples of station area planning maps and data.Brian Harper, Metro
- 11:25 a.m.Upcoming public engagementJuan Carlos Ocaña-Chíu, MetroOverview of scheduled public meetings and online opportunities for comments.

PUBLIC COMMENT

- 11:35 a.m.Public CommentCo-Chair StaceyOpportunity for citizens to provide short testimony and/or submit written
comments to inform the Steering Committee.
- 11:45 a.m. Adjourn

Materials for 04/07/2014 meeting:

- 1/13/2014 meeting summary
- ID Southwest founding members' roster
- SW Corridor design workshops public comment summary
- Recommended transit design options for April removal

Next meeting:

• May 12, 2014

600 NE Grand Ave. www.oregon**metro.gov** Portland, OR 97232-2736 503-797-1700 503-797-1804 TDD 503-797-1797 fax



Southwest Corridor Plan Steering Committee Monday, January 13, 2014 9:00 a.m. to 11:00 a.m. Tualatin Police Department

Committee Members Present Craig Dirksen, Co-chair Bob Stacey, Co-chair John Cook Steve Novick Bill Middleton Lou Ogden Jason Tell Roy Rogers

Metro Council Metro Council City of Tigard City of Portland City of Sherwood City of Tualatin ODOT Washington County

Committee Members Excused Denny Doyle

City of Beaverton

Alternate Members Present Dan Blocher Linda Tate Al Reu

TriMet City of Durham City of King City

Metro Staff

Steve Wheeler, Elissa Gertler, Malu Wilkinson, Anthony Buczek, Camille Tisler, Juan Carlos Ocana-Chiu, Hillary Wilton, Molly Simas, Francesca Patricolo, Joyce Felton

1.0 Welcome and introductions

Co-chair Bob Stacey, Metro Councilor, welcomed the committee and audience members to the meeting. He outlined the upcoming Southwest Corridor Plan calendar, and noted that the Steering Committee will not meet again until April. He explained that during the interim the project will continue to move forward, especially with public involvement efforts.

Co-chair Stacey informed the Steering Committee that this meeting will be spent discussing and adopting the revised Purpose and Need Statement and creating an implementation focused group made up of a variety of interests including: community based groups, elected officials, and health care representatives.

He asked the committee members to provide brief project updates from their jurisdictions. Commissioner Roy Rogers, Washington County, explained that Washington County is still committed to the success of this project. He assured the committee that the county will do whatever it can, regarding land use or project coordination, to keep the project on track.

Mayor John Cook, City of Tigard, explained that public outreach is a high priority for Tigard in the coming months. He noted that there will be a public meeting on February 13, 2014.

Mr. Dan Blocher, TriMet, informed the committee that TriMet is actively engaged with Metro in evaluating refinement options. He noted that TriMet is also working on the Southwest Service Enhancement Plan.

Councilor Al Reu, City of King City, noted that King City has entered the planning stage for the mall and transit.

Mayor Bill Middleton, City of Sherwood, informed the committee that Sherwood is still engaged in the process and wants to help in any way possible.

Co-chair Craig Dirksen, Metro Councilor, noted that he has engaged in public dialogue, which drew some media attention. He explained that his comments, as recorded by the Oregonian, were not intended to place pressure on the committee, but expressed his personal opinion to a direct question. Commissioner Rogers suggested that Co-chair Dirksen's opinion may still be changeable dependent on forthcoming information and study. Co-chair Dirksen agreed entirely.

Mayor Lou Ogden, City of Tualatin, welcomed the committee to Tualatin. He explained that Tualatin's vision update has been completed. He attended a community forum in Tualatin that included a great deal of dialogue regarding the Southwest Service Enhancement Plan, though that was not the focus of the forum. Mayor Ogden explained that steps are being taken to ensure that Tualatin's land use and community plans fit the Southwest Corridor Plan.

Commissioner Steve Novick, City of Portland, informed the committee that the City of Portland has convened an informal forum for public comment. Thus far, attendance has been about 40. Mr. Jason Tell, ODOT, noted his excitement about the upcoming phase of the project, during which the steering committee will have to weigh the information and public input in order to make difficult decision.

Ms. Linda Tate, City of Durham, informed the committee that there were no updates from Durham, excepting their work on the Upper Boones Ferry Road project.

At this point, Co-chair Stacey asked that audience members introduce themselves.

2.0 Consideration of the Steering Committee meeting summary from October 14, 2013

Co-chair Stacey asked the committee to consider the meeting summary from the October 14, 2013 Southwest Corridor Steering Committee meeting. Mayor Cook made a motion to accept the meeting summary. Commissioner Rogers seconded the motion. All committee members voted to accept the summary without revision.

3.0 Review of spring calendar

Ms. Malu Wilkinson solicited questions regarding the calendar. She noted that the meeting in March was canceled due to conflicts with the JPACT trip to Washington, D.C. and spring break.

Mayor Cook and Commissioner Rogers informed the committee they will not be available for the April meeting.

4.0 Consideration of the approval of the Statement of Purpose and Need for the Refinement phase

Ms. Wilkinson reviewed what a Statement of Purpose and Need is, and noted the legal requirements for it under the national environmental policy act (NEPA). She explained that the committee adopted one in 2012, but it has been revised to reflect the Steering Committee recommendation from July 2013. She outlined the changes between the two documents and informed the committee that it was reviewed with the federal transit authority and the public. The public feedback on the document is summarized and available in the survey summary. Miss Wilkinson explained that this version of the statement is much more specific to the narrowed corridor and reflects the goals the project is trying to address. She noted, however, that this will not be the last time the committee or the public see and review the document.

Mr. Tell inquired about the changes in language. Ms. Wilkinson explained that the language was changed to make the document more targeted towards transit. Ms. Joyce Felton further noted that there was no change in the intent, rather the changes made the language more specific and simple.

Commissioner Novick expressed concerns about removing the mention of car travel, and the inferences that could be made from the language as a result.

Per multiple committee member suggestions, four amendments were made to the Statement of Purpose and Need.

- 1. In the third bullet under "Project Need," the word transit was changed to travel, and it now reads "Travel is slow and is not reliable on congested roadways."
- 2. In the sixth bullet under "Project Need," the phrase "much of" was struck, and it now reads "The corridor is rich in natural resources that need to be protected or enhanced."
- 3. In the second bullet under "Project Purpose," the word improve was inserted, and it now reads "Increase multimodal transportation options and improve mobility in the corridor."
- 4. In the eighth bullet under "Project Purpose," the word overall was inserted, and it now reads "Provide options that reduce overall transportation costs."

Co-chair Stacey suggested that the language of the fourth change be addressed again at a later date.

Co-chair Stacey called for a motion to approve the document as amended. Mr. Tell made a motion, which was seconded by Commissioner Novick. Hearing no opposition, the motion passed.

5.0 Consideration of the appointment of the founding members of ID Southwest

Co-chair Dirksen informed the committee that the original Steering Committee charter included mention of the creation of an implementation partners group. This group, now named Implementation Development (ID) Southwest, has been charged with bringing together a community-based perspective on the shared investment strategy in order to maintain forward momentum for the project.

He explained that ID Southwest will formally be a subcommittee of the Steering Committee, so members can be added as necessary, in order to keep the group dynamic and relevant to the issues that arise. The committee will meet no more than six times a year.

Mayor Middleton inquired about the possibility of adding a member of the Sherwood Chamber of Commerce to the ID Southwest committee. Co-chair Dirksen replied positively and informed Mayor Middleton that it could be explored.

Per Mayor Ogden's inquiry, Ms. Gertler explained that the state representative from Tualatin had been approached about the committee, but had declined to participate. She noted, however, that the representative did ask to stay informed. Co-chair Dirksen added that many of the parties invited to the committee that were unable to participate, still expressed interest in the group and a desire to stay updated on their progress.

Co-chair Stacey noted that following the printing of materials on Friday, confirmation was received from Barry Glassner, President of Lewis and Clark College, that he will be participating on the committee.

Per a citizen suggestion, Ms. Gertler noted that the Portland State University planning program could be contacted and asked for a representative.

At this point, Mayor Ogden made a motion to approve the list as it is currently, with the understanding that it will not remain static. It was seconded by Commissioner Rogers. The motion passed unanimously.

6.0 Southwest Service Enhancement Plan update

Co-chair Dirksen introduced Mr. Tom Mills' presentation on the Southwest Service Enhancement Plan, noting that local transit has been a priority of the project from the beginning. Mr. Mills reviewed the major outcomes for the Southwest Service Enhancement Plan including: near term low-cost improvements, long term vision for service, and partnerships for improved operations and pedestrian improvements. He explained that the plan evaluates how the community wants to see local service enhanced and compares that to trip pattern data. Mr. Mills outlined the process and noted that TriMet is in the outreach and data collection/mapping phase. Based on data, he informed the committee that TriMet serves needs well at peak hours, but provides inadequate service at midday and on weekends. Mr. Mills also noted that data shows fewer people are going downtown; he overviewed ridership along different routes and outlined data showing where people live, work and where they travel in between.

Mr. Mills outlined the stakeholder outreach and community meetings TriMet has participated in since November. He explained that TriMet is also making a marked effort to reach out to underrepresented populations.

Mayor Cook noted how well the November community meeting in Tigard went. Mr. Mills echoed this statement.

Co-chair Dirksen inquired about Mr. Mill's statement that TriMet is still in the beginning phase of the process. He noted that already some service increases have been responsive to what has been identified through the Southwest Corridor Plan process. Mr. Mills agreed that some service has been restored already, and not only in the corridor, but further service enhancement will take place later in the process.

Per Mayor Ogden's inquiry, Mr. Mills explained that this phase will conclude in March, and TriMet is aiming to bring a service vision back to the committee and the community by summer. The service vision will likely include a map that shows lines by frequency. Mayor Ogden noted that he would like to see new routes on the map, and Mr. Mills said new routes may be a component of it.

Commissioner Novick asked if there was a financial estimate. Mr. Mills replied that the Westside service enhancement plan could serve as a comparison; its estimate was about 30 million.

7.0 Multimodal projects overview

Co-chair Dirksen introduced Mr. Anthony Buczek's presentation on multimodal and green projects in the Southwest Corridor. Mr. Buczek outlined the screening and narrowing process that identified key projects from the original exhaustive list. He informed the committee that there were two sets of projects identified: projects critical to high capacity transit and projects critical to land use. This presentation only addressed projects related to high capacity transit.

Mr. Buczek then reviewed what multimodal and green projects are and divided them into different categories. He also explained the difference between alignment supportive projects and station area supportive projects, and noted that there is a different narrowing process for each. Alignment supportive projects will be filtered as different transit alignments are finalized, but station area supportive projects will be prioritized through station are planning work.

Mr. Buczek informed the committee that, before June, staff hopes to further narrow and prioritize the list of multimodal projects, create concept designs and cost estimates for certain projects, and evaluate the projects within the active transportation plan. He then outlined the four types of green projects: parks, natural resources, stormwater, and fish passage. Regarding the fish passage and stormwater projects, he noted that there are three tiers of opportunity for completing these projects: first during transit construction, second as a mitigation project, or third by leveraging other resources.

Mr. Buczek explained that access to parks will be evaluated as station areas are planned, and the benefits of parks to specific development sites within station areas will be highlighted. He outlined the timeline for the process and noted that staff is trying to prepare the project for the draft environmental impact study (DEIS).

Per Mr. Tell's inquiry, Mr. Buczek informed the committee that the total estimate for the list of high capacity transit multimodal and green projects is between 400 and 500 million. Mr. Tell further inquired about the main criteria for narrowing the project list. Mr. Buczek reiterated that alignment projects will be narrowed by the final transit alignment; he noted, however, that the station area project narrowing will be more complex. Mr. Tell asked if there was an estimate available currently, but Mr. Buczek explained that it is too early in the process. Councilor Dirksen also noted that some projects that will not directly affect transit may be opportunity funded.

8.0 Public Comment

Co-chair Stacey opened the floor for public comment, reminding the audience of the three minute limit on comments.

Ms. Marianne Fitzgerald, a resident of SW Portland and representing Southwest Neighborhoods Inc, thanked Commissioner Novick and the City of Portland for facilitating an informal work group where the public can discuss the Southwest Corridor.

Mr. Steve Shop, a resident of Tualatin, informed the committee that he believes a public vote on high capacity transit is necessary. He expressed concerns about what projects will not be pursued if voters reject high capacity transit. He expressed interest in the amount of money that has been spent on the planning process thus far and asked that the figure be posted.

Mr. Roger Averbeck, of the Southwest transportation committee, also thanked the City of Portland for facilitating the work group. He noted the importance of the multimodal projects in the overall success of the project. Mr. Richard Emmett, a retiree, explained that as his eyesight fails he will use public transit more frequently. He informed the committee of how valuable he believes transit is, and noted that he is in favor of it.

Ms. Billie Reynolds, a resident of King City, complemented the committee on the project's focus on local service enhancement. She informed the committee that if they would like to approach republican legislators about ID Southwest, she could provide their information. Co-chair Stacey explained that they had been approached and none had accepted, but he would be happy to see her reach out to them.

9.0 Adjourn

Co-chair Stacey adjourned the meeting at 10:51 a.m.

Meeting summary respectfully submitted by:

<SIGN HERE FOR FINAL VERSION>

Camille Tisler

Attachments to the Record:

		Document		
Item	Туре	Date	Description	Document Number
1	Agenda	01/13/14	January meeting agenda	011314swcpsc-01
2	Document	01/6/14	Refinement Calendar	011314swcpsc-02
2	Summary	10/14/13	10/14/13 meeting minutes	011314swcpsc-03
3	Document	01/13/14	Draft Purpose and Need	011314swcpsc-04
4	Document	01/13/14	Survey summary: Draft Purpose and Need	011314swcpsc-05
5	Document	01/10/14	ID Southwest members	011314swcpsc-06
6	Document	01/13/14	Exhibit C – Res. 13-4468A	011314swcpsc-07
7	Document	01/13/14	Green Projects: Discussion draft	011314swcpsc-08
8	Document	01/13/14	Multimodal Projects: Discussion draft	011314swcpsc-09
9	РРТ	01/13/14	Southwest Service Enhancment	011314swcpsc-10
10	РРТ	01/13/14	Multimodal & Green Projects	011314swcpsc-11

Proposed new ID Southwest members - March 31, 2014 For consideration for appointment by the Southwest Corridor Steering Committee

	Proposed new principal members
1	Grant Bennett, Portland Community College
2	Bernie Bottomly, Portland Business Alliance
3	Nancy Brutton, Sherwood Chamber of Commerce
4	David Ellis, Lewis & Clark College
5	Tom Murphy, Tigard City Center Advisory Commission
6	State Representative Julie Parrish (Rep.), District 37

Proposed new principal members

Proposed new alternate members

1	Raihana Ansary, Portland Business Alliance
2	Roger Averbeck, Southwest Neighborhoods, Inc.
3	Anne Debbaut, Regional Solutions
4	Keith North, National College of Naturopathic Medicine
5	Elise Shearer, Tigard Downtown Alliance

Date:	Monday, March 31, 2014
То:	SW Corridor Plan Steering Committee
From:	Matt Bihn, Metro
Subject:	PTL recommendation for early removal of HCT design options

Recommendation

Metro | Memo

The Project Team Leaders group (PTL) recommends the removal of 14 HCT design options from further consideration based on design considerations and public comment.

The attached map and matrix illustrate all options and identify those recommended for removal, and descriptions follow in this memo.

Background

Much of the refinement phase preliminary conceptual design for potential HCT options has been completed. While the design serves as the foundation for additional analysis such as modeling and impacts analysis, the initial design process itself has identified some options to be clearly less viable than competing alternative options. Several Steering Committee representatives recommended that the project team identify options for early removal which appear unlikely to be forwarded into the DEIS based on the design progress.

Public Input

Please refer to *March 2014 Southwest corridor design workshops report* for a summary of public comments regarding this recommendation.

Next Steps

The remaining design options will receive more comprehensive analysis that addresses the following:

- **capital cost magnitudes** relative cost of construction including design elements such as tunnels, structure, length, and built environment;
- **impacts to the natural environment** impacts to natural resources including trees, parks, watersheds, including considerations of potential opportunities for improvements;
- **impacts to the built environment** impacts to existing infrastructure such as bridges and tracks, and assessment of fit with the character of surrounding existing area;
- development/redevelopment potential potential to support the SW Corridor land use vision;
- property impacts effects on buildings and private property;
- traffic/bike/pedestrian impacts effects on roadway operations, bikeways, and sidewalks;
- **transit performance** assessment of ridership potential and operating costs based on design characteristics such as distance and speed, and household and employment access.

This assessment will inform the May PTL recommendation to the Steering Committee for options to be carried into the Draft Environmental Impact Statement.

Reasons for Proposed Early Removal by Design Option

<u>Tie-In to Existing Service-Downtown: Fourth & Fifth Avenue Couplet (light rail only)</u> Reasons for proposed removal:

- impacts to the built environment
- high capital costs

In order for a light rail transit (LRT) option to align with the transit mall the SW 5th Avenue bridge over I-405 would require reconstruction to lower the north abutment by at least five feet, impacting required vehicle clearance on the freeway and ramps below. In addition, a significant portion of the newly constructed Portland-Milwaukie LRT (PMLR) alignment would need to be rebuilt.

Alternative options: Options on Fourth Avenue, First Avenue, and Naito Parkway would require much less extensive modifications to existing infrastructure. For BRT, this option would not require bridge or PMLR reconstruction.

Tie-In to Existing Service - South Waterfront: Long (Bridge)

Reasons for proposed removal:

- high capital costs, impacts to the built environment
- traffic/bike/ped impacts
- low development/redevelopment potential

Extensive structures would be required to connect South Waterfront to SW Barbur Boulevard, including construction of bridges adjacent to and crossing over I-5 and of tunnels to reach grade at SW Barbur Boulevard. An HCT alignment would be squeezed between I-5 and SW Macadam Avenue, potentially constraining future I-5 lane expansion or modifications. Traffic impacts would occur at the southern portal of the tunnel on SW Hamilton Street. The option would provide out-of-direction routing between most of the corridor and the transit mall. Finally, service through already well- served South Waterfront (streetcar, PMLR), would not support redevelopment on SW Naito Parkway or on SW Barbur Boulevard.

Alternative options:

Options using SW Barbur Boulevard or SW Naito Parkway would require much less structure, would provide a more direct path to tie into the transit mall, and would provide more redevelopment opportunities.

PCC Area: Circumferential around south end (Upper Haines)

Reasons for proposed removal:

- property impacts
- impacts to the natural environment

BRT routing along upper Haines Road would result in significant property impacts and natural environment impacts, affecting private landscaping and old-growth trees along the very narrow roadway, as well as Lesser City Park. LRT routing in this section was removed from consideration previously due to steep grade changes between PCC and the Tigard Triangle, but would also impact the properties, trees, and the park.

Alternative options:

Options with BRT routed to the north of the campus would provide comparable travel times and access, without affecting the upper Haines Road area and with far fewer natural and property impacts.

OR-217 Crossing: Parallel to 72nd

Reasons for proposed removal:

- traffic/bike/ped impacts
- transit performance
- high capital costs

Significant traffic impacts would occur with HCT traveling through or near three currently congested intersections: SW 72nd Avenue & SW Hampton Street, SW 72nd Avenue & OR-217 northbound ramps, and SW 72nd Avenue & SW Hunziker Street. Significant capital costs would result from structure needed to operate on the sharp curve between SW 72nd Avenue and SW Hunziker Street. Transit performance would suffer relative to other options due to slow speeds required to travel through two sharp curves, without providing access to additional riders.

