

Metro | Agenda

Meeting: SW Corridor Plan Steering Committee
Date: October 12, 2015
Time: 9:00 a.m. to 11:00 a.m.
Place: Tigard Public Library (13500 SW Hall Blvd.), Community Room
Purpose: Consider updated decision calendar; updates on terminus considerations and alignment options in Tualatin and Central Barbur.

9:00 a.m. Welcome and introductions Co-chair Dirksen

ACTION ITEM

9:10 a.m. Consideration of the Steering Committee meeting summary from September 14, 2015 ACTION REQUESTED Co-chair Dirksen

PUBLIC COMMENT

9:15 a.m. Public Comment Co-Chair Dirksen
Opportunity for citizens to provide short testimony and/or submit written comments to inform the Steering Committee decision on further study of PCC light rail tunnel alignment option.

ACTION ITEMS

9:35 a.m. Proposed changes to Southwest Corridor schedule of decisions
Chris Ford, Metro and Dave Unsworth, TriMet
Proposal to adjust timing of some upcoming meetings, topics of discussion, and steering committee decisions. Main changes include moving decisions on further study of light rail tunnel to PCC Sylvania and travel mode to February 2016.

9:45 a.m. Consideration of whether to adopt proposed changes to calendar
Co-Chair Stacey
ACTION REQUESTED *Steering committee discussion and action on whether to make changes to calendar of decisions. If committee does not postpone decision on further study of light rail tunnel option to PCC Sylvania, then committee shall also consider that decision for public review.*

9:55 a.m. Defining a successful connection to PCC Sylvania
Chris Ford, Metro and Dave Unsworth, TriMet
Presentation of possible concepts to define a successful connection to PCC Sylvania. In February, the committee would consider the range of connection options and make a decision in light of these criteria.

10:00 a.m. Consideration of which goals to adopt related to PCC Sylvania Co-Chair Stacey
ACTION REQUESTED Steering committee discussion and action on how to define a successful connection of PCC Sylvania to HCT system.

DISCUSSION ITEMS

10:20 a.m. HCT terminus considerations Metro and TriMet
Overview of terminus considerations and options.

10:40 a.m. Tualatin key issues and Central Barbur technical modifications Matt Bihn, Metro
Overview of tradeoffs between alignment options between Bridgeport Village and downtown Tualatin. Brief overview of forthcoming technical modifications memo purpose and content.
Discussion: Which Tualatin option – if either – provides the best outcomes, in light of potential benefits and community impacts?

11:00 a.m. Adjourn

Materials for 10/12/2015 meeting:

- 9/14/2015 meeting summary
- PCC Sylvania status of further investigation memo
- Proposed SWC Plan schedule



**Southwest Corridor Plan Steering Committee
Monday, September 14, 2015**

**9:00a.m. to 11:00a.m.
Tualatin Police Station**

Committee Members Present

Craig Dirksen, Co-chair
Bob Stacey, Co-chair
John Cook
Steve Novick
Krisanna Clark
Al Reu
Rian Windsheimer
Neil McFarlane
Lou Ogden
Linda Tate
Denny Doyle
Roy Rogers

Metro Council
Metro Council
City of Tigard
City of Portland
City of Sherwood
City of King City
ODOT
TriMet
City of Tualatin
City of Durham
City of Beaverton
Washington County

Metro Staff

Malu Wilkinson, Elissa Gertler, Brian Harper, Chris Ford, Noelle Dobson, Matt Bihn, Yuliya Kharitonova

1.0 Welcome and introductions

Co-chair Bob Stacey called the meeting to order at 9:03 am and welcomed the committee members and guests to the meeting.

Co-chair Stacey noted that today's meeting was inadvertently scheduled on a major religious holiday, Rosh Hashanah. He expressed sincere apology and recognized that this presents a conflict to some people. Co-chair Stacey proposed to strive to prevent this from happening again in the future.

He announced that the committee would not be making any decisions today. Decisions would be made at the October 12, 2015 meeting. He reminded the committee that public comments would be made at the end of the meeting. Committee members and guests introduced themselves.

2.0 Consideration of the Steering Committee meeting summary from July 13, 2015.

Co-chair Stacey asked the committee for approval of the meeting summary from July 13, 2015. With all in favor, the meeting summary was accepted unanimously.

3.0 Engagement Update

Co-chair Stacey introduced Ms. Noelle Dobson, Metro staff, to give the committee overview of recent engagement activities. Her updates included the following:

- Youth and young adult awareness campaign strategies
- Mode choices comments and discussions
- Outreach activities at Portland Community College (PCC) –Sylvania campus
- Engagement with local community groups

Ms. Dobson concluded her presentation with a brief overview of engagement activities timeline.

Upcoming events and activities included:

- September 16-October 12, 2015 - Targeted PCC-Sylvania campus online surveys
- October 12, 2015 - Southwest Corridor Plan Steering Committee meeting
- Mid October to early November – Online public comment period
- October 19, 2015 – Southwest Corridor Plan Forum at Tigard Public Works Building
- October 20, 2015 – Investment and Development Southwest (IDSW) meeting

Co-chair Dirksen inquired which communities have not been reached yet and what would improve engagement outreach efforts. The committee members pointed out senior community and current transit riders as the groups that would benefit from additional outreach efforts. Mr. Lou Ogden stressed the importance of connecting with local neighborhood associations and task force groups.

4.0 PCC Sylvania Update

Co-chair Dirksen introduced Chris Ford, Metro staff, to provide the committee with an update of direct and indirect connection options from light rail to PCC-Sylvania campus.

Mr. Ford identified and gave a brief overview of current connection options which included:

- Bus Rapid Transit (BRT) or Light Rail Transit (LRT) on Barbur
- BRT to PCC-Sylvania campus via Capitol Highway
- LRT Cut-and-Cover Tunnel
- LRT Bored Tunnels

Mr. Ford introduced Dave Aulwes, TriMet, to present on technical aspects and new developments for each connection option.

Mr. Aulwes briefed the committee on various pros and cons of the connection options and how they compare to each other. His summary of findings included:

- Bored tunnel connection would provide a more efficient and less impactful approach than the cut and cover tunnel, based on cost, schedule, and neighborhood impact.
- In case of alignment being routed on Barbur, various LRT and BRT campus connections were explored. Those connections have a number of technical and policy issues which would need to be addressed to make them feasible.

Commissioner Steve Novick raised a question about the cost of structure on both Barbur and tunnel alignments that would go over I-5 into the Tigard triangle. Mr. Aulwes responded that approximate cost of the structure would be somewhere around \$7-\$13 million. Mr. Ogden inquired about the benefits of bicycle, pedestrian, and shuttle connections along the Barbur long route as opposed to the short route. Mr. Aulwes replied that short route bicycle and pedestrian connections would require additional route improvements. Mr. Ford added that a shuttle on SW 53rd street would likely conflict with the city's current designation for the local roadway.

Co-chair Dirksen introduced Denise Frisbee, PCC Board of Directors member, to address the committee on behalf of the college.

Ms. Frisbee thanked the committee members for the opportunity to speak and proceeded to give an overview of PCC current and future plans. Ms. Frisbee emphasized the college's need for transit flexibility to serve its growing campus population. She urged the committee members to keep direct access to PCC-Sylvania campus option open and stressed the importance of having regional transportation partners in order to support PCC's mission.

The committee members raised questions about PCC's budget figure allocated for transit projects, additional capital sources, opportunities to provide ongoing funding source, and future plans to expand. Ms. Frisbee pointed out that funding and capital sources for PCC transit projects are limited. She also added that direct service to PCC-Sylvania would affect PCC's ability to expand.

Mr. Roy Rogers suggested that more concrete financial commitments from PCC would be preferred in order to gain support and vote for PCC-Sylvania direct access option.

5.0 Tigard Key Issues

Co-chair Dirksen introduced Brian Harper, Metro, who provided the committee with an overview of Tigard route alternatives and key issues associated with each of them. Mr. Harper started his presentation by outlining Tigard route alternatives. Downtown Tigard alternatives included:

- Downtown Loop via Beveland Street crossing
- Commercial Loop via Beveland Street crossing
- Clinton Street crossing
- Ash Avenue via Beveland Street crossing
- Branch service via Beveland Street crossing

Southeast Tigard route alternatives included:

- Adjacent to freight rail
- Adjacent to I-5

Mr. Harper proceeded to explain key issues for each alternative considering the following categories:

- Transit Performance
- Community Development
- Mobility
- Capital Costs
- Engineering complexity and Risk
- Community Impacts

The committee members deliberated on the breakdown of capital costs for the downtown Tigard alternatives. Mr. Rian Windsheimer requested a proposed auto bridge be included on the Ash Avenue option map. Mr. Dave Aulwes noted a correction to the slide on Transit Performance for adjacent to I-5 route. He noted that it should state adjacent to freight rail and that performance time would be different. The committee members discussed the benefits of I-5 route option, Tigard land use issues, and concerns over Ash alignment connection grade. Commissioner Steve Novick inquired about the cost if both Southeast Tigard alignments were chosen. Ms. Malu Wilkinson responded that we would need to weigh in the reasons for keeping both of the choices before the final decision would be made.