Alternative options:

Any of the four OR-217 crossing options to the north would avoid these intersections completely and would provide faster travel times without compromising access to HCT.

OR-217 Crossing: Irving to Hunziker

Reasons for proposed removal:

- property impacts
- traffic/bike/ped impacts, transit performance

Property impacts would be significant on the east side of OR-217 due to lack of right-of-way. Traffic impacts would be significant as the HCT bridge would land in or near the currently congested intersection of SW 72nd Avenue & OR-217 ramps and would require an additional traffic signal, further disrupting traffic and violating ODOT standards. Alternative options in this segment could create a new auto connection between downtown Tigard and the Triangle, improving access where this option would impair existing access. Transit performance would be worse relative to alternative HCT options in the Tigard Triangle as this longest option, resulting in out-of-direction travel with longer travel times but without attracting additional riders.

Alternative options:

Any of the four OR-217 crossing options to the north of the SW Hunziker Street bridge would avoid these intersections completely and would provide faster travel times without compromising access to HCT.

Downtown Tigard – Hunziker (LRT only)

Reasons for proposed removal:

- property impacts
- traffic/bike/ped impacts

Multiple industrial businesses along SW Hunziker Street would be impacted by elimination of access by left turning vehicles due to LRT tracks on SW Hunziker Street. Lack of parallel or crossing streets in this area prevents alternative access to these businesses. The inability to accommodate left turns or to provide reasonable locations for U-turns for larger vehicles would result in trucks circulating through the OR-217 interchange and the SW Hall Boulevard & SW Hunziker Street intersection in order to reach these businesses, causing traffic impacts. BRT could be considered in this segment if operating in mixed traffic, though this option would provide slower service compared to options with BRT in exclusive right of way.

Alternative options:

All other options accessing the Tigard Transit Center would avoid impacts along SW Hunziker Street.

Tigard to Durham: 72nd (out and back on Hunziker)

Reasons for proposed removal:

- property impacts
- traffic/bike/ped impacts
- transit performance

HCT would cross the intersections of SW Hunziker Street & SW 72nd Avenue and SW Varns Street & SW 72nd Avenue, resulting in traffic impacts to an already very congested area including OR-217 ramps. The out-and-back design of this alignment would negatively impact transit performance relative to other options, as travel times would be slower and fewer locations would be served. Property impacts would be incurred by industrial businesses along SW 72nd Avenue, as HCT in exclusive right-of-way would eliminate access by left-turning vehicles. The inability to accommodate left turns or to provide reasonable locations for U-turns for larger vehicles would result in trucks circulating through the area to enter and leave their bases using right turns, exacerbating current congestion. While BRT would theoretically be able to operate in mixed traffic here to avoid those impacts, transit performance would suffer with buses trapped in congestion, and so only BRT in exclusive right-of-way is considered reasonable for this option. Finally, this portion of SW 72nd Avenue was not identified as a key station location.

Alternative options:

Options using the WES alignment or SW Hall Boulevard (to SW Durham Road) would provide faster service without duplicating service area, would avoid the OR-217 ramps, and would avoid SW 72nd Avenue near downtown Tigard.

Tigard to Durham: WES alignment to 85th

Reasons for proposed removal:

- low development/redevelopment potential
- impacts to the natural environment

HCT operating on an extension of SW 85th Avenue over the Tualatin River and into Tualatin would not serve Bridgeport Village, identified as a key HCT station location in the Southwest Corridor Plan. An extension of SW 85th Avenue as a roadway crossing the Tualatin River was strongly opposed by the community of Tualatin, and the project was removed from the Tualatin Transportation System Plan (TSP). There would be potential impacts to the natural environment including portions of Cook Park, Durham City Park and Tualatin Community Park.

Alternative options:

Options using the WES alignment or SW Hall Boulevard (to SW Durham Road) would serve Bridgeport Village and would not include a Tualatin River crossing near the three parks.

Tigard to Durham: Hall to Bonita to 74th

Reasons for proposed removal:

- impacts to the built environment (LRT)
- high capital costs
- low development/redevelopment potential
- property impacts

With LRT, crossing of heavy rail just south of downtown Tigard would require grade separation either by a long tunnel or bridge, as well as changes to the elevation of the SW Hall Boulevard & SW Commercial Street intersection, resulting in very high capital costs. SW Hall Boulevard and SW Bonita Road are mainly low density residential neighborhoods with little or no development/redevelopment opportunities with LRT or BRT. LRT or BRT on SW Bonita would result in property impacts several buildings, and to

landscaping of most properties, along with some impacts to Bonita Park. Additional significant property impacts and constraints to access would occur on SW 74th Avenue due to narrow rights of way.

Alternative options:

Options using the WES alignment would avoid SW Hall Boulevard and SW Bonita Road. BRT on SW Hall Boulevard would not require grade separation crossing heavy rail tracks, and options using SW Durham Road instead of SW Bonita Road would reduce property impacts.

Tigard to Durham: Hall to 85th

Reasons for proposed removal:

- impacts to the built environment (LRT)
- high capital costs
- low development/redevelopment potential
- impacts to the natural environment

For LRT, crossing of heavy rail just south of downtown Tigard would require grade separation either by a long tunnel or bridge, as well as changes to the elevation of the SW Hall Boulevard & SW Commercial Street intersection, resulting in very high capital costs. SW Hall Boulevard travels through mainly low density residential neighborhoods with little or no development/redevelopment opportunities with LRT or BRT. HCT LRT or BRT operating on an extension of SW 85th Avenue over the Tualatin River and into Tualatin would not serve Bridgeport Village, identified as a key HCT station location in the Southwest Corridor Plan. An extension of SW 85th Avenue as a roadway crossing the Tualatin River was strongly opposed by the community of Tualatin, and the project was removed from the Tualatin TSP. There would be potential impacts to the natural environment including portions of Cook Park, Durham City Park and Tualatin Community Park.

Alternative options:

Options utilizing the WES right-of-way would not cross the heavy rail line, would avoid SW Hall Boulevard, and would serve Bridgeport Village. These options would not include a Tualatin River crossing near the three parks.

Bridgeport Village: Bridgeport Road via 72nd

Reasons for proposed removal:

- property impacts, high capital costs
- impacts to the natural environment

With HCT, extensive property impacts would be required to maintain the existing number of lanes on SW Bridgeport Road, with all buildings on one side of the street removed. If the alternative were to include structure to avoid property impacts, high capital costs relative to competing at-grade options would result. This option would continue onto Upper Boones Ferry Road, which would result in natural environment impacts with the removal of many large trees.

Alternative options:

All other options in this segment would avoid Bridgeport Road and associated property impacts. The options on SW 72nd Avenue would also avoid Upper Boones Ferry Road and the impacts to trees.

Tualatin: Adjacent to I-5 and behind Nyberg Rivers

Reasons for proposed removal:

- impacts to the built environment
- high capital costs

This option requires substantial amounts of structure to tunnel under the heavy rail north of the Tualatin River, as well as a bridge over the river and over the circulation and loading areas located behind the proposed future development at Nyberg Rivers. Additionally, to site a station in downtown Tualatin, the alignment must tunnel under Boones Ferry Road. The option also potentially impacts a planned bike/pedestrian path behind the future development and precludes a potential station location to serve the southern edge of the Bridgeport Village area near Upper and Lower Boones Ferry Roads.

Alternative options:

The options crossing the Tualatin River adjacent to the Lower Boones Ferry Road bridge and turning west would require far less structure and would result in lower costs and fewer visual impacts to the built environment.

Tualatin: Mohawk Park and Ride Terminus

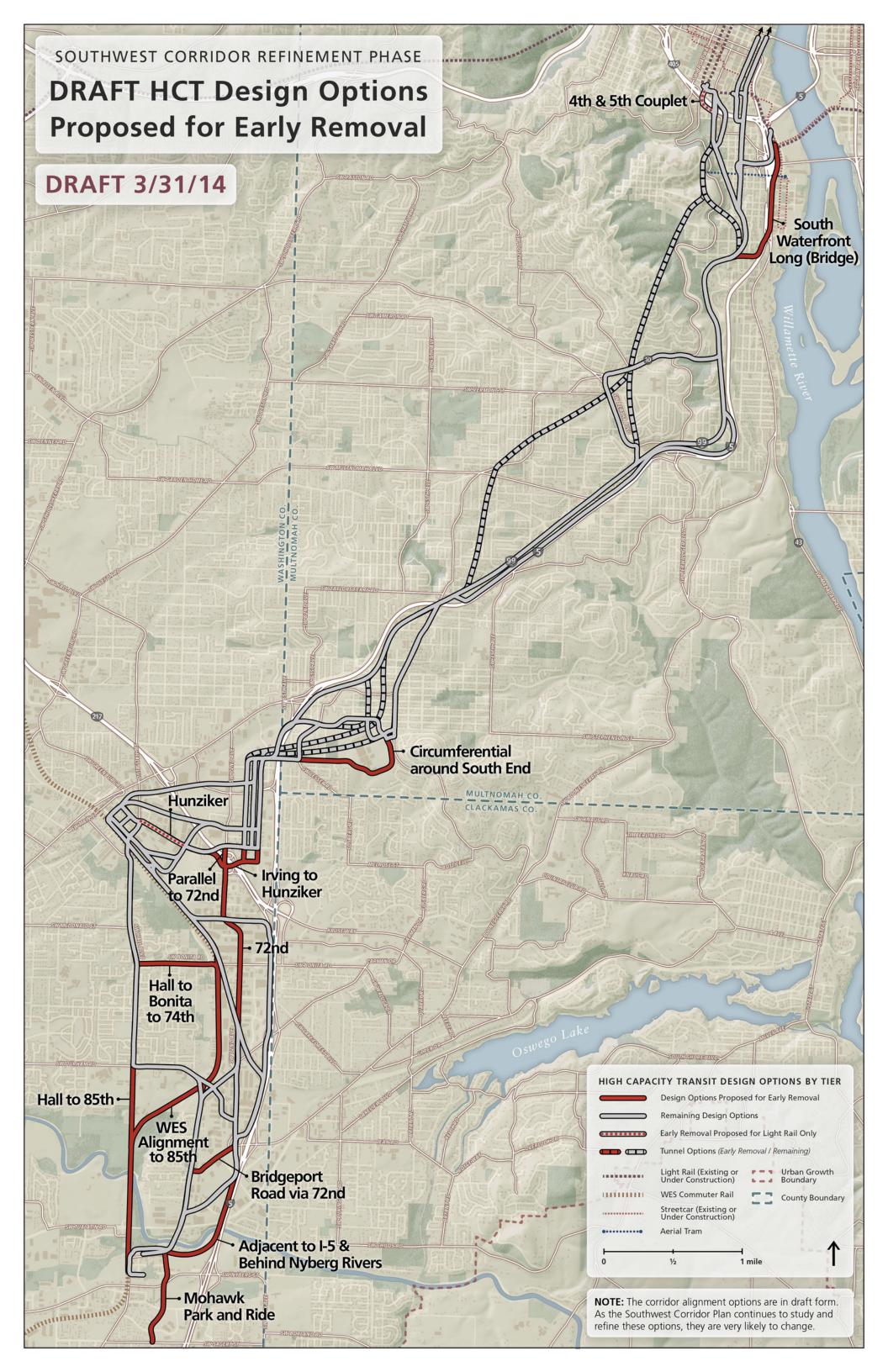
Reasons for proposed removal:

- impacts to the built environment
- high capital costs

This option would require a very long structure (approximately 2/3 mile long) stretching from the intersection of Upper and Lower Boones Ferry Roads to the north to SW Martinazzi Avenue near SW Warm Springs Street to the south. Such a large structure would result in high capital costs relative to other options without commensurate benefits. A large structure would also impact the built environment as it would not fit with the character of downtown Tualatin.

Alternative options:

The options crossing the Tualatin River adjacent to the Lower Boones Ferry Road bridge and turning west instead of continuing south would require far less structure and would result in lower costs and fewer visual impacts to the built environment.



DRAFT Southwest Corridor Design Options with PTL Recommendation for April Removal

ID	Mode	Option
1. T	ie-In to E	xisting Transit
1A	BRT	Fourth/Fifth Ave Couplet
1A	LRT	Fourth/Fifth Ave Couplet
1B	BRT, LRT	Fourth Ave
1C	LRT	Fourth Ave to Second Ave
1D	BRT, LRT	First Ave
1F	BRT, LRT	Naito
1E	LRT	First Ave (Extended Downtown)
1G	BRT	Naito Ave (Extended Downtown)
1H	BRT, LRT	South Waterfront - Short (Tunnel)
1H	BRT, LRT	South Waterfront - Long (Bridge)
2-3.	South Pc	ortland to Barbur Transit Center
2A	BRT, LRT	Short Tunnel - Exit at Hamilton
2B	BRT, LRT	Medium Tunnel - Exit at Bertha
3A	BRT, LRT	Long Tunnel - Exit at Barbur Transit Center
2C	BRT, LRT	Barbur Boulevard (Downtown to Burlingame)
2D	BRT, LRT	Capitol Hwy to Hillsdale returning Bertha/13th
3B	BRT, LRT	Barbur Boulevard (Burlingame to Barbur TC)
3C	BRT, LRT	Adjacent to I-5
4-5.	PCC Area	3
4A	BRT	Circumferential around North End
4B	BRT	Front Door
4C	BRT	Circumferential around South End (Upper Haines)
4D	BRT	New Bridge (from PCC)
4E	BRT	Lower Haines
5A	BRT, LRT	Barbur (with New Bridge across I-5)
5B	BRT, LRT	Short Tunnel via Barbur
5C	BRT, LRT	Tunnel via Barbur
	1	
5D	BRT, LRT	Tunnel via Capitol Hwy
6. Ti	igard Tria	ngle
6. Ti 6A	igard Tria BRT, LRT	ngle 68th/70th Couplet
6. Ti 6A 6B	gard Tria BRT, LRT BRT, LRT	ngle 68th/70th Couplet 68th/69th couplet
6. Ti 6A 6B 6C	gard Tria BRT, LRT BRT, LRT BRT, LRT	ngle 68th/70th Couplet 68th/69th couplet 69th Two-Way
6. T 6A 6B 6C 7. O	igard Tria BRT, LRT BRT, LRT BRT, LRT R-217 Cro	ngle 68th/70th Couplet 68th/69th couplet 69th Two-Way ossing
6. Ti 6A 6B 6C 7. O 7A	gard Tria BRT, LRT BRT, LRT BRT, LRT R-217 Cro BRT, LRT	ngle 68th/70th Couplet 68th/69th couplet 69th Two-Way ossing Clinton to Tigard Transit Center
6. Ti 6A 6B 6C 7. O 7A 7B	gard Tria BRT, LRT BRT, LRT BRT, LRT R-217 Cro BRT, LRT BRT, LRT	ngle 68th/70th Couplet 68th/69th couplet 69th Two-Way ossing Clinton to Tigard Transit Center Beveland North
6. T 6A 6B 6C 7. O 7A 7B 7C	gard Tria BRT, LRT BRT, LRT BRT, LRT R-217 Cro BRT, LRT BRT, LRT BRT, LRT	ngle 68th/70th Couplet 68th/69th couplet 69th Two-Way ossing Clinton to Tigard Transit Center Beveland North Beveland South
6. Ti 6A 6C 7. O 7A 7B 7C 7D	gard Tria BRT, LRT BRT, LRT BRT, LRT R-217 Cro BRT, LRT BRT, LRT BRT, LRT BRT, LRT	ngle 68th/70th Couplet 68th/69th couplet 69th Two-Way ossing Clinton to Tigard Transit Center Beveland North Beveland South Hampton
6. Ti 6A 6C 7. C 7A 7B 7C 7D 7D	gard Tria BRT, LRT BRT, LRT R-217 Cro BRT, LRT BRT, LRT BRT, LRT BRT, LRT BRT, LRT	ngle 68th/70th Couplet 68th/69th couplet 69th Two-Way ossing Clinton to Tigard Transit Center Beveland North Beveland South Hampton Parallel to 72nd
6. Ti 6A 6C 7. O 7A 7B 7C 7D 7C 7D 7E	gard Tria BRT, LRT BRT, LRT BRT, LRT R-217 Cro BRT, LRT BRT, LRT BRT, LRT BRT, LRT BRT, LRT BRT, LRT	ngle 68th/70th Couplet 68th/69th couplet 69th Two-Way ossing Clinton to Tigard Transit Center Beveland North Beveland South Hampton Parallel to 72nd Irving to Hunziker
6. Ti 6A 6B 6C 7. O 7A 7B 7C 7D 7C 7D 7E 8. D	gard Tria BRT, LRT BRT, LRT R-217 Cro BRT, LRT BRT, LRT BRT, LRT BRT, LRT BRT, LRT BRT, LRT BRT, LRT	ngle 68th/70th Couplet 68th/69th couplet 69th Two-Way ossing Clinton to Tigard Transit Center Beveland North Beveland South Hampton Parallel to 72nd Irving to Hunziker n Tigard
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9C	BRT, LRT	WES Alignment to 72nd
9D	BRT, LRT	WES Alignment to 85th
9E	BRT, LRT	Hall to Bonita to 74th
9F	BRT, LRT	Hall to Durham
9G	BRT, LRT	Hall to 85th
10. E	Bridgepo	rt Village
10A	BRT, LRT	Upper Boones Ferry
10B	BRT, LRT	Bridgeport Road via 72nd
10C	BRT, LRT	72nd
10D	BRT, LRT	Parallel to I-5
11.	Tualatir	1
11A	BRT, LRT	WES Connection via 85th
11B	BRT, LRT	WES Connection via Boones Ferry
11C	BRT, LRT	Out & Back via Boones Ferry
11D	BRT, LRT	Adjacent to I-5 & behind Nyberg Rivers
11E	BRT, LRT	Mohawk Park & Ride

3/31/14

Metro | Memo

Date:	March 31, 2014
То:	SW Corridor Plan Steering Committee
From:	Juan Carlos Ocaña-Chíu, Sr. public affairs specialist
Subject:	March 2014 Southwest corridor design workshops report

Introduction: In March, 2014 the Southwest Corridor Project staff conducted three corridor design workshops with the goal of collecting input from the public regarding the different transit design options currently under consideration. In addition to the corridor design workshops, staff participated in two general project outreach events. Staff have been working hard to input, sort, and code the public comment received over the span of a week between receiving comment and submitting this report. This memo summarizes the community engagement and outreach processes as well as the public input analyzed by staff as of March 31, 2014. A final report on all findings from public comment will be available by the April 10, 2014 Steering Committee Meeting.

Project outreach: Staff participated in a Transit Fair to increase the Southwest Corridor Plan's visibility, especially among limited English proficiency groups. The Transit Fair took place on Sunday, March 16 at St. Anthony Catholic Church in Tigard. This event was a joint effort with TriMet, Washington County, the City of Tigard, and Tigard Walks. The main goal of the event was to inform the public, especially limited English proficiency Latino and Vietnamese groups,

Recent Public Involvement Activities:

- ✓ March 12 Corridor design workshop Portland
- ✓ March 16 Transit Fair -Tigard
- March 19 Corridor design workshop - Tigard
- ✓ March 20 Corridor design workshop -Tualatin

Upcoming Public Involvement Activities:

- April 10 Community planning forum on multimodal projects and station areas
- To be determined in May Community planning forum

about current transit and transportation planning efforts including the Southwest Corridor Plan. St. Anthony was selected as the location because it attracts large numbers of people, especially from the two identified groups, on Sundays. Metro staff brought information about the Plan that was translated into Spanish and Vietnamese, and hired an interpreter who spoke Vietnamese (staff handled communication in Spanish) in order to effectively communicate with members from these two groups. Staff talked to numerous members of the public and invited them to attend the corridor design workshops and to stay in touch with the Southwest Corridor Plan.

On Wednesday, March 19, staff participated in a tabling event at the Oregon Health and Science University (OHSU) with TriMet and Portland Streetcar to bring visibility to the Southwest Corridor Plan, provide information about transit planning and services, and raise awareness for public involvement opportunities including the Corridor Design Workshops. Stationed in the middle of the

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Veteran's Affairs – OHSU sky bridge, staff engaged with late morning and early afternoon foot traffic, informing approximately fifteen (15) interested members of the public per hour for three (3) hours.

The Southwest Corridor Design Workshops: There were three (3) public Corridor Design Workshops and one Corridor Design Workshop held for Implementation and Development Southwest (ID Southwest). The first Southwest Corridor Design Workshop took place in Portland on Wednesday, March 12, at the Wilson High School cafeteria. Forty-four (44) attendees signed in. Staff shared information about all the transit design options under consideration, especially the 15 options that were flagged for potential early removal. After a short presentation, the attendees broke up in small groups facilitated by staff to discuss in detail the transit design options of each one of the four specific corridor segments: (a) downtown Portland to Burlingame, (b) Burlingame to the Tigard triangle, (c) Tigard triangle to Bridgeport, and (d) Bridgeport to downtown Tualatin. The attendees' input was collected in comment cards and in notes taken by staff.

The second Southwest Corridor Design Workshop took place in Tigard on Wednesday, March 19, at Tigard Town Hall. Twenty-one (21) attendees signed in. The information shared and the workshop format were the same as in Portland: a short presentation followed by small group discussion and input collection.

The third and final Southwest Corridor Design Workshop took place in Tualatin on Thursday, March 20, at the Tualatin Police Department. Fifteen (15) attendees signed in. The information shared and the workshop format were the same as in Portland and Tigard: a short presentation followed by small group discussion and input collection.

Additionally, the ID Southwest meeting at the Multnomah Arts Center in Southwest Portland included Corridor Design Workshop activities including a short presentation and small group discussion and input collection. Of the eighteen (18) members who attended, four (4) comment cards from public members were returned.

The input collected in the workshops is still being analyzed by staff. In this report you will read about the following subjects:

- a) Demographic characteristic of the public that attended the workshops and event evaluation
- b) Input collection and analysis, and
- c) Overview of input about the proposed removal of fifteen (15) corridor design options

Demographic characteristics of the public that attended the workshops: The total number of members of the public who attended the corridor design workshops and registered their presence in the official sign-in sheets was eighty (80): forty-four (44) in Portland, twenty-one (21) in Tigard, and fifteen (15) in Tualatin.

Staff asked the attendees to voluntarily fill out demographic information cards and event evaluation cards. Thirty-one (31) people returned the demographic information cards (19 in Portland, 6 in Tigard and 6 in Tualatin), and twenty-nine (29) people returned event evaluation cards (17 in Portland, 7 in Tigard and 5 in Tualatin).

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Overall, the majority of attendees who filled out cards were 51 years of age and older, male, white, and had high levels of formal education (four years of college or post-graduate studies or degrees). You can find the demographic information in Appendix B.

In terms of their opinions about the events, the majority of attendees indicated that they felt that the workshops were "worthwhile" (21) and "somewhat worthwhile" (6). The majority also marked that they "strongly agreed" (13) and "somewhat agreed" (12) with the statement: "I felt the meeting encouraged my input and I felt listened to." You can find the event evaluation information also in Appendix C.

Input collection and analysis: The main tool used to collect input from the public at the corridor design workshops was a comment card that asked four questions:

- 1. What design options do you like and why?
- 2. Which design options do you think might provide significant advantages and disadvantages and why?
- 3. Do you agree with the proposal to remove the flagged design options? Why/why not?
- 4. Are there other design options that we should consider? If so, what are the advantages and disadvantages for those options?

A total of sixty-nine (69) comment cards were collected at the workshops (out of 80 people who signed in): forty-one (41) in Portland, twenty (20) in Tigard and eight (8) in Tualatin. Additionally there were four (4) comment cards submitted from the ID Southwest meeting and four (4) additional comments on the corridor design options were submitted via email for a total of seventy-seven (77) comments. Staff at each small group discussion table also took notes on comments made verbally by members of the public. The notes are also being analyzed for the final public comment report.

As of today, March 31, staff are still processing the content of the comment cards, emails and discussion notes. Priority for analysis was given to Question 3: "Do you agree with the proposal to remove the flagged design options? Why/why not?" in order to provide the summary of the input received to the Southwest Corridor Plan Steering Committee in a timely manner for consideration when making the decision whether or not to remove the proposed options from further study.

The analysis of the input collected consists of:

- a. Coding each comment according to the specific design option that it refers to
- b. Grouping all coded comments by each design option
- c. Determining the content and meaning of the comments
- d. Interpreting the entire set of comments per question to determine how the majority of participants responded

You can read all the responses to the four questions compiled from the comment cards, emails and discussion notes in Appendix A.

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Overview of input about the proposed removal of 15 corridor design options: At the corridor design workshops, staff presented to and discussed with the public the fifteen (15) transit design options flagged for removal, based on the opportunities and constraints analysis conducted using design criteria only. At the small table discussions and in the comment cards submitted, the public had the opportunity to provide input by answering the question: "Do you agree with the proposal to remove the flagged design options? Why/why not?"

The preliminary analysis of responses to this particular question indicates there is public support for removing the majority of the fifteen (15) transit design options recommended, with two exceptions:

- Option 3a Long light rail tunnel from Hillsdale to the Barbur Transit Center, via Multnomah Village. This long tunnel option received the largest number of comments: fifteen (15). Eight (8) of those comments agreed with the recommendation to remove this option from further consideration, and seven (7) disagreed. The following is a sample of the comments in agreement and disagreement with the removal recommendation:
 - "Yes [agree to remove] we want to minimize construction cost/ time/ complexity. For "long tunnel" connecting Hillsdale to Multnomah, I am not sure who it would really benefit. Connecting Barbur residents and businesses to downtown and Eastside seems a much higher priority. Increased bus service from Multnomah [Village] to Barbur should meet Multnomah resident needs –don't think it's a high growth or redevelopment area in planning docs?"
 - "Don't remove long tunnel option, it's a very imp[ortant] [a]lternative to I-5 and Barbur. Let's take some traffic off those two so they can flow more smoothly."
 - "Remove it. It misses key nodes at Terwilliger Fred Meyer, Safeway, and Barbur Transit Center."
 - "Keep Burlingame to Barbur option A. [It] can reduce traffic issues on Barbur, serves establish[ed] neighborhoods of people who value walkability."

Based on the closely split public input received, staff is withdrawing the recommendation to remove the long tunnel design option from further consideration at this point.

2. Option 11a – WES alignment to 85th Avenue. Only one person commented on this option and disagreed with the recommendation to remove it from further consideration.

Analysis of the input on the other options flagged for removal shows the following:

A. The transit design option that received the second largest number of comments (13) was Option 1i – South Waterfront long structure. Out of 13 comments, 11 agreed with the removal recommendation and two disagreed. Subject:March 2014 Southwest corridor design workshops reportFrom:Juan Carlos Ocaña-Chíu, Sr. public affairs specialist

- B. The transit design option that received the third largest number of comments (5) was Option 4c – Circumferential around the south end of the PCC Sylvania campus. Five (5) comments agreed with the removal recommendation and none disagreed.
- C. The public submitted comments on seven (7) other transit design options, but in smaller numbers: two (2) or one (1) comments per option. All these comments agreed with the recommendation to remove the following options from further consideration:

Option 7e: Parallel to 72 nd Agree Disagree	2 0
Option 7f: Irving to Hunziker Agree Disagree	2 0
Option 9a: 72 nd Ave. Agree Disagree	1 0
Option 9d: WES alignment to 85 th Agree Disagree	1 0
Option 9e: Hall to Bonita Agree Disagree	2 0
Option 9g: Hall to 85 th Agree Disagree	1 0
Option 11d: Adjacent to I-5 behind Nyberg Agree Disagree	g Rivers 1 0

D. The public did not submit any comments on four (4) transit design options in the Southwest corridor:

Option 1a: 4th and 5th Ave. couplet Option 8a: Hunziker Option 10b: Bridgeport Rd. via 72nd Ave. Option 11e: Mohawk Park & Ride Subject:March 2014 Southwest corridor design workshops reportFrom:Juan Carlos Ocaña-Chíu, Sr. public affairs specialist

E. Finally, seven (7) additional comments from the public, captured in the comment cards, referred to all the transit design options in the corridor. Five (5) of those comments agreed with the recommendation of removing all the 15 options. One (1) comment disagreed with removing all the options, and another indicated that the commentor "neither agreed nor disagreed."

Conclusion: Of the input analyzed so far, which includes coding of only the responses to question three from public comment cards, there appears to be agreement with the staff recommendation to remove fourteen (14) transit design options from further study. Only one comment on question three expressed disagreement with the proposed removal of Option 11a – WES alignment to 85th Avenue. Questions one (1) and two (2) were the most answered and many preferences for option removal were provided in response to questions other than question three. These responses will need to be taken into account before additional recommendations may be made.

Option 3a – Long light rail tunnel from Hillsdale to the Barbur Transit Center, via Multnomah Village, generated the largest number of comments (15) which show an almost even split between people who agree with the original recommendation to remove it from further study, and people who disagree. This split indicates that staff needs to continue studying this option during the refinement phase. Based on additional study results, staff will make a new recommendation for this option in May.

Public involvement opportunities in the refinement phase will continue through June 2014. The next opportunity is the Community Planning Forum on Thursday, April 10, at the Tualatin Public Library, 18878 SW Martinazzi Ave., 6:00 – 8:00 p.m. At this forum staff will present information and request comments about the proposed station areas and the multimodal projects that connect them with the surrounding neighborhoods. Another Community Planning Forum will take place in early May, to present additional information and obtain public input about the remaining transit design options in the Southwest corridor.

Appendices:

- A. Complete data set of responses to Questions 1 through 4
- B. Corridor design workshops event evaluations and demographic information summary

Subject: March 2014 Southwest corridor design workshops report

From: Juan Carlos Ocaña-Chíu, Sr. public affairs specialist

Appendix A

Complete Data Set of Responses to Questions 1 through 4

Responses to Question 1

	Portland CDW March 12
	What design options do you like and why?
Segment	Comment
2a, 2b	Don't like tunnel -too expensive
2c	Like elevator on Barbur to OHSU
2c	Like option C if it maintains existing car lanes
2d	I support a tunnel -medium from downtown to Burlingame without a Hillsdale Station. Create a Capital Hill- Multnomah transfer station and run BRT/ regular bus from there. BUILD A FULL INTERCHANGE AT 25th AVE TO REPLACE the Spring Garden on ramp to Taylor Ferrys off ramp (make it a viaduct to connect to Spring Garden and provide access to upper Tuyon District at 30th.
2c	Short tunnel that enters immediately south of downtown and comes back to surface at Hamilton. Less disruption to neighborhood along Barbur. Longer tunnels do not serve.
1a-g	Use Naito rather than Barbur out of downtown. ROW along Barbur is too narrow for dedicated LRT or BRT without being destructive to the surrounding neighborhood.
1b	Aligns well with 4th Ave and can connect to existing light rail lines
1d	Good connection to light rail lines and existing light rail on First Ave.
1e	Good connection for BRT to Naito along river
1c	Prefer BRT options, but not opposed to LRT.
1b	Option b or c in the tie-in area.
2a	Short tunnel would be important to serve OHSU
2d	Option d into Hillsdale is absolutely critical. Hillsdale is a Town Center and is a key targeted growth area
1b	4th good for BRT and or train could connect. I support the option that links the Max, street cars, and current bus services that will link all modalities to new connections
1e	Extending LRT to Blue/ Red Line is a wonderful idea. For people who live in SW and work on the East side, it is currently hard with transfers to get bus downtown and then catch train sensibly. I mean it would be bad to take LRT/BRT downtown, then bus, then Blue/ Red Line. Distance of 1st to 4th/5th/6th is VERY walkable and should not be a barrier. Other concerns about Hawthorne Bridge, etc. I am not equipped to judge.
2	Need to serve both upper and lower OHSU
2c	Do not restrict traffic on Barbur
2a, 2b	Note that Veteran's Hospital has plans to double in size. Talk to the VA.
2b	Of the options, like the OHSU tunnel extended to Hillsdale best.
2b	Do it right and build the medium tunnel. Costly but best, fastest serves Hillsdale the "heart" of SW Portland
1a, 1b	Out of downtown a or b use 5th and 6th
2a, 2b	Tunnel and elevator to OHSU (the double elevator, like the Tram, is limited) the tunnel/ LRT can expand capacity -even though it also has an elevator.
1a-g	Barbur over Naito
1a	Downtown stay more centered (4th/5th)

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2b	Tunnel and elevator to OHSU (the double elevator, like the Tram, is limited) the tunnel/ LRT can expand capacity -even though it also has an elevator.
2b	Tunnel to OHSU-Hillsdale-Barbur Blvd. Close Terwilliger to autos. Encourage development at Barbur/ Terwilliger. Buy land to avoid gentrification of rentals off Barbur.
2a, 2b	Tunnel will be good for OHSU users, but not for the rest of us, especially if good bus service on Barbur is reduced too much.
Other	Without estimates of cost and the time to complete it's not realistic to choose! Much prefer bus to light rail anywhere.
2b, 2d	BRT: Barbur- Cap. Highway-Bertha through Hillsdale or second short tunnel to Hillsdale
2a-c	The subway from downtown to OHSU, (or 2nd choice bus to OHSU via Barbur with elevators/ walkways to OHSU)
2b	I think that a tunnel from downtown, through OHSU to Hillsdale and via Bertha to Barbur Blvd the out Barbur on surface. Bertha has a wide easement can be used.
2c	Don't use Barbur from downtown to Terwilliger- bridge may not hold weight.
Other	Keep the #12 bus on Barbur Blvd.
2b	Tunnel OHSU and HD w/o mort
2d	BRT up Cap Hwy
2b	Even though it would cost more, I am in favor of the long tunnel under OHSU through Hillsdale.
2a-c	I like the OHSU tunnel option but I am also impressed with the Barbur option to elevator connection to OHSU. These both serve an important employer!
2b	Like tunnel to Hillsdale- no congestion on the surface routes. Inner South neighborhoods already well connected.
2b	Tunnel to OHSU and Hillsdale serves most important areas while avoiding the empty "woods" section and would not require bridge replacement and would not reduce capacity in the Naito to Hamilton St. section (and further south)
2a, 2b	Direct/ efficient connection to Marquam Hill/ OHSU (tunnel) as it is a valid option for commuters. OHSU/ VA are adding more employees all the time, the VA is planning a new 300,000 sqft hospital in addition to existing so need will only grow. Traffic in Homestead/ Lair Hill/ Fairmount is already horribly impacting neighborhood livability and needs to be addressed
2b	Tunnel to OHSU from downtown, elevator surface, an OHSU to Hillsdale tunnel w/station/ elevator at Town Center, tunnel to Barbur via Bertha and a surface station. Develop Park n Ride in Hillsdale within 1/4 mile of Town Center. Construct sidewalk, Red Electric and other trails, and bike lanes to effect access to the station
5d	First priority option d on BRT/LRT map
4a, 4d	Second priority option a and d on BRT only map.
5d	These serve PCC also Lesser Road which is very narrow and highly trafficed already. First priority has fewer sharp bends will facilitate fast travel. Option D has a deep tunnel -least disruptive engineering constraints.
4a, 4d	A (N side of PCC) and D (New bridge to Tigard Triangle) I like these because they do not disrupt neighborhood
3a	LRT long tunnel
3a	Long tunnel (move people fast and forget about trendy little stops on Barbur)
3b, 3a	Keep long tunnel!! Gets us to our villages w/out making traffic worse on Barbur. We should do nothing that impacts traffic negatively on Barbur.
Other	Circulator busses w/ light rail seems to be a very practical option in many situations
3a	Burlingame to Tigard. Long tunnel would service those existing villages
3b, 3a	Barbur would help develop the historic Barbur area
5b	PCC Area. LRT option B seems most reasonable. It gives access to PCC with a direct route and less tunnels.

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5d 3a 3b	Option D is also good because it serves 49th street Gurlingame to Barbur. Less disruptive to Barbur, enhances walkability of neighborhoods Stops would revitalize over time, but somewhat speculative. I like revitalizing Barbur
5c	neighborhoods Front door to college = safety, convenience, more riders, good combination of cost and PCC access
5d 5c, 5d	Good travel time, excellent PCC access. Lots of neighborhood access for either
3a	A long tunnel. The corridor concept plan is a construct that can be surplanted with a better idea a tunnel. The true history of Barbur is a strip Hwy like Rt 66 it is functioning well under that historic model.
3b	Barbur is an escape if or when I-5 is colsed not putting LRT on Barbur could insure that no traf lanes are removed from Barbur.
3a	The more limited stations on the tunnel it could be a win for getting better sw circulation busses that would funnel riders to the LRT transit stations
3a 3b, 3c	Gets you around Terwilliger bottleneck Alignment has only 2 potential villages Burlingame and Crossroads. Cross Roads best option and better fit for option a.
5b, 5c 3a	Best service for PCC The tunnel under Multnomah Village is probably the least obstructive to available traffic
2b	possiblity. Portland to hillsdale tunnel makes sense to avoid further crowding of Barbur.
4b, 5b-d	PCC area. Any option that provides access to "Heart of PCC" or "front door". Provides high visibility of transit to young people. Provide incentive to ride transit over driving
3a 3b	If capacity can not be added to Barbur. Only if there is a net add of capacity. If a lane is taken from Barbur this is NOT an acceptable option.
Other	BRT and LRT on Barbur and Capitol only work as net new lanes, do not remove lanes for thes new transportation ideas
3b	Stay on Barbur where higher apts/ bldgs can be built -do not lose any lanes for cars. Move to narrow not eliminate lanes. Just no diet lanes on Barbur.
3a Other	There needs to be a tunnel for light rail from downtown Portland to Tigard -this is all that is needed- Tigard-Tualatin can do what they want from there.
Other	Keep Barbur concept plan integrated in the SW Corridor work. Additional notes taken at workshop and submitted electronically
Other	Duane – Hillsdale, one of few areas with all the sidewalks, vice chair of Hillsdale NA. Eric from Homestead – huge opportunity as our neighborhood is getting destroyed by car traffic – we was a direct connection instead of cutting through the neighborhood.
Other	Portland N table: green design options, with opportunities and constraints attached to each option. Dunway park: Three tunnel options: Q: To get to OHSU, why not connect to existing LF line by building a line directly West towards the river? Could also connect at Lincoln?
1a	Option A along Caruthers: Support for taking this option off the table – re: trucks, also the exit 405 is a huge bottleneck, and part of the reason for backup up 26th all the way to Terwilliger. Even taking out one lane for a rapid bus is a terrible idea. Agree. Would also require reconstruction as W and E bound lanes are not at same height.
1c	Option C SW4th to SW 2nd: Tried to avoid intersections along Option B.
1d	Option D on SW 1st Ave : would join existing tracks at Morrison (central city plan is expecting more development along the waterfront)
1h	Option H South Waterfront: Combination "then you aren't really serving the lower OHSU? Can

Subject:	March 2014 Southwest corridor design workshops report
From:	Juan Carlos Ocaña-Chíu, Sr. public affairs specialist
1b	"From what you are saying, it sounds like Option B is least disruptive and expensive."
1c	" I particularly don't like C – might cause a lot of disruption for very little benefit"
Other	"Where did the 50% come from for BRT: In Hillsdale is an example of where not having exclusive right of way makes sense."
Other	"A connection for Barbur and Naito to OHSU would require a walkway: Attendee: That won't work for me" Staff: could be served by an elevator or a tunnel. Staff: could be served by an elevator or a tunnel.
Other	Nods all around when Matt mentioned that Naito feels largely like a highway, not like a street.
Other	"Are they interested in changing the character? By putting this through, aren't you reinforcing the split? The devil will be in the details – if there are more crossings and things are slow, signals on both sides, station right there with half block on either side it's less of a barrier. If designed differently, it can be more of a barrier." Staff: Yes, if on Naito, we would make it more accessible to the community.
2d	Option D: Not looking good for LRT – would have to build out to a certain width, wiping out businesses.
2d	"I strongly BRT on Option D: If you look at the maps from earlier, Hillsdale is a key targeted are fro growth, logical town center. Barbur is a commercial desert, and you're bypassing a key center that's already there in all the LU planning. The trade-off though is travel time, especially for outlying people. (better for folks in Hillsdale). So is the driving force to get people into town from Hillsdale, or to get people off I5?"
Other	Shuttle busses on Barbur?: what I have found is it's impossible to catch up to a train if the busses are more than 10-15 min apart. A: Local service would be adjusted
2c, 2d	"Combo of C and D seems to be the best"
2b	"I do not like B: long distance with no getting on or off – not providing ideal service" (agreement among table)
2b	"Maybe B could be 40 years down the line but at the moment other options are much more feasible and serves the development that exists"
3a, 3b	"We don't need LRT or BRT right through Multnomah Village – right along Barbur, with connections btwn the two, is more useful. "
Other	"OHSU is critical to serve <i>somehow</i> – what is most effective?"
3а	Don't take the long tunnel option off the table until the traffic impacts of the Barbur alignment options are full evaluated and shared. Reducing lanes on Barbur is not viable.
2a, 2b, 3a	Why are we even considering anything other than a tunnel given how large a current and future employer OHSU is (and how limited parking is up there)?
2c	Concern about diversion of traffic onto side streets if Barbur is narrowed between Naito and Hamilton.
3a	Long tunnel – leave it on the table. HCT is transit first. Shouldn't be trying to do everything (ie. local LU and stops) with this alignment.
2b, 2d	A Hillsdale station could be a critical juncture in that it could serve as a bus to rail transfer station for a number of bus lines. These lines could then more efficiently serve area without having to go downtown. Hillsdale tunnel station also preserves TC character and structure
3a	A Barbur surface alignment would destroy/cause necessary rebuilding of much land use and development on the corridor. Wouldn't land uses be better served by HCT in a tunnel and then having enhanced/larger capacity buses serving Barbur? - Use Robertson tunnel cost comparisons for current tunnel options. SW Corridor HCT could be phased if necessary.
3b	Concern about LU redevelopment arguments for Barbur at the expense of an efficient regional transit line. Buses on Barbur could serve nodes just as well LU vision is a streetcar thing vs. a regional consideration. Transit is what is needed to take care of the regional congestion on I-5. Flip chart notes
1a	A – Good to remove for LRT and BRT. Traffic backs up.
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1h, 1i	H – Will it serve OHSU? (Gibbs). Could H and I be mixed to serve lower OHSU campus
1b	B – might be less disruptive and less expensive for LRT?
1h, 1i	SW to S waterfront is more circuitous than necessary
1c	C – Not favorable
3a	Restoring service to Multnomah Village
1f, 1g	Naito – need to be designed more like downtown, less like Interstate; unifying vs. splitting
Other	Barbur – narrowing with few lanes
Other 2d	Possibility – partial BRT and partial LRT?
2u 2c, 2d	Pro-BRT to Hillsdale (D); could compromise travel time PRO – C and D
20, 20 2b	Anti-B – Too long without stations!
2d	Anti-D – only serves Hillsdale, limits options
3a	Why remove the long tunnel? Cost?
2c	How would OHSU elevators work? Would this impact the synagogue?
1i	Makes sense to remove I – out of the way, lots of structure
1a, 1b	A and B: huge traffic problem; Could we fix 26 too?
1d-g	Good not to just study 4 th /5 th /6 th as they're very congested and people will walk
1d-g	Naito/1 st also congested in PM. Why not use 10th? Project is a bust if you don't serve OHSU
2a, 2b,	
3a	Is a tunnel feasible? Geologically?
2a, 2b, 3a	People come from all over for OHSU – how many would use HCT?
2a, 2b, 3a	What's the ridership on the #8 bus?
2a, 2b,	what's the indefship on the #0 bus:
3a	consider streetcar loop on Naito N of I-405
2a, 2b,	
3a 2a, 2b,	can't choose favorites w/o cost
2a, 2b, 3a	Ridership should dictate alignment; ridership most important
1f	Can Naito option connect over 5 th /6 th ?
2a, 2b,	
3a	Group: tunnel better if \$ is no object
2a, 2b,	
3a 2c	w/ tunnel, can add more trains – elevator has fixed capacity
20 1a-d, 1f	visual impacts of 2 elevators with bridge between
Other	Using dedicated 5 th /6 th transit corridor seems like right place
Other	Who owns Barbur in the woods?
Other	Hamilton Station – nowhere to park, bad spot for Park and Ride Can you have elevated HCT route above Barbur in the woods?
Other	Need shortest travel time per rider?
Other	What about transfers? Do they work with tunnels? Isn't a transfer a deterrent?
Other	What would happen to buses currently serving Hillsdale?
Other	If you tunneled, would you pare back existing service on Barbur?
Other	Would Barbur in the Woods still get bike/ped improvements if transit route elsewhere?
2b, 2d	Like Hillsdale options. But you miss Barbur and Terwilliger. Important commercially
4a	Support serving PCC from North
4a-c	Cautious about surface – running on Capitol due to traffic
4e	Lots of traffic on Lesser Rd. – AVOID
4	PCC options are more pedestrian friendly and human scale

11. 1g Losing car lanes on Naito? 1a. 1b Traffic at 4 [™] and Caruthers 1a-g (emphasized with stars) Barbur/Naito – no direct connection to OHSU/SoWa Other Why not I-S: SoWa ← >Burlingame? 2a, 2b, 3a Tunnels – geologic uncertainty (\$) Other Btr: Prefer electric/hydrogen 2c Concern about diversion if Barbur narrowed Natio-Hamilton Other Transit speed is important to compete with driving Other Transit speed is important to compete with driving Other Transit speed is important to compete with driving Other Transit speed is important to compete with driving Other Transit speed is important to compete with driving Other Transit speed is important to compete with driving Other Itek ped tunnel connect to option C2 C Designated lanes on Barbur 2c Unless there is major re-engineering. Barbur cannot be used for HCT; keep options A for assessment until (we] can prove additional capacity can be made on Barbur. 3c Hoography around concept C could be issue 3c Why not BRT through a tunnel? 3c Are you looking at park and ride at station areas? 3c Do you	Subject:	March 2014 Southwest corridor design workshops report
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12 March 2014 Southwest corridor design workshops report

Subject: From:	March 2014 Southwest corridor design workshops report Juan Carlos Ocaña-Chíu, Sr. public affairs specialist
Other	Do LRT – have bus circulator to PCC
Other	Safety and security
5a	Barbur option – concerned about ped. connection
5a	Option A with circulator bus
5a	Direct connection is the best
5a	Not much on Barbur in this section
5a	Want the best service to draw the most people
5c, 5d	D is not interesting because of cost. C is more attractive – services further south and to the heart of campus
5c, 5d	Ped. access across I-5 to stations
5c, 5d	Additional traffic/transit at crossroads – FIX CROSSROADS

Tigard CDW March 19

	What design options do you like and why?
Segment	Comment
6a	Fig A -68th/ 90th couplet if not 2 way on 69th
7b, 7c	OR 217 crossing c to Wall or " B to Hall and Commercial
9c	Tig South to Bridgeport route C alnog WES to 72nd and WES
Other	None
4a	I prefer the northern route thru PCC (not thru Haines St.)
5a	And not along i-5 near 60th and Barbur
5b-d	OR tunnel under PCC, under I-5 to Tigard Triangle. ONLY in this area are residentially zoned R- 10 properties impacted along ALL of the proposed routes for BRT or trains
9d	If LRT -opt D allows a successful reuse of WES tracks
7a, 7b	A, B
2a, 2b	Also, a suggestion was made to connect the north end of the tunnel with MAX at the South Waterfront. This should be looked at.
3a	Keep the tunnel options until you have better cost estimates and how the bus service would interact with the HCT
Other	Need to ensure that TOD is high quality no more slums. How will this be ensured? Increased density and infill development are not welcome. Better to do without the project than to encourage these problems. Actually more concerned about TOD than the choice of transit route
3a, 2a, 2b 7c	The tunnel options should not be eliminated until good cost estimates are obtained. They are not necessarily more expensive than the surface alignments (especially along Barbur and Naito) Design C less costly
4a-c, 9d, 10d 7a	BRT through PCC to Tigard Triangle to Tig Transit South on dedicated BRT to WES line to proposed purle 'B' line BRT South to Tualatin through Bridgeport
7a 3a	Clinton to Tigard TC; the wetland intrusion appears minimal
	Prefer long tunnel option but with portal located at South Waterfront near west end of new LR bridge. S Waterfront - OHSU -Hillsdale -Multnomah -Barbur TC
Other	Metro, City and TriMet need to do a much better job of educating the public about the very significant economic and social values of transit investment and transit strengthens local economies.
9e-g	Hall Blvd would serve more residential. Better commute out to PDX?
6a-c	Make sure Tigard Triangle is served
9f	I prefer BRT over LRT because it's cheaper. I like transit going down Hall and Durham. A lot of Tigard High School students will use it.
4a	PCC North End: shorter route, faster. Students need mass transit
Other	I like the idea of bus. When you add the dedicated lanes, add additional traffic lanes. Do not take away traffic lanes

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6a, 6b 7 7b 4b, 4c 5c, 5d 9b, 9c Other	I like the idea of coupling roads Must have a third way to get across 217 by car I like option b -Beveland routh because it seems like it impacts the least buildings and people PCC -like b and e for buses Prefer c or d -BRT/ LRT Route b from Tigard to Bridgeport (parallel to Hywy S): because it's not real close to our home, and it's along existing right of way. Also route c for similar reasons NO BUILD OPTION. This entire project is a fiasco and should be stopped NOW. It does not serve Tigard's existing congestion and will only serve to compound the issue. I suggest the
	westside bypass option. Flip chart notes
6	Concern about expanding 68 th – becomes a cut-though
6	68 th very wide
6	What about 2-way on 69 th ?
6	
7a	Going S through Triangle – is there a more direct path? Option A – Triangle to Downtown – cannot put a signal on Hall. Will need to work with ODOT on the issues
7a	loss of industrial businesses – will go somewhere else b/c no industrial lands
7b	Take B from Beveland to Hall and then South on Hall?
7b	Have platform on Hall, it is close to transit Center
7b	Are we locked into the existing TC location?
7b	Haines go straight E to existing park and ride on 99W – run along on existing right of way to downtown
7a	A – minimal wetland intrusion
7a	A is high in air
7a	turns take too much time
7a	repurpose WES line for HCT
6a, 6b	couplets increase cost
6a, 6b	Keeping car lanes is important
6a, 6b Zo	Why not couplets in downtown?
7c 7c	Like C – shorter bridge Need another bridge that allows cars
70 7b	B – lowest impact to buildings
7b	boot out TriMet – form own local transit
7b	WES does not work
7b	Tigard does not get amount of service for taxes fees paid
7b	Build B on pylons
8a	Hunziker – steep hill there
8a	Hard to get railroads to agree to transit
8a	Is it cheaper to go on new street NW of Ash?
8a	Why not use Farro Creek as an HCT alignment?
8c	C: Is there enough ROW on WES line?
8c	C: would it make WES redundant?
8c 9e-g	Large expansion occurring w/ Roy Rogers/River Terrace
9e-g 9f	Are there land use/wetland issues on Hall? Concern that field along Hall and Durham will be rezoned for high density housing – not desirable
9a	A: So not enough residences on 72 nd ?

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11d	Hug I-5 ROW. Save on costs. No utility impacts. don't disregard early operation advantages
11a	A – redundant (WES)
Other	More weight on the feasibility of alignments than the places we want to serve
Other	Circles on the map aren't the same as BCP
Other	Should be looking at the system, where this is a component.
Other	Should plan the bus service with the HCT instead of after the fact
Other	Stop looking at traffic congestion as the problem to solve
Other	Tunnel could avoid the surface impacts/relocation costs
Other	Not just high density places but places for transfers or other access points
Other	Should consider the East Side Connector
Other	Tunnel portal at PML Bridge (Porter St) to OHSU/long tunnel south = 3 travel options
Other	For every \$ spent on transit – greatest benefit to the public – we haven't done a good job of explaining the public benefit. Local \$ spent locally
Other	social and economic benefit
Other	mobility choices
Other	auto dependencies
Other	SWC could help with other improvements
Other	safety, ped x-ings, RIB connectivity, 405 access
Other	tunnel avoids these potential improvements
Other	importance of serving and identifying the station communities and places to service
3a	if we do the tunnel, still need to improve Barbur
Other	There is risk in trying to do everything
Other	Multnomah and improvements on Multnomah = easy access and walkable
Other	Is there a partial hybrid I-5 and Barbur Bertha South area
Other	Crossroads – tough traffic – opportunity BTC to Capitol Hwy
Other	Glad Haines is coming off
Other	Alignments need to get to the PCC campus
Other	Capital – shared facility (streetcar like)
Other	PCC vision and redevelopment opportunity
Other	Tigard, PCC, OHSU – places you want to serve
Other	HCT should be coordinated with PCC bus shuttles
Other	Milwaukie line cost comparable to long tunnel
2a, 2b,	
3a	Tunnel consideration for OHSU still needed
Other	Use of ROW for I-5 near N. Tigard – not good.
Other	Tunnel would still allow for bus on Barbur
Other	SE 17 th example of disruptive surface alignments
Other	Placemaking can still occur on Barbur with other than transit money.
Other	How do we assure that transit related dev. and stations are of high quality? Don't like Rockwood.
Other	Frequent service and connections important to improve transit ridership in SW.
Other	This project is too line focused, not system need focused.
2b	OHSU/Hillsdale good opportunity for tunnel station.
Other	PCC area has residential areas surrounding it. This is the most disruptive location of alignment in Portland.
Other	How many busses, how frequent of busses on BRT, esp. on Haines, Lesser?
4d	Don't like elevated HCT bridge above street level in Haines/Barbur area
5c, 5d	Prefer tunnels because of above bullet point
Other	PCC needs to be served but not so that it is slow from Tigard to DT Portland
15	March 2014 Southwest corridor design workshops report

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From: Juan Carlos Ocaña-Chíu, Sr. public affairs specialist

OtherToo slow transit/too many stops to PortlandOtherToo much focus on alignments

Other Don't lose sight of need to serve smaller centers too (not just OHSU/PCC).

What design options do you like and why?		
Segment	Comment	
3a	Retain a deep long tunnel to the Barbur T.C. from a portal in south waterfront (this option has not been considered). There is no need to serve the Barbur Blvd. strip with a high capacity transit. Local bus service is better.	
Other	99W all the way to Sherwood -lots of new jobs and growth opportunity. For this you need (1) a park and ride at 124th/ 99W, (2) Linking to: a local East/ West bus loop. WES \$130,000,000 or so! Is excellent; already good as is. Maybe add one later #96 option at noon or so and add one midday to WES if possible. PCC is an important but a lower priority. Tigard can serve the Tigard Triangle with a looped bus.	
Other	Ah. Save I-5 for freight. Take ppl via other routes. Salem to Pld via Tualatin on I-5 quickly and often (not just employees). Support the huge aging population to travel during daytime hours and to evening Pld. cultural event	
Other	I'm not sure I have favorites in a lot of cases, but I definitely want to see an effective connection between Tualatin and PCC Sylvania campus. (Currently it's a 15 minute drive versus a 1 1/2 hour bus trip). I also travel regularly to Bethany, North Protland, Oregon City -and sometimes to SE 82nd and Division. Being able to take transit in a reasonable time frame to get to those places during the entire day (and into the evening) would help me get out of my car. My last trip to Oregon City by bus took 2 1/2 hr, including walking 1.5 miles to get to the nearest 96 stop. There are days I could get one direction via transit, but not the other, because I need to come or go in the middle of day -and while the 76 is great for going to Beaverton, its not great for commuting farther across the region.	
7a	Option "A" Clinton best because A most direct segment between downtown Tigard and other segments to. B passes through central area at Tigard Triangle and more surface parking at WinCo, providing opportunity for more convenient grocery shopping and urban redevelopment/ transit-oriented development. HCT along "A" Clinton would make more likely "third places" I can meet people at in this part of the SW Corridor, adding an option to Portland itself.	
9d	I urge retaining a "WES" connection via 85th " for further study as a Tualatin resident, impacts to either Cook or Tualatin Community Park don't trouble me. Also, had disagreement with Tualatin's removal of bridge from it's long range plans.	
9d	Keep "early removal" segments along WES alignment between SW Bonita Rd and Tualatin WES station. Don't take default attitude and assume unsuccessful negotiation with Portland and Western Railroad.	
10c, 10d	About Bridgeport Village options C and D, DON'T do flyover w/ elevated station. This would be fundamentally anti-urban, repel potential users of transit, and surrender the urban -or potentially urban realm to cars and auto "levels of service". Otherwise, I prefer C over D. I'd reconsider flyover/ developed station if the TriMet park and ride lots were redeveloped into trainsit-oriented developments (TODs) w/ public concourses at the same levels as the station. About potential station " circles/ ovals, I strongly support the one at the SW Boones Ferry and Lower Boones Ferry Roads and as close second, the TriMet park and ride lots circle.	
11d 11b, 11c	Tualatin "D' has least impact on existing homes/ businesses. Noise level not a concern. "C" much better than B. Do not need WES connection.	
10c	Flip chart notes Prefer C. D doesn't serve enough. Ust the road already there.	
10d	Advantage of D is less elevated track by BPV (because follows I-5)	

Subject:	March 2014 Southwest corridor design workshops report
From:	Juan Carlos Ocaña-Chíu, Sr. public affairs specialist
11b	Why doesn't B keep going south along Boones? to provide S side service. take up less space end of line in downtown (300' approximately). build "destination" retail or residential above line
11c	C is better because: space available for storage there (at end). Could extend later. Walk to WE isn't that far. Not many transfer between WES and bus or LRT
Other	LRT Advantage = capital costs can be leveraged for Fed. Less operating cost. But need straig segments to load/unload
Other	Local service – needs midday in Tualatin and more direct connections; ie. more 96 service midday
Other	Bridgeport – highly congested
Other	People don't want Boones Ferry or Marinazzi widened
Other	Bridgeport Park and Ride overwhelmed
Other	Need Park and Ride on 99W
Other	Will HCT move people out of their homes?
Other	76 is already a good route with good service
9e-g	Cost of HCT on Hall would be high
Other	Also need to add midday WES
Other	Don't want Hall widened across river
11b	B into downtown Tualatin won't work – not space for dedicated HCT lanes near library
Other	Important to avoid impacts to Tualatin library
Other	Good that E (Mohawk) is recommended for early removal
Other	want to rethink HCT on 99w in Tigard
Other	More frequent and express service on 99W. Look at repurposing 99W median for HCT
11d	Of options into downtown Tualatin, favorite is D (least impacts)
Other	Utilize railroad ROW around Meridian/Boones Ferry E of I-5
Other	
11a	Emphasis on transit center in downtown Tualatin
11e	A – redundant/character – missing target area
11b	E – like route, but don't like structure – provide more access to Cabelas, etc
8c	B – stations could serve both commercial and WES
00	$C - "constraint" \rightarrow$ doesn't serve library/municipal offices – but if it is a regional line, doesn't need to serve every little thing (local service could accomplish this)
Other	Faster service generally runs along periphery, local service is more intricate/slower
Other	Want <u>rapid</u> transit – don't need many stops
Other	No right of way for tunnels in PCC Area.
Other	Small neighborhood streets
4a, 4d	Alignment A + D best in PCC Area.
Other	Underground lava makes tunneling difficult.
5a	Transit on Barbur South of Crossroads is land use opportunity – alignment 'A'
Other	People only want sidewalks on main roads, not smaller local streets
5a	Concern about security if new paths from transit through neighborhoods
3a	Tunnel in Multnomah area makes no sense – no land use opportunity
4c	Good to remove alignment C in PCC Area.
Other	Tunnel requires blasting? Bad
4a-e, 5d	Library, school, Holly Farm good destinations but if have to be removed PCC and Crossroads more important
Other	What are the current shuttle bus routes and schedule for PCC?
Other	Use/upgrade existing urban trail #7
5a	New development on Barbur near 53 rd would help move out objectionable businesses.
Other	P+R near alignment A near 55 th a good idea.
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Subject: March 2014 Southwest corridor design workshops report
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Juan Carlos Ocaña-Chíu, Sr. public affairs specialist From:

4e	PCC Alignment E not good, too close to homes, steep drop off on one side.
Other	How much use would HCT to PCC get? A lot of these students are part-time and work - in a
	hurry

	ID Southwest March 18
What design options do you like and why?	
Segment	Comment
1f	Naito option w/ redevelopment of the West end of Ross Island Bridge
2c	Like elevator/ walkway on some other vehicle to get people up Marquam Hill as long as it doesn't negatively impact Terwilliger Parkway viewshed
5a	PCC -53rd station w/ LRT makes sense as long as there's good ped connections to PCC campus
10c, 10d	Like elevated station at Bridgeport Village -make it safer for peds, trains and bicycles
10, 11	Most interested in connecting with Bridgeport Village and Dt. Tualatin
7b	OR 217 Crossing -like "B" even tho I realize environmental impact is high as it develops a corridor in most logical place and provides access between triangle and downtown
8	Downtown Tigard -Ped and bike improvements on Hall are paramount regardless of alignment
4b, 5b	PCC -I like B
3b	Burlingame to Barbur TC -definitely prefer B -keep people on Barbur corridor
8	The one(s) that include downtown Tigard as a major node
	Flip chart notes
Segment	Comment
1h-i	Fire station on SW 5 th Ave. and College St. serves South Waterfront. Access to South Waterfront is needed
1d-g	Interest in improvements to Ross Island Bridge
1a _	Like option 1a – path of least resistance
	Tunnels present policy questions. Trade-off for development
Other	Capitol as priority connection for SW Service Enhancement Plan
10d	Impacts of alignment near I-5
11b, 11c	Impacts north of Boones Ferry Road
10	High capacity transit needs to reach Bridgeport Village
9e-g	BRT could work better on Hall, in mixed traffic
8a	Constraint for Hunziker: people use it as a back-up road for 99W when the latter gets too congested
4, 5	Redevelopment opportunities for PCC around their campus
3b	Constraint: restricting left turns on Barbur
2c	Trestles: to address or not to address them?
Other	Travel time is important
Other	People mover – Hong Kong. Other options e.g. elevator
Other	Need for additional bicycle facilities in Hillsdale and on Barbur
Other	Crossroads is an important piece in need of solution
Other	Would be nice to serve Mountain Park
Other	Land vision on alignment maps would be helpful
Other	Bus rapid transit vs. light rail
Other	How to best reach downtown (Tualatin)?
Other	Process is currently focused on cost/benefits
Other	People want to talk about stations because that affects them directly
	Electronically submitted comments
Comment	What design options do you like and why?
Segment	Comment

Segment

Subject:	March 2014 Southwest corridor design workshops report
From:	Juan Carlos Ocaña-Chíu, Sr. public affairs specialist
4c	Regarding the proposed alignments, please note that Peter and I are pleased that the Haines St route option will finally be removed.
4d	In addition we very much support the option that envisages a new bridge over I-5 to carry hi- capacity transit from PCC into Tigard Triangle.
4, 5	Any plan that includes BRT along Lesser Rd would be very disruptive of homesites and automotive traffic and the traffic load on the Haines St overpass would be dreadful, particularly given the expected increase in traffic caused by the new Walmart.
4a, 5d	We also support hi-capacity transit on Capitol Highway to connect to PCC, and routed out to Tigard along the north margin of the campus. If the engineers view it to be feasible, we prefer Lt Rail over buses.
Other	Regarding tunnels, we are opposed to cut and fill tunnels because these are very disruptive to local residents. Deep bore tunnels are different, but it seems unlikely that funds for such work will appear for PCC (they are more likely at OHSU-the primary customer).
Other	I'm writing to offer a couple of comments in connection with the maps I reviewed last night and further studied today. I hope you will consider my comments and forward them to others as appropriate. I met David Alres(?) last night who is tasked with evaluating grades of various routes. I think he has a tough job because the grade problems in this area are difficult at best.
4d, 5a	My motivation for providing these comments is that it appears a major bridge from Barbur Blvd. into the Tigard Triangle would be a catastrohphic visual and acoustic problem in my neighborhood. The congestion at the Tigard freeway entrance / exit ramps, 60th Ave., and with the truck by-pass lane doesn't facilitate the train/ BRT corridor well at all. To raise the corridor (to go over this congested area) and then drop drastically into the Tigard Triangle seems to be counter-intuitive. I am reminded of a similar installation where mass transit approaches the Portland airport from I-205. A similar structure would be required on Barbur.
Other	1. First off, over time, I have seen through a series of maps (conceptual and more refined) a continuing process of developing a well though-out route. What I am proposing here is a further refinement (a bit more detailed) in the progression of that process. 2. I am only proposing consideration of these ideas within my neighborhood and nearby vicinity. (I'm not attempting to evaluate the entire plan.)
3c	Starting in the Burlingame Fred Meyer area and heading west/southI believe the Barbur light rail or BRT is appropriate within the Barbur R/W. I drove this area - including on the freeway - to view/consider possible corridors. Athough it initially seemed that the land between Barbur and I-5 would be ideal for a corridor, I had to dismiss that concept because of the freeway interchanges (exits/entrances) at Terwilliger, Multnomah Blvd. and Barbur Blvd. The existing ramps / bridges seemed to provide overwhelming obstacles.
3c, 3b	However, just past the Barbur Blvd. exit ramp, a wide clear area at 26th Ave. provides an opportunity for the Barbur transit corridor to transition off Barbur and into that R/W on the north side of I-5. This deviation allows an approach and interface with the Transit Center without congestion on Barbur. The interface would either remain along the south side of the Barbur Transit Center, or route deeper into the station along the existing bus structure. The existing pedestrian bridge that crosses I-5 could remain and/or be modified to accommodate the mass transit interface.
Other	I am concerned by the fact the so many nay-sayers are getting in to the heads of those who make decisions and scare them in to thinking they have an overwhelming majority. It is also disappointing when, in government, powerful holdouts can block important projects such as this for the sole reason of prejudice or being misinformed, effectively ending them at the expense of the rest of the region.
Other	I commute to the SW corridor each day and it can be a real nightmare. I try to take the #96 bus as much as possible, but I also drive occasionally as well. No one will deny the importance of roads, but we should not deny the importance of rail either.

Subject: March 2014 Southwest corridor design workshops report

From: Juan Carlos Ocaña-Chíu, Sr. public affairs specialist

- Other The compromises that I have seen made to BRT alignments to keep negative shouters quiet ("We'll just run it in mixed traffic!") scares me. This project should be light rail. Portland made the choice, whether it be right or wrong (that's not what this email is about), to pursue LRT, and that's what makes sense for this corridor to make the system closer to whole. Powell/Division can be BRT (and other future corridors) where it is more suited, but SW Portland should be LRT beyond any reasonable doubt. I hope you also come to that decision. The equipment, operation costs, capacity, and speed, reliability, and more and not what we need for this corridor. I believe BRT has it's place in Portland. Just not along the SW corridor. Other
- Solution of the analysis of the adverted was needed to be a solution of the downtown area where it is currently located since it needs lots of improvement. Could you move the entire downtown area over to city hall and the police station on Hall if the HCT were along Hall? The staffers said this wouldn't work...too expensive...but is it if Hall is owned by ODOT and they already have the right of way?
- Other I think I heard there are plans to rebuild the core downtown area to multi-level building with housing. I also heard the manager of one housing complex on Hall gave current tenants notice the building will be rebuilt into a five-story complex sometime in the future. If Hunziker is not being used in the HCT plan, then their entire area could be modernized, they wouldn't have to move permanently, and it is still within a half-mile walk for them to take public transportation if local buses served that area. They could also use a path.

Responses to Question2

Portland CDW March 12

Which desig	on options do you think might provide significant advantages or disadvantages and why?
Segment	Comment
2a, 2b	Tunnel short tunnel too expensive
2a, 2b	Tunnel through very geologically unstable terrain is not good
2c	Like C allignment but keep existing car lanes
2c	Need at least five car lanes from Hamilton South to Terwilliger and back
3c, 3a	The Hillsdale-Multnomah-Crossroads tunnel is a loser not enough water-sewer-storm sewer available to serve the area. I-5 dis
1c	Option C- large impacts on neighborhood without significant benefits
2a	Tunnel option A- serves OHSU directly yet minimizes tunneling costs
3a, 2b	Both medium and long tunnel options serve fewer areas yet have far greater costs.
2c, 2d	C= Barbar path and then continue on naito w/ appropriate connections to both sides of community (similar to light rail at seattle to sea-tac- the portion down on grade in local communities- NOTE: replace bridge/viaducts on BarBar- at least one viaduct w/ D going up and through Hillsdale (BRT)
1h, 1i	would seem important for future to look at south waterfront
2b, 2d	Hugh advantages for growth in a town cenber with the Hillsdale options.
Other	Trains without neighborhood connections like buses are less than effect due to needing to drive.
Other	Trains don't run in ice or snow. Buses run in all types of weather with chains.
Other	LRT, I prefer to BRT because it is harder to take away in the future.
Other	Very very important to make it easy to get from Hillsdale/Multnomah to Barbur if that is the sole focus route - current service makes it not feasible.
Other	Note that SW Portland is <u>not</u> friendly to increased population density nor infill regardless of route option.

Subject:	March 2014 Southwest corridor design workshops report
From:	Juan Carlos Ocaña-Chíu, Sr. public affairs specialist
2b	Again, the medium length tunnel - avoid Barbur
1a, 1b	The above- 5th and 6th already transit corridors
1a, 1b	Connection to OHSU critical!
1a, 1g	Barbur over Naito - too much bridge traffic @ Hawthorne + freeway entrance.
3a	"Safety" deep long tunnels are just too unsafe, especially if the have stops mid tunnel that access elevators.
2b	Advantages of above - Development of Hillsdale w/ access to OHSU. Ridership to OHSU and downtown. Reduced traffic on Hillsdale except for emergency vehicles.
1h, 1i	I think ignoring Macadam is an oversight
2c	Options on Barbur - + generally parallel to it are best - WITH improvements for bikes + pedestrians (and access from the adjacent hilly neighborhoods down to Barbur
2b, 2d	Options that serve existing nhoods/node (like Hillsdale) should be as important as "future desired" (like Barbur)
3a, 2b, 2d	You need to provide access to Hillsdale and Multnomah by skirting near them, not destroying them by trying to get right into their centers.
2b 2	#B (purple line) - tunnel takes the most people to the critical places
2b	The longer tunnel (opt.B) would be an advantage, providing more direct service. People want to know they are traveling faster (or at least more reliable) than driving their cars.
2c	C Barbur seems to have the advantage of not having to build expensive tunnels.
Other	Disadvantage to BRT - adding surface congestion to existing routes
2a	See above. Serving OHSU is critical because it is Portland's biggest employer & VA Med. Ctr. Wants to expand. The n-hood adjacent to OHSU & VAMC has mixed-use development potential & would benefit from better transit connections.
2c	Barbur alignments not ideal for Portland residentsNot convenient for Marquam Hill Commutersreduction of capacity on Barbur will shunt more traffic to neighborhood streets +further decrease livability/safety in the close-by neighborhoods
5d, 4a, 4d 5d	Options listed above will encourage development of crossroads Like deep bore tunnels, but shallow tunnels are too disruptive of existing homes. A tunnel up
30	Cap Hwy to PCC is fine, but LTR should have LTR station on N. side of PCC., and west over I-5 bridge to Tigard
3a	I am concerned about having a hub in Multnomah Village. This is such a small and crowded space. How big will the hub be and where?
Other	LRT with fewest stops but frequent connections at each station.
3b, 3c	B (blue) Barbur (BRT, LRT) Seems to propose a dedicated right of way - this Blvd is already so congested, there's no place to "add another lane" without taking out all the businesses already on Barbur - how is that preserving the "historic Barbur" - Crossroads is already a nightmare - adding the items in the "Barbur Concept Plan" i.e. apartments, traffic stops seems impossible - [cut off in copy]
5a, 5c	OR BRT/LRT to PCC> C seems to be best option to campus + beyond. A is to problematic to traffic on Barbur
3a	Enhances already thriving places - less speculative
3b	Good opportunity, more risk
5c, 5d	LRT to PCC - higher ridership, helps vitalize adjoining neighborhoods. D also, with even more neighborhood access.
3a	1) Less stops faster access to downtown 2) Underground less impact from weather 3) Better access to key existing villages Hillsdale and Multnomah Village 4) Better access to OHSU 5) Would enhance value of Barbur Transit as a great location to park and get to downtown fast. Barbur transit would need to be expanded to 2 or 3 levels for additional capacity. I support a long tunnel. The Barbur Concept Plan is a contrivance that should be scrapped.

Subject:	March 2014 Southwest corridor design workshops report
From:	Juan Carlos Ocaña-Chíu, Sr. public affairs specialist
3a 3b, 3c 5a	Significant advantage: time, connectivity and mitigates Terwilliger bottleneck Disadvantage impacts other transit through Terwilliger. No real destination/ village location would need to be developed Disadvantage poor PCC service
3b	Any light rail or bus rapid transit dedication on Barbur Blvd. Surface is unacceptable. These two concepts take up lanes of traffic whether the train or bus are there or not. It takes up too much available traffic area. Regular bus would better serve Barbur.
4a-c, 5d	Really question the Capitol Hwy alignment for light rail South of Barbur Transit Center to PCC and back to Tigard Triangle for the crowding on Capitol it would create.
3a	For adding capacity if is only way for a net gain
3b	If 2 lanes of auto and local bus service can stay unchanged, and complete new right of way for light rail on bus rapid transit
За	Topography is almost insurmountable. Remove tunnel to Hills and Mult as that serves only the up hill area most of that would go to Homestead/ OHSU area- the down hill South is left out and too far to access by L and C students and area people
Other	Issue with traffic from I-5 when there are problems/ accidents on I-5

	Tigard	CDW	March	19
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Which desig Segment	n options do you think might provide significant advantages or disadvantages and why? Comment
7a	OR 217 Crossing A -too high/ too much \$
9b	Tig. South to Bridgeport Route B -too far from most employment
Other	Avoid round-about intersection ("improvements")
5b	Like purple "b" route thru PCC tunnel
5c	Like blue "c" route thru PCC tunnel
5d	Like pink "d" route thru PCC tunnel. Reduce impact to existing residentially zoned properties
9b, 9e, 9f	Opt b and e/f allow enhancing
3a	The tunnel(s) is (are) less disruptive, serve Hillsdale and Multnomah Village, offer better travel time, and might be cheaper
Other	Make sure traffic and parking is kept out of residential neighborhoods! This is a real problem around MAX stations. Portland and Tigard appear to have different ideas about what this project is supposed to do (serve commuters or serve neighborhoods along the way). These ideas need to be reconciled.
9a	I don't think 72nd Ave. would be good through residential area or commercial S/ o Bonita Rd.
7c	C. Beveland South seems to be most cost effective
9a	72nd route would serve more commercial. Better commute in.
5c, 5d	Tunnel to front door would serve students and faster to Tigard
4, 5	Serving PCC is important. Getting the bus to Main Street would be good
6a, 6b	The idea of having couples is better than one wide road
7b, 7c	Bridge should serve automobiles. Options B or C with full multi mode auto/ car/ cycle would be good
9f	I oppose Route F from Tigard to Bridgeport Village, along Hall and Durham, because our home is close by, and I fear that one or both open fields along Hall would be re-zoned for high-density apartments, which would change the nature of the neighborhood, for the worse.
Other	Light rail has the significant disadvantage of being a fixed location at tremendous cost. Tunnels only compound the expense. With BRT at least the lanes could be used for other transit options

Subject:	March 2014 Southwest corridor design workshops report
From:	Juan Carlos Ocaña-Chíu, Sr. public affairs specialist

	Tualatin CDW March 20
	gn options do you think might provide significant advantages or disadvantages and why?
Segment	Comment
2a, 2b, 3a	Tunnel -too expensive. Not needed by the SW Corridor. Too risky. No new bridge (per Tualatin citizens of TSP). \$ from Portland; they've been told the cannot afford more debt
Other	B. Security problems leave train overnight parked -would need security guards. We need more busses -they are more flexible in the long run esp. compared to something that runs on a fixed track
Other	Skip Tigard. The just voted no for contemporary transit. I wrote this before I heard our very positive intro by our Mayor. I still think Tigard might be a barrier.
Other	I do think the Bridgeport park and ride should be expanded safer/ marked pedestrian crossings (or an over-the-road option) with the huge new apartments on the wrong side of the street. We already have walking issues and someone is going to get hit
7a	New main street through the Tigard Triangle just for HCT
10c, 10d	Bridgeport Village option C and/or D and park and ride station circle because 1) potential for transit-oriented development 2) additional urban development/ redevelopment in vicinity of TOD 3) traffic calming in concert with TOD.
11b	I disagree with the calling out of the constraint that left turn laws would need to be removed from SW Boons Ferry Rd. at Nyburg St. Drivers can enter and exit Hedges Green strip mall using SW Tualatin-Sherwood Rd, and more importantly a defacto road diet with additional HCT allows for transit oriented development downtown Tualatin -including calmer traffic and a more pedestrian-friendly realm with more business and housing
	ID Southwest March 18
Which desig	gn options do you think might provide significant advantages or disadvantages and why?
Segment	Comment
Other	Need to redesign West Portland crossroads to make it safer for pedestrians and bicycles
Other	It is important to choose an option that could go from BRT to light rail long term
Other	So Ptld to Burlingame -line D as option if we go w/ Barbur but most like B tunnel -but if we choose tunnel, still need to prioritize bike and ped on Barbur
Other	Advantages - The ones that include Downtown Tigard as a major node. Disadvantages - Any that don't include Downtown Tigard as a major node.

Responses to Question 3

Portland CDW March 12

Do	Do you agree with the proposal to remove the flagged design options? Why/ why not?	
Segment	Comment	
1i	Agree- too expensive or impractical	
Other	Save the 44 provide critical SW Wilson Multnomah access, especially if you lose the tunnel.	
4e	Avoid lesser-Haines intersection it does not serve. Improve ped-bike along Haines but no more transit.	
4d	Build a new bridge from PCC to the Triangle.	
1h	Should stay in consideration because it serves South Waterfront better than	
3a	Remove the long tunnel (Downtown -Hillsdale- Multnomah Village)	
1i	Yes.	

Subject:	March 2014 Southwest corridor design workshops report
From:	Juan Carlos Ocaña-Chíu, Sr. public affairs specialist
Other	Yes, costs and numbers served have to take precident. That said the Maplewood and Hayhurs Multnomah Village area is under served for mass transit. Save money so that bus service can be added to serve those under served areas with pedestrian, bike and bus service.
3a	Yes -we want to minimize construction cost/ time/ complexity. For "long tunnel" connecting Hillsdale to Multnomah, I am not sure who it would really benefit. Connecting Barbur residents and businnesses to downtown and Eastside seems a much higher priority. Increased bus service from Multnomah to Barbur should meet Multnomah resident needs -don't think it's a high growth or redevelopment area in planning docs?
1i	Think option "I" (along South Waterfront) has possibility and should not be eliminated yet. Serves South Waterfront development.
1i	Agree
1i	South Waterfront - yes.
3a	Hillsdale to Multnomah Village -yes
1i	Long tunnel and long bridge definite yes remove
3a	Again -long tunnel not safe.
Other	It's not clear if "removal" if sites noted will have a negative impact on future population of business development in the future and this plan is about the future, not the present. No discussion was had about this.
1i	Yes, other than Multnomah Village.
1i	I do agree with omitting the Downtown to South Waterfront option
2c	Must get colser to a selection. Don't miss the intersection of Terwilliger and Barbur. More development is expected a this intersection
1i	Yes -do not support OHSU properly
3a	Yes -remove long tunnel from Hillsdale to Mult
1i	Yes, the route around South Waterfront seems unnecessary. Ideally you want to just get through the area, and have some busses to connect the intermediate areas.
1i 1i	They sound less cost effective so I support that. Optopm I thru So. Waterfront makes sense if extended out thru "Woods" section rather than connecting up to Hamilton St./ Barbur; it would allow a connection to OHSU on waterfront and
1i	tram.
	They seem like reasonable decisions
4c 4e	Yes -I agree with removal of Haines St.
-	I argue for avoiding Lesser Road -Lower Haines St. because of the 90 degree bend at the Lesser/ Haines junction.
4c	Haines St should be removed for reason discussed at length in earlier submissions from Haine St. resident
4c	Agree with removal of Haines St
3a, 1h, 1i	North portal of tunnel should be adjacent to the South Waterfront LRT station
3a	Still like the A option because the point is to move traffic fast with fewer stops but have circulator busses
3a	Don't remove long tunnel option, it's a very imp. Alternative to I-5 and Barbur. Let's take some traffic off those two so they can flow more smoothly
3a	We should still consider Burlingame-Barbur option A thru Multnomah and Hillsdale
3a	Keep Burlingame to Barbur option A can reduce traffic issues on Barbur serves establish neighborhoods of people who value walkability
3a	No. The Barbur Concept Plan was a contrived invention that creates artificial "villages" well 2 real thriving villages exist now Hillsdale and Multnomah Village. Also in terms of historic use Barbur is historically a RT 66 strip hwy. Barbur is getting along well in it existing use mode, maybe add a couple of safe crossings for bike ped
3a	No! Best alignment to serve area w/ connectivity bust best solution to mitigate traffic. Must
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Subject: March 2014 Southwest corridor design worksh	hops report
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From: Juan Carlos Ocaña-Chíu, Sr. public affairs specialist

	keep!
3a	No, they should be considered as some have positive merits
3a	I agree with the proposal to remove the Hillsdale to Multnomah tunnel
3a	Remove it, it misses key modes at Terwilliger Fred Meyer, Safeway, and Barbur Transit Center
4c	PCC area - remove Haines Rd. option that neighbors don't like
3a	NO. Unless Barbur can add complete new right of way
4c	Remove C from PC service
4e	Use Haines St bridge. I defer to those in West Port and for SW N.A.s as they live there and
	their needs are obvious to them
Other	He didn't really get to this

Tigard CDW March 19

Do you agree with the proposal to remove the flagged design options? Why/ why not? Segment Comment	
3a	I disagree with removing the long tunnel serving OHSU, Hillsdale, Multnomah, and Barbur Transit Center
7a, 7b, 7d, 7f	Agree- d/e/f seem to be hard to cross 217. A route with long bridge is too costly, as b route bridge is too costly
9e	Yes I do agree. Bonita Rd. would not be good for widening for BRT
Other	I do not agree nor disagree
Other	I think 72nd should be reconsidered
Other	Yes on Barbur and PCC agree that Barbur needs to be served
7e, 7f	Route e and f
3a	Keep the long tunnel. Service has to be fast
9e	Yes, especially along Bonita Rd, because it's so close to our home
Other	Yes. Remove them! Remove all options. TOO EXPENSIVE AND DOES NOT SERVE THE NEED

Tualatin CDW March 20

Do Segment	Do you agree with the proposal to remove the flagged design options? Why/ why not? Segment Comment	
Other	No 99W is best for Tualatin and our future industrial development	
Other	Yes	
Other	Agree -move toward efficiency	
9a, 9g, 9d	Yes -I DO NOT want to see any road extension of Hall across the Tualatin River. It would have a very negative impact on my neighborhood/ life. I'm not sure I have an opinion on some of the others except that 72nd out of Tualatin through Durham/ South Tigard also looks like it would be best OFF the table	
7e, 7f 11d 11a	Yes, it's at highway interchange/ out of the way no man's land near nothing in particular	
	Yes: Remove: D: HCT should support urban redevelopment not be shunted onto anti-urban I-5	
	No! Keep: A: See D on reverse of this sheet **Noted in transcription that comment is recorded and considered with answers to Q1.	
	ID Southwest March 18	
Do	you agree with the proposal to remove the flagged design options? Why/ why not?	

Do you agree with the proposal to remove the flagged design options? Why/ why not?	
Segment	Comment
Other	Yes if "1" is preserved; otherwise an emphatic no

Subject: March 2014 Southwest corridor design workshops report

From: Juan Carlos Ocaña-Chíu, Sr. public affairs specialist

Responses to Question 4

Portland CDW March 12

Are there other design options that we should consider? If so, what are the advantages or disadvantages for those options?	
Segment	Comment
2c	New sub option for "C" Barbur -keep viaducts -lower sidewalk to road level so bikes can use without big expense of building new viaducts
3b	Need to be sure to include the improvements (pedestrian, bike, etc.) along all of Barbur (Bertha South to Barbur Transit Center).
Other	Please do as much of the work as possible even if Tigard and South become difficult. SW Portland really needs this. Thank you for sharing info about OHSU development on waterfront.
2c	Covered elevator to serve upper OHSU (see Hong Kong example)
Other	Second short tunnel in Hillsdale. Underground utilities in Hillsdale.
Other	Not at this time
1h-i	If OHSU is expanding services in S. Waterfront area - some better service options to that area are needed (for non-S.Waterfront residents) -and- for the increasing # of residents in that area, they need more ways out. This includes access from "lower" OHSU to "upper" OHSU
2c	Funicalar -would serve OHSU and tourism
Other	Yes, from Barbur, a shotr tunnel to near Hillsdale
Other	Tunnel through HD from just West thru to Vermont under Rceke
Other	No- there was good discussion of the options
Other	So. Waterfront to Burlingame via I-5 in exclusive R.O.W. w/ stop and elevator at Corbett St. or Hamilton St.
4d, 4e	It is important to build new bridge over I-5 from PCC to avoid damage/ stress on Lesser Road
Other	Tunnel costs do not seem so outrageous when compared to land acquisition costs for surface build (consider SE 17th Ave on PMLR)
Other	A lot was discussed about fewer stops on light rail with lots of circulator busses for the cross connections
Other	We seem to have plenty of options for LRT and given our history and deployed infrastructure we should stick with LRT. A new option for the A tunnel rt would be to have a greatly improved bus circulation system that would feed the main stations. This would negate the lower number of station (which is a plus for riders coming from Tigard). As an aside I have spoken with folks that do not take MAX today because it is so slow with so many stops. The tunnel route could help that greatly.
4, 5	BRT/ LRT: Avoid 99 W interchange
Other	Over all more traditional busses adds volume of passengers while providing more opportunities for service. It also costs the least. Light rail and bus rapid transit is the least friendly to handicap riders. Consider Hillsdale to Beaverton bus improvements
Other	Although I didn't sit in on the Tigard to Tualatin round table, I believe it would make more total sense to link the Southwest HCT to WES at Tigard. While build a second transit system from Tigard to Tualatin?
4d, 4e	Do not impact tree forest area at South of Campus. PCC needs good bus service to connect to LRT over Haines or need bridge in Triangle area.
Other	Critical- Getting SW residents up to Hwy 26 and MAX toward Hillsboro Nike/ Intel/ other Westside businesses. Mentioned multiple times to TriMet.
	Additional notes taken at workshop and submitted electronically

Subject: March 2014 Southwest corridor design workshops report

From: Juan Carlos Ocaña-Chíu, Sr. public affairs specialist

Other Critical tunnel portal in north segment has been overlooked. Project needs to evaluate/consider a tunnel portal at south waterfront in the vicinity of SW Porter. There does not need to be a station at south waterfront but this alignment could take advantage of the rail infrastructure coming out of downtown.

Flip chart notes

Other Can you do a second short tunnel from woods to serve station under Hillsdale and come out near Vermont? or starts near Hillsdale?

Tigard CDW March 19

Are	Are there other design options that we should consider? If so, what are the advantages or disadvantages for those options?	
Segment	Comment	
Other	Westside bypass offloads majority of burden. The excuse that it is out of your zone of consideration should only speak to the issue that you have selected the wrong area to study. Serve the region not just Portland!	
Other 2a, 2b, c4, 5b-d	BRT better than LRT, due to much lower cost and the fact tha tbus routes are easily modified Tunnels are expensive but will move people faster	
Other	Tigard and the surrounding cities should split from TriMet and form its own transit agency. TriMet's financial future is doomed	
7c 1h, 1i, 2a, 2b, 3a	Route C for BRT is best route with less impact and less bridge crossing of Hwy. 217 Yes, someone tonight suggested the South Waterfront tunnel connection. This uses existing track to connect to downtown, and offers the chance of connections to the Milwaukie line	
Other	From PCC Sylvania to Tigard TC: Due west, on dedicated ROW to the North of Tigard Cinemas and to meet 99W West of Dartmouth. Then SW, curving around existing 99W/ 217 interchange to meet alternative A	
Other	Go down 99W and not in neighborhoods. Go to Sherwood so Sherwood/ Newberg people don't come into our neighborhood	
9b	I would support the I-5 alignment South of Tigard	

Tualatin CDW March 20

Are	Are there other design options that we should consider? If so, what are the advantages or disadvantages for those options?	
Segment	Comment	
7a	No. As long as "A" is refined into a main street, with HCT, through Tigard Triangle, basically a Multnomah Village for Tigard, with development more like 4-story buildings, Northwest Portland (West of I-405)	
Other	Cudos. Cudos to Pld for this plan and process. My daughter in LA says different bus companies compete rather than cooperate and coordinate: it's a mess she says	
Other	Hook up from 99W tp a new E-W bus loop. Greatly improve the park and ride option on 99W via city \$ for land purchase in an UR leftover fund!!	
ID Southwest March 18		
Are there other design options that we should consider? If so, what are the advantages or		

disadvantages for those options?	
Segment	Comment
Other	Please consider design options (old or new) that maximize Downtown Tigard as a major node. I'm new to this. I'm starting from a particular focus. With time, my perspective may broaden, but it won't change.

Electronically submitted comments

Subject:	March 2014 Southwest corridor design workshops report
From:	Juan Carlos Ocaña-Chíu, Sr. public affairs specialist

Are there other design options that we should consider? If so, what are the advantages or disadvantages for those options? Segment Comment

Other Now here's where it gets interesting, from my point of view, because my real concern is what happens south and west of this Barbur Transit Station. In other plans, it appears that mass transit would return to Barbur, then Cross I-5 at Capitol Hwy and later Cross I-5 again near 60th Ave. (At the moment, I am not addressing the options that show connections to PCC, however, I have some ideas in mind if that connection remains important.) I would like to propose keeping the mass transit on the north and west sides of I-5 all the way from the Transit Center to the Tigard Triangle. Here's how: There are two significant freeway exits to address in the continuation of the corridor. (Capitol Hwy and Tigard) Otherwise, this proposed route, which never crosses the I-5 freeway, (no bridges) has ample R/W to accommodate the new corridor. In driving south on I-5 along the transit center, it appears that a train or BRT could dive under the Capitol Hwy. overpass, but at the expense of modfying the southbound freeway off-ramp at Capitol Hwy. The southbound Capitol Hwy. on-ramp could remain unchanged. Initially, grading from the Transit Center appears to be a concern, but I believe that careful planning of the interface could accommodate the needed grade change to allow crossing under the existing viaduct at Capitol Hwy. The S.E. corner of the Transit Station is a significant low point in that area - almost at elevation with the proposed path under Capitol Hwy. The train / BRT route continues southward on the north side of I-5 until we approach the Tigard exit. At this point, a tunnel could bore under the existing Tigard exit ramp, Pacific Hwy. and daylight in the I-5 R/W just south of the southbound freeway entrance ramp. This tunnel elevation should be conducive to interface with the proposed connections into the Tigard Triangle at 69th and/or 72nd Avenues with no impact or congestion in this sensitive area of Hwy. 99 / I-5. If you review my earlier sketches / photos showing a route through the ODOT property in the Tria	Segment	Comment
		happens south and west of this Barbur Transit Station. In other plans, it appears that mass transit would return to Barbur, then Cross I-5 at Capitol Hwy and later Cross I-5 again near 60th Ave. (At the moment, I am not addressing the options that show connections to PCC, however, I have some ideas in mind if that connection remains important.) I would like to propose keeping the mass transit on the north and west sides of I-5 all the way from the Transit Center to the Tigard Triangle. Here's how: There are two significant freeway exits to address in the continuation of the corridor. (Capitol Hwy and Tigard) Otherwise, this proposed route, which never crosses the I-5 freeway, (no bridges) has ample R/W to accommodate the new corridor. In driving south on I-5 along the transit center, it appears that a train or BRT could dive under the Capitol Hwy. Overpass, but at the expense of modfying the southbound freeway off-ramp at Capitol Hwy. The southbound Capitol Hwy. on-ramp could remain unchanged. Initially, grading from the Transit Center appears to be a concern, but I believe that careful planning of the interface could accommodate the needed grade change to allow crossing under the existing viaduct at Capitol Hwy. The S.E. corner of the Transit Station is a significant low point in that area - almost at elevation with the proposed path under Capitol Hwy. The train / BRT route continues southward on the north side of I-5 until we approach the Tigard exit. At this point, a tunnel could bore under the existing Tigard exit ramp. Pacific Hwy. and daylight in the I-5 R/W just south of the southbound freeway entrance ramp. This tunnel elevation should be conducive to interface with the proposed connections into the Tigard Triangle at 69th and/or 72nd Avenues with no impact or congestion in this sensitive area of Hwy. 99 / I-5. If you review my earlier sketches / photos showing a route through the ODOT property in the Tigard Triangle over to the 69th/Atlanta Ave. intersection, it will be apparent this approach into the

Subject:	March 2014 Southwest corridor design workshops report
From:	Juan Carlos Ocaña-Chíu, Sr. public affairs specialist

Appendix B

Corridor Design Workshops: Event Evaluations and Demographic Information Summary

Total Feedback Received					
Location Sign ins		Voluntary demographics	Event evaluations	Comment cards	
Portland	44	19	17	41	
Tigard	21	6	7	20	
Tualatin	15	6	5	8	
Email	n/a	n/a	n/a	4	
ID Southwest	n/a	n/a	n/a	4	
TOTAL	80	31	29	77	

Event Evaluation: Worth of Event						
Location	Worthwhile	Somewhat worthwhile	Neutral / don't know	Not worthwhile		
Portland	13	4				
Tigard	6			1		
Tualatin	2	2	1			
TOTAL	21	6	1	1		

Event Evaluation: Level of agreement with the statement, " I felt the meeting encouraged my input and I felt listened to"					
LocationStrongly agreeSomewhat agreeNeutral / don't knowSomewha t disagreeStrongly disagree					
Portland	9	7	1	tuisagiee	uisagi ee
Tigard	3	2			2
Tualatin	1	3	1		
TOTAL	13	12	2		2

Event Demographics: Age					
Location	21-35 years	36-50 years	51-65 years	66 years or older	
Portland	2	4	6	6	
Tigard	1	2	2	1	
Tualatin	1		1	5	
TOTAL	4	6	9	12	

Subject: March 2014 Southwest corridor design workshops report

From: Juan Carlos Ocaña-Chíu, Sr. public affairs specialist

Event Demographics: Level of Education							
Location	cation High school Some college/2 College degree Post degree or less year degree /4-year degree graduate						
Portland		1	6	12			
Tigard		2	1	2			
Tualatin			3	4			
TOTAL	0	3	10	18			

Event Demographics: Race/Ethnicity and Gender							
Location	Male	Female	White / Caucasian	African American / Black	Hispanic / Latino		
Portland	13	6	17	1			
Tigard	6		6				
Tualatin	4	3	6		1		
TOTAL	23	9	29	1	1		

<u>Comments:</u> <u>Portland</u>

Event Evaluations: 17

The most important things I got out of today's meeting included:

- Good thinking about alternatives.
- It helped me solidify my choice of options.
- Clarified choices, made decisions supported group's decisions and recommendations.
- Info about new options.
- Explanation on all the options.
- Understanding some options and being able to give input is very important to me.
- Learning details about the HCT options.
- The options being considered.

For future sessions, I would suggest:

- ? Reducing vehicle lanes can help so co tear.
- I liked this format.
- More data on costs, ridership, leverage.
- Getting "options" information out on web site early.
- Different letters for every option through all the maps. A, B, C, D on every one makes it hard to distinguish.
- A little later starting time! 6 pm was tough.
- Smaller tables further apart, less talking up front.
- Quieter room or break-out rooms.
- Focus on Portland alternatives when meeting in Portland, Tigard when in Tigard, etc.

Subject: March 2014 Southwest corridor design workshops re	port
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From: Juan Carlos Ocaña-Chíu, Sr. public affairs specialist

<u>Tigard</u>

Event Evaluations: 7

The most important things I got out of today's meeting included:

- New maps.
- Proposed HCT routes were clarified.
- Can HDT [HCT] serve those along the lines as well as the ends.
- The future of Tigard.
- 217 elevated track is great!

For future sessions, I would suggest:

- Show responsibility and rescope area of study to truly address regional congestion.
- Stimulate more citizen involvement.
- More discussion time, more frequent rotation of tables.
- More Q and A.
- Connect the dots in the employment corridor!
- Tunneling is great but... \$\$\$. Use surface streets as much as possible.

<u>Tualatin</u>

Event Evaluations: 5

The most important things I got out of today's meeting included:

- "green" is overemphasized.
- The ability to <u>write</u> my thoughts on the structured yellow/beige comment forms and ask table moderators questions as I wrote and referred to the display boards.

For future sessions, I would suggest:

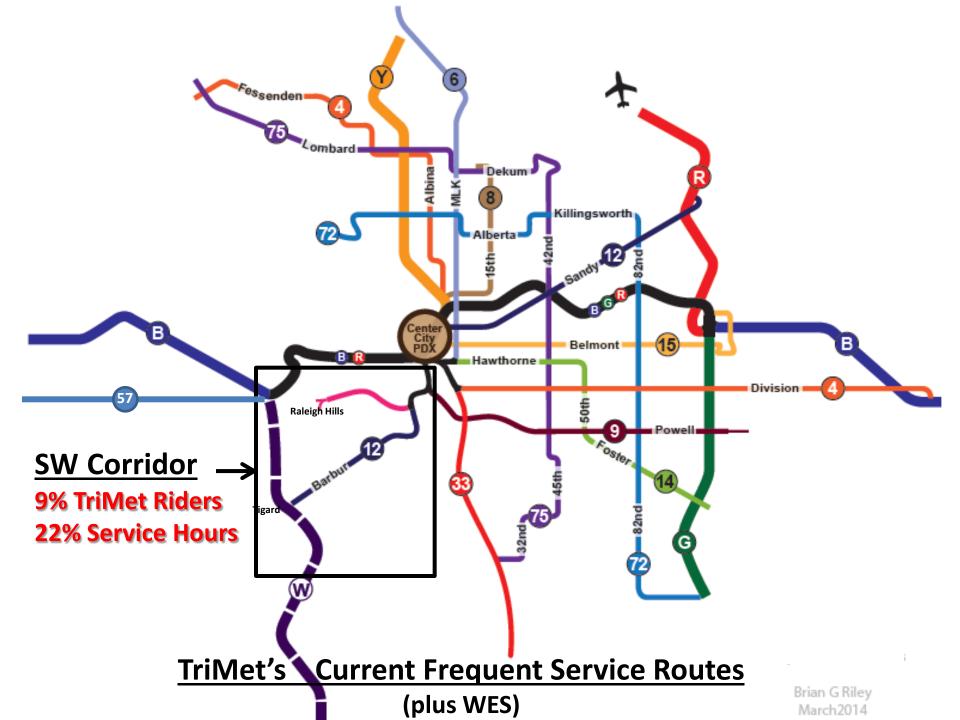
- Establish <u>goal</u> of speed!!
- Explain why 99W was dropped
- Encourage people to go to Eugene, Bus Rapid Transit is great! TRY IT.
- Start on time.
- It's been 25-30 minutes so far, and 3 moderators have spoken. Too much time! I expected maybe 10 minutes of intro followed by diving into work groups.
- Don't let the "professional citizens" interrupt moderators outside of Q&A.
- The Tualatin Polic Dept. conference room is an inviting, convenient venue. When returning, come here.
- The TriMet moderator overview of the "refinement phase conceptual design options for HCT" map is the most useful portion so far of the meeting info.
- Provide options to continue into Sherwood and serving the industrial areas along the way.

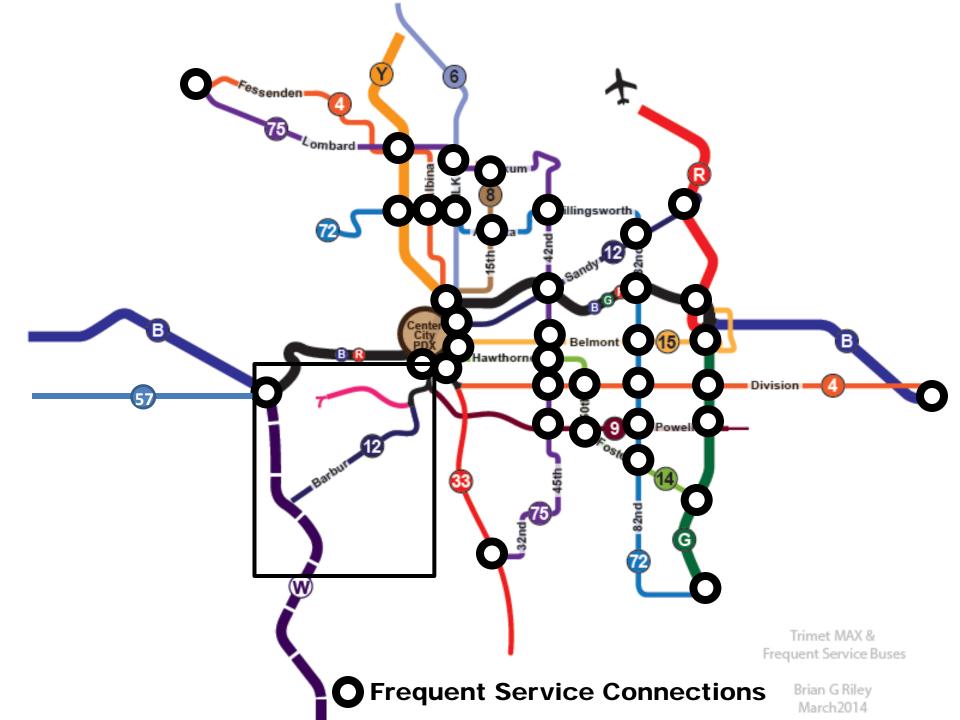
Materials following this page were distributed at the meeting.

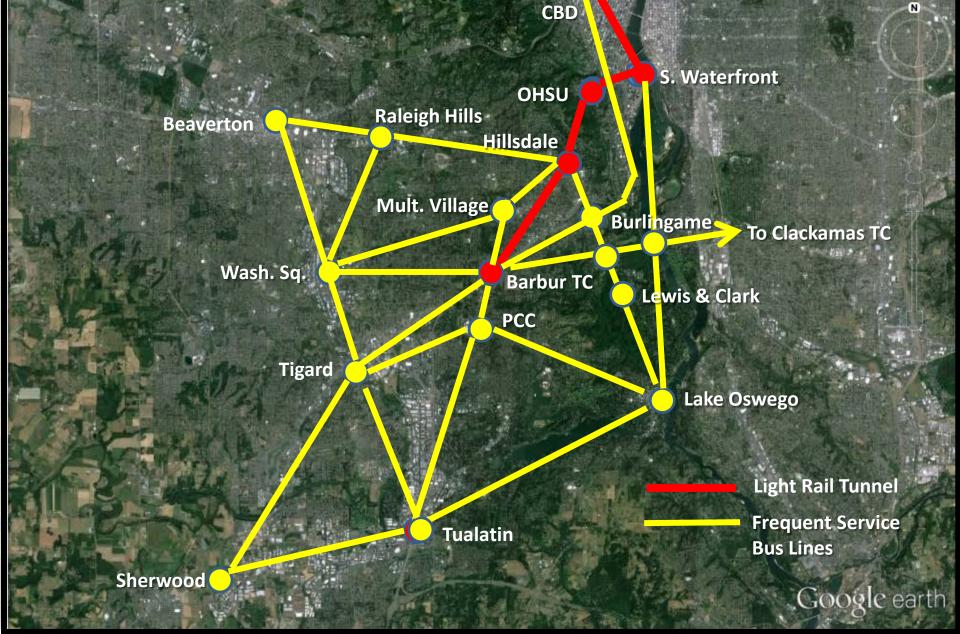
Preliminary Transit Proposal for the Southwest Corridor By the Association of Oregon Rail and Transit Advocates

Public transportation in the SW Corridor is inadequate and needs to be redesigned and upgraded if the transportation needs of the public are to be met in an efficient way. Currently, The SW Corridor generates less than 9% of TriMet's ridership yet it consumes 25% of all its bus hours and 22% of all vehicle hours including MAX and WES.

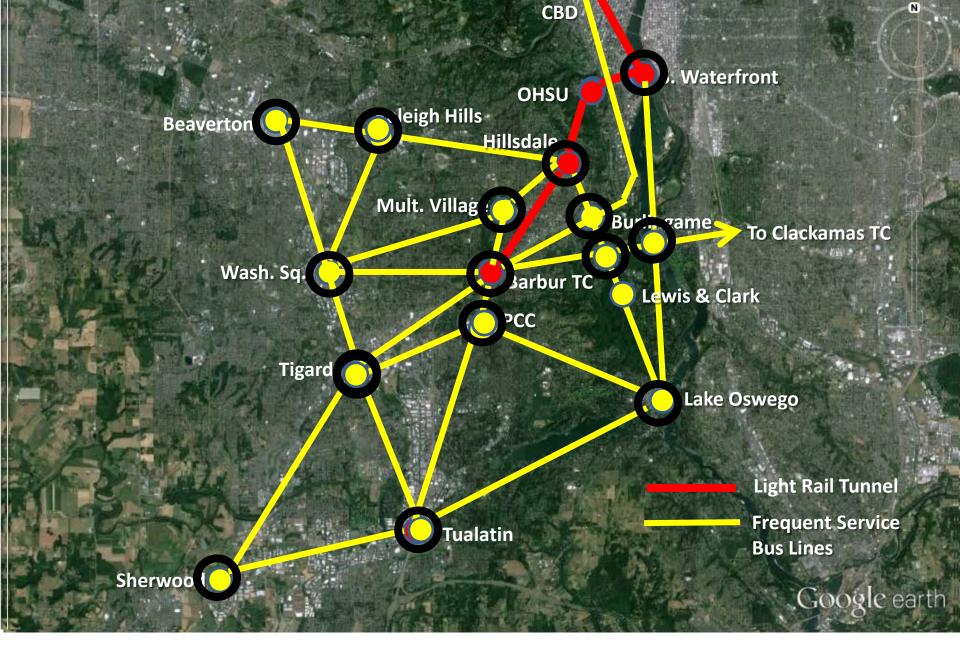
This poor ridership and inefficient service cannot be blamed entirely on sprawling land development. Much of it is due to inadequate system design and operation that lacks connecting frequent bus routes and fast high capacity trunk line service to the CBD.



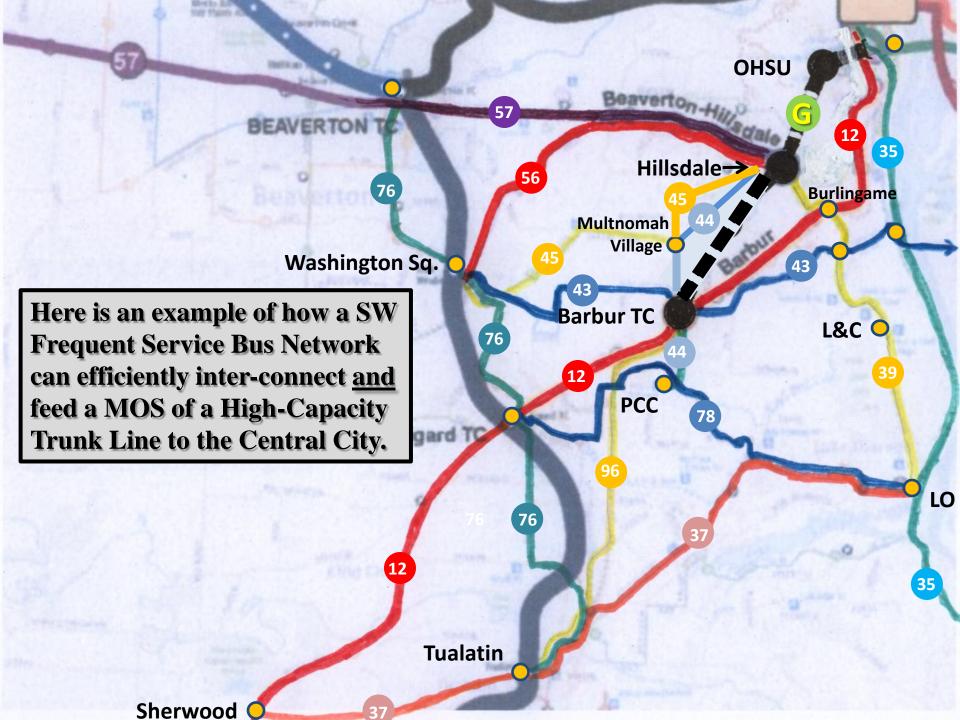




Proposed SW Corridor Frequent Service Route Connection Diagram (MOS)



Proposed SW Corridor Frequent Service Connections



Current Southwest Bus Routes (Fall 2012)

Line	WD Trips	SA Trips	SU Trips	WKLY Trips	WDRide
1-Vermont	24			120 HD,M	420
12-Barbur	136	98	98	876 M	3,880
36-South Shore	18			90 M	180
37-Lake Grove	15			75 M	80
38-Boones Ferry Rd	20			100 HD,M	380
39-Lewis & Clark	34			170 HD,M	210
43-Taylors Ferry Rd	29			145 M	340
44-Capitol Hwy	89	46	44	535 HD M	2,580
45-Garden Home	45	22	14	261 HD M	990
51-Vista	33			165 HD,M	320
54-Beaverton-Hillsdale Hw	r y 68	48	46	434 HD,M	2,500
55-Hamilton	4			20 E	70
56-Scholls Ferry Rd	68	48	47	435 HD,M	2,020
61-Marquam Hill/Beaverto	n 11			55 E	450
64-Marquam Hill/Tigard	12			72 E	420
65-Marquam Hill/Barbur Bh	vd 9			45 E	170
76-Beaverton/Tualatin	60	45	35	380 M	2,880
78-Beaverton/Lake Osweg	j o 68	46	44	430 M	3,100
92-South Beaverton Expre				65 HD,M	320
93-Tigard/Sherwood	65	57	57	439 E	640
94-Pacific Hwy/Sherwood	63			315 M	2,100
96-Tualatin/l-5	52			260 M	1,160

HD - Terminate at Hillsdale MAX Station

M - Modify

E - Eliminate

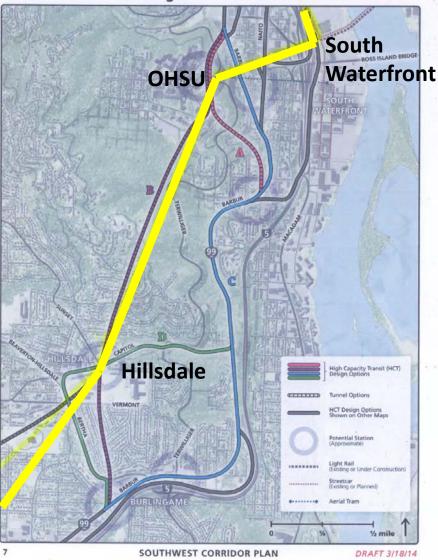
Burlingame to Barbur Transit Center

NOTE: The corridor algoment options maps and associated opportunities and constraints are in draft form. As the Southwest Carridor Plan continues to study and refine these options, they are very likely to charace.

G Hillsdale RARRU ORS FERRY igh Capacity Transit (HCT) esign Options CT Design Options roposed for Early Removal Tunnel Options TTTTTT ICT Design Options Barbur TC Potential Station Transit Center Park and Ride Handl 1/2 mile SOUTHWEST CORRIDOR PLAN DRAFT 3/18/14

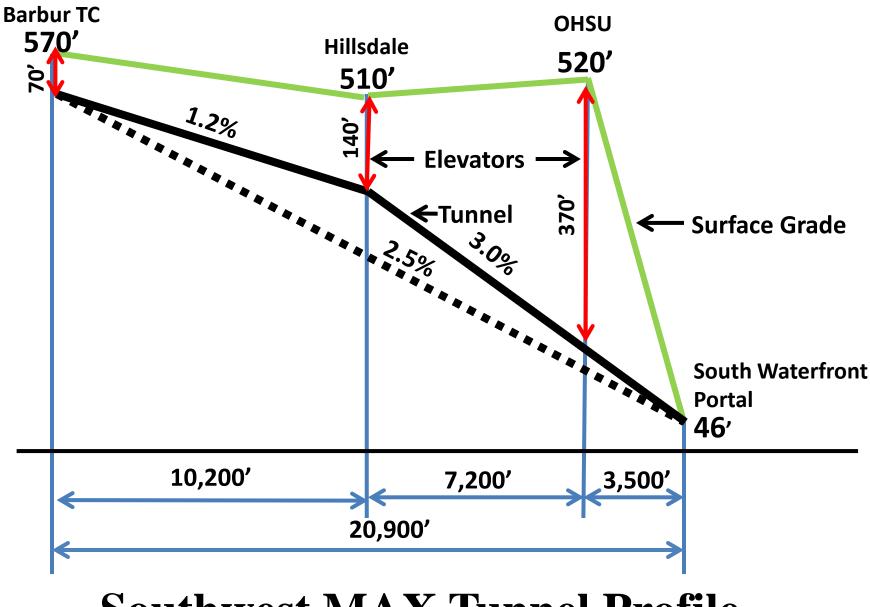
South Portland to Burlingame

NOTE: The transit alignment options maps for the corridor, as well as associated opportunities and constraints, are in draft form. As the Southwest Corridor Plan continues to study and refine these options, they are likely to change.



*Proposed Minimum Operable Segment of a Portland to Tualatin Light Rail Line

*By AORTA April 2014



Southwest MAX Tunnel Profile (No Multnomah Village Station)

OHSU Subway Station

Twin Tube

Hillsdale Subway Station

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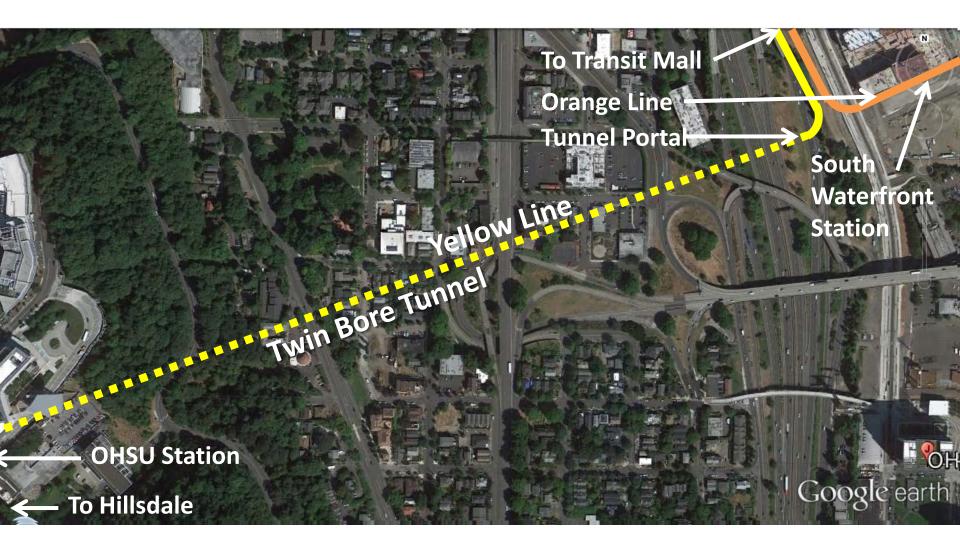
- To Barbur Transit Center

7

South

Portal

Waterfront



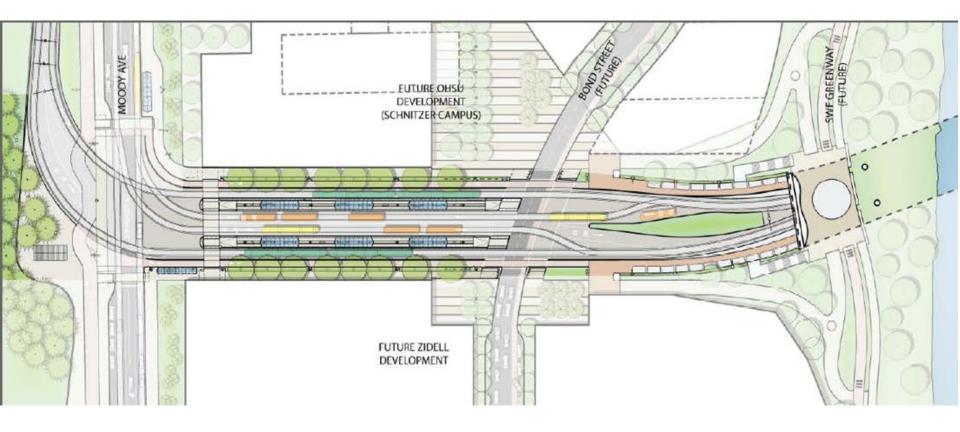
Southwest Corridor Light Rail Transit Mall to Barbur Transit Center



or - Possible Southwest Corridor Light Rail Connection to Clackamas County



and/or Connection to North and East Portland



SW Waterfront Station

Green Line Platforms

R

Portal

South Waterfront Junction

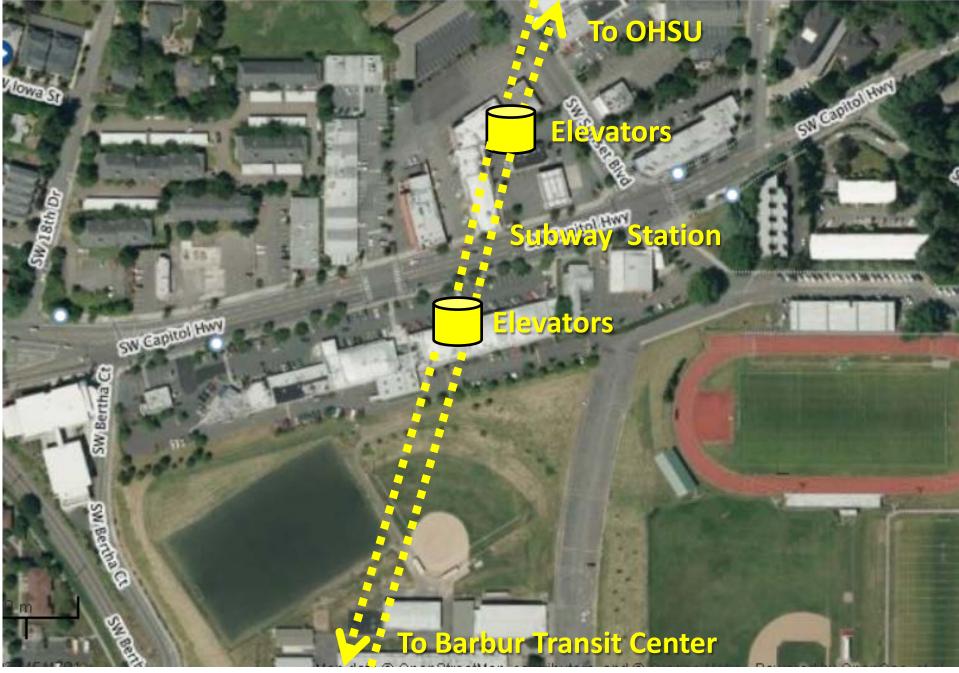
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"Bore Regard" – The 22' diameter boring machine used to bore the Robertson Tunnel



Hillsdale Light Rail Station

Elevator

E

102 105

Barbur Transit Center Subway Station

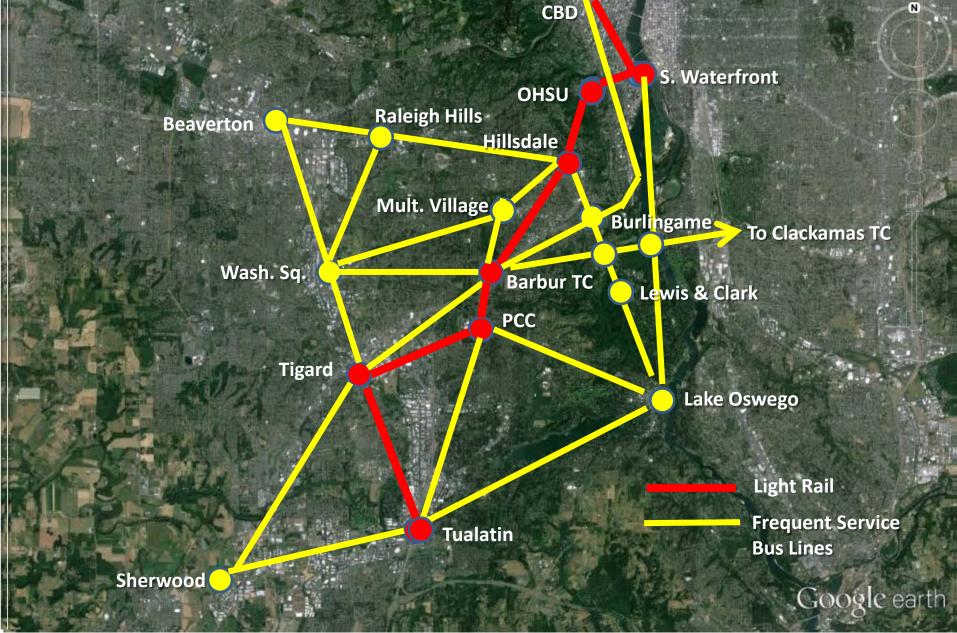
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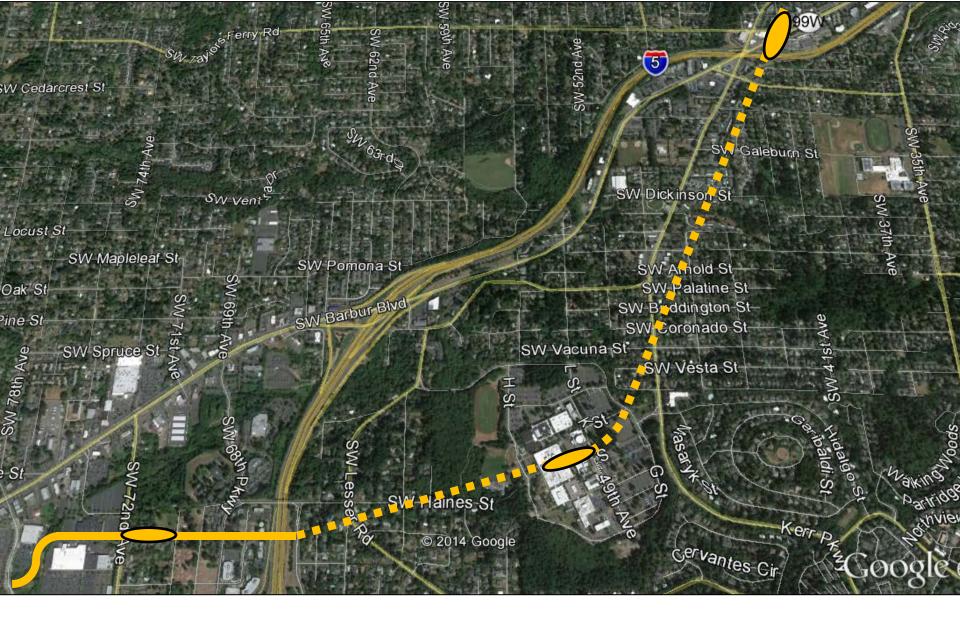
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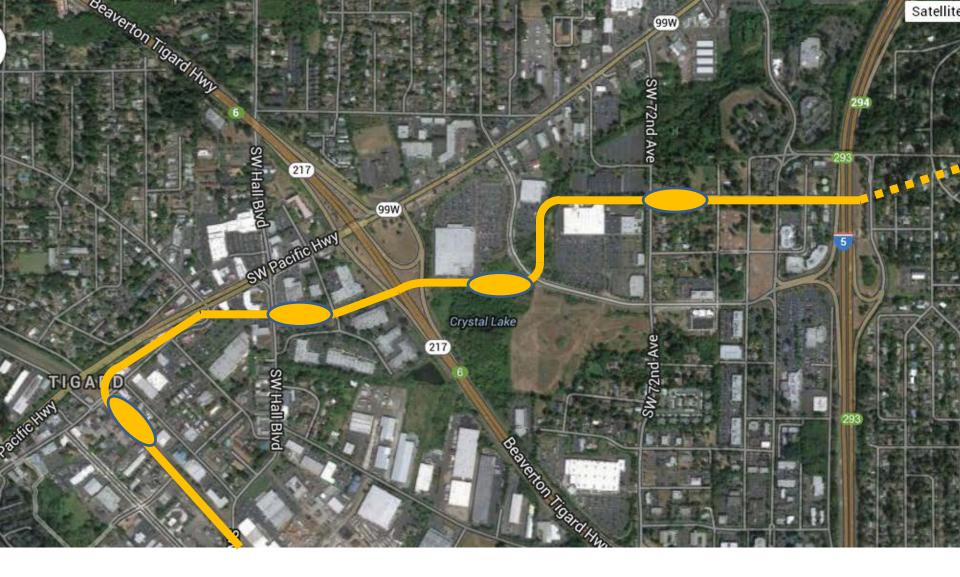
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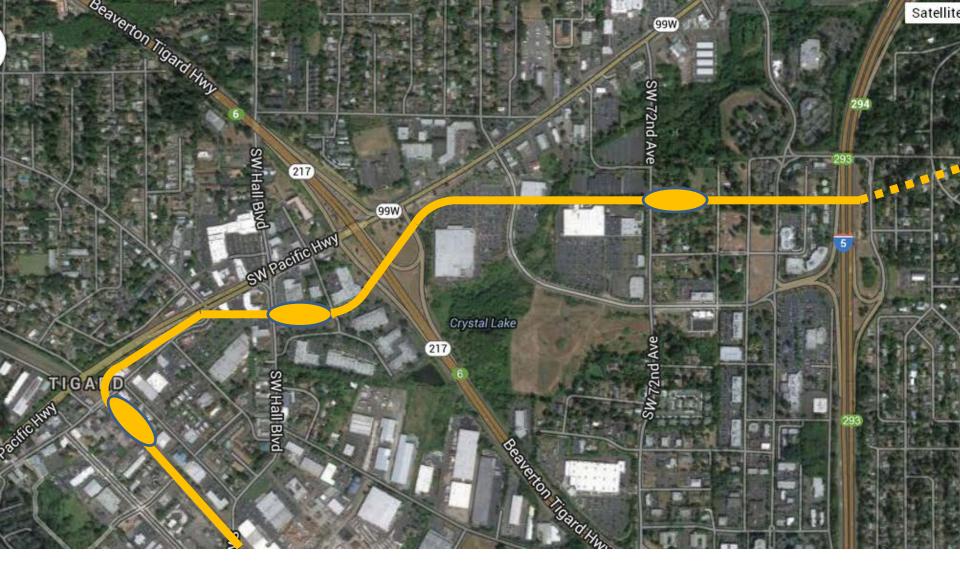
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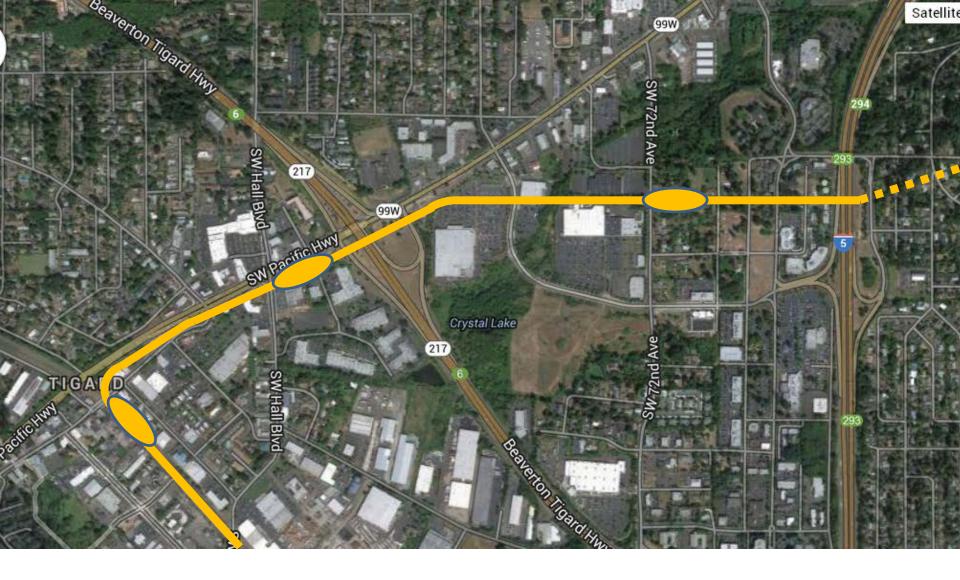


Proposed SW Corridor Frequent Service Route Connection Diagram (Final Build-out)









Some considerations for the South West Corridor Study

1. A light rail tunnel serving OHSU needs to be carried through the DEIS process.

2. Decisions among alternatives based on quality of transit service must be based in significant part on adequate computerized ridership modeling, which means modeling an associated local and frequent service bus network and considering the effects on system-wide ridership.

3. Options carried through the DEIS must be optimized for the best transit service taking into consideration mode and alignment. This means that not all options will directly serve all the same locations with high capacity transit, and that conclusions regarding one option cannot be transferred to other options on the basis of hunch or perceived similarity. Options with significant differences require separate model runs.

4. A tunnel serving both the main OHSU campus and South Waterfront, with a portal location in South Waterfront, needs to be looked at. There are a number of considerations that require analysis. What is the cost compared with other portal locations? The savings could be considerable. What is the benefit to distributing passengers directly to the two locations, given that the Tram is currently at capacity during peak periods? What is the transit system benefit in providing better connections with the Milwaukie Orange Line and Portland Streetcar across the new bridge?

5. Consider a variation that deletes Multnomah Village from the long tunnel. Will a welldesigned connecting bus network provide as good or better transit service than a station there? What are the cost and travel time savings of eliminating this station?

6. Consider the benefits on the inner portion of Barbur to not inserting High Capacity Transit into the roadway cross section. Can this allow better bicycle and pedestrian facilities? Can a superior High Capacity (light rail) route, with good connecting bus service, relieve the demand on I-5 and the inner portion of Barbur to allow widths and speeds on that portion of Barbur to be reduced so that it becomes much more compatible with higher density, non-auto oriented development?

7. Consider the benefits of running a fast tunnel all the way from South Waterfront to the Tigard Triangle, serving OHSU, Hillsdale, Barbur Transit Center (Crossroads), and PCC. What are the travel time and ridership benefits to the outer portion of the corridor?

8. Base tunnel cost estimates on Portland's Robertson tunnel experience as well as further geo-technical analysis and cost workups considering economies of scale and mobilization costs.

Doug Allen 734 SE 47th Ave. Portland, OR 97215

"Discussion of next steps & calendar for the SW Corridor in light of the Tigard vote."

Mayor Cook sends his apologies he couldn't be here today. The Steering Committee meeting and discussion about HCT is very important to him and council – but as you all know he is a CPA and in the thick of tax season. I'm here to day to represent the mayor and council.

I'll first present Tigard Council's commitment to HCT planning. Then end with a lifestyle needs perspective all should not lose sight of.

You all know by now, the Tigard Community surveys in 2011 and 2013 show that the majority of Tigard citizens like HCT, including light rail options. However ballot measure 34-210 vote tells us the Tigard citizens want to be more engaged. We want to respect the voters' intent but also realize the passing of the measure was by a narrow margin.

With that being said,

- 1. We need to find better ways to communicate with our citizens, to help them understand the best HCT options and opportunities and learning what priorities they'll support.
- 2. Mayor Cook and council agrees the best approach now is to define citizen HCT priorities and planning that'll be determined and supported through a November advisory vote.
- 3. The purpose of the advisory vote will likely clarify that ballot measure 34-210 wasn't intended to stop Tigard from planning for HCT. And the ballot measure doesn't legally require that we stop planning. This vote from our citizens will tell us with clearer direction what they will most likely support. Therefore it is essential Tigard continues to be involved in the planning of the Regional Southwest Corridor project to ultimately implement the will of the voters in resolve of our congestion problems.

We believe our voters understand that our city will continue to grow and have need of multi-model options that include HCT transit as part of the solution to our congestion problems and regional connectivity to live interconnected lives.

- a) Meanwhile, we don't want to lose the momentum from all of the work "all" have done throughout these last few years.
- b) Tigard plans to stay committed to the regional planning and a communicative effort that better engages voters about Southwest Corridor planning and HCT transit options they will support. For these reasons Tigard will stay involved working with its partners in this regional planning effort.

Woodard Statement - Generational lifestyle needs perspective. For me personally, HCT won't have a dramatic impact on my lifestyle,

But one communicative message I think city government needs to get better at and stay mindful of "It's not necessarily about our generation." My generation [baby boomers] and Generation X [80's on up to the millennial] grew up dependent on cars, large homes and back yards. Our lifestyles are pretty much set and many of us may never want to experience the benefits of HCT until we have need to do so. But

"Discussion of next steps & calendar for the SW Corridor in light of the Tigard vote."

the millennial generation [generation Y] and their demographic cohort [generation Z] march to the beat of a different lifestyle drum.

Generation Y [the millennia's] and their "Z offspring" will soon be an economic powerhouse and I believe will support and sustain the "boomers and generation X's" way of life, which includes us aging in place. But to be successful at sustaining all lifestyle choices will require a balanced and informed effort by all to get there.

I understand as well as you; many of these young people and their future families aren't as likely to prioritize or value big houses and yards and big cars. Instead a majority will likely prefer multi-modality choices to get around and smaller dwelling space.

This is why Tigard's priorities focus on the following vision statement. "The most walkable community in the Pacific Northwest where people of all ages and abilities enjoy healthy and interconnected lives."

The millennial generation and their children will soon represent large families and a work force that want to live interconnected lives within a 21st Century regional marketplace that includes efficient transit connections central to their living space, place of work and places they spend their leisurely and play time.

We must keep in mind it will be years before High Capacity Transit could be constructed. But that's okay; planning now is for the future and we must not lose momentum.

That's why the city must continue planning to resolve our congestion problems while it's cost effective to do so and grab our share of badly needed transportation resources for other road improvements that will also help relieve traffic congestion.

We must keep generational perspectives, expectations and voter support included within our planning and PR's mindset. Especially when significant changes are needed now in land use to meet all generational lifestyle needs and expectations.

This means Tigard city council will take a different leadership perspective and approach in how we communicate w/ our voters, stakeholders and regional partners.

The advisory vote to be put forth to the citizens of Tigard is part of that "different communicative approach" and what I like to refer to as a needed communicative PR correction to engage HCT options voters will support.

Thank you for the opportunity to speak on behalf of myself, council and the Mayor.