6.0 Mode Considerations

Co-chair Dirksen introduced Matt Bihn, Metro, to present to the committee with an overview of initial findings related to travel mode and interrelationship between considerations.

Mr. Bihn presented on Bus Rapid Transit (BRT) and Light Rail Transit (LRT) mode options by comparing them in the following categories:

- Capital costs
- Vehicle capacity
- 2035 projected ridership
- Operating costs
- Interlining and mall capacity
- Serving places
- Funding capacity considerations

The committee members deliberated on the BRT and LRT mode options costs and funding. Mr. Lou Ogden requested additional time to discuss mode consideration costs with the councilors. Co-chair Stacey pointed out that the time was very limited and public comments are yet to be made. Co-chair Dirksen noted that mode options would be a part of major dialogue at the October meeting.

Mr. Bihn concluded by asking the committee what other critical information would be helpful in order to make a decision on mode options. The committee members asked for additional information on hot traffic spots, access to businesses tradeoffs on LRT option, and impact of development potential.

7.0 Shared Investment Strategy project update

Co-chair Dirksen asked the committee to postpone Shared Investment Strategy project update till the next meeting due to shortage of time.

8.0 Upcoming materials and calendar overview

Co-chair Dirksen reminded the committee that decisions regarding tunnel options will be made at the next meeting on October 12, 2015. Decisions on mode options will be made at the meeting on December 14, 2015.

9.0 Public Comment

Ms. Marianne Fitzgerald, on behalf of Marcia Leslie, Far Southwest Neighborhood Association (FSNA), expressed concern that public comments are not being considered in the Southwest Corridor Plan project and that the tunnel option along SW 53rd Avenue was already decided on regardless public opinion. Written statement were provided at the meeting and included as part of the meeting record.

Mr. Doug Allen, a member of the Association of Oregon Rail and Transit Advocates (AORTA), made a request to include in public records evidence that support staff recommendation to exclude South

Waterfront tunnel option proposed by AORTA.

Co-chair Stacey affirmed that documents that are considered to be a part of public record will be available to the public.

Ms. Melissa Chureau, a resident of the Southwest Portland neighborhood, expressed strong disapproval of the tunnel option from Barbur to PCC-Sylvania campus. Ms. Chureau recommended development of bicycle and pedestrian connections to improve the neighborhood. Her written statement was provided and included as part of the meeting record.

Ms. Dianne Cassidy, a Lake Oswego resident, expressed strong disapproval of using mixed use centers with dense housing, retail and employment as a development model.

Mr. Ken Paulson, a resident of the Far Southwest Neighborhood Association, expressed strong support for high capacity transit in the area. He expressed support for the long bored tunnel option to connect to PCC-Sylvania campus and urged the committee to accommodate PCC's transit needs because of their contribution to the society and support of the future work force.

After the public comment period, Mr. Lou Ogden raised concerns on the cost and funding of connections to downtown Tualatin.

10.0 Adjourn

There being no further business, Co-chair Stacey adjourned the meeting at 11:08 am.

Attachments to the Record:

Item	Type	Document Date	Description	Document Number
1	Agenda	09/14/15	Meeting agenda	091415SWCSC-01
2	Summary	07/13/15	07/13/15 meeting summary	091415SWCSC-02
3	Document	08/14/15	PCC Sylvania Light Rail Connection Options	091415SWCSC-03
4	Report	09/04/15	Key Issues: Tigard	091415SWCSC-04
5	Report	09/04/15	Key Issues: Tigard-Executive Summary	091415SWCSC-05
6	Document	n/a	Written statements from public	091415SWCSC-06

PCC Sylvania Connection: Status of Further Investigation

September 11, 2015

In July 2015, the Southwest Corridor Steering Committee opted to reschedule the decision regarding the PCC-Sylvania light rail cut-and-cover tunnel to October 2015. The committee asked project staff to conduct additional analysis and public outreach to better understand trade-offs of direct service versus cost and construction impacts, and to learn more about future campus planning efforts.

This memo reports on the status of this additional analysis and summarizes the full range of options for the Southwest Corridor plan to connect with the PCC Sylvania campus.

Staff organized its further investigation around the six actions spelled out in the *Draft Staff Recommendation for July 2015 Decisions* document:

- **Refine tunnel designs.** The Southwest Corridor project team will continue to refine preliminary tunnel designs in order to better define tunnel impacts and potential mitigation.
- **Explore alternate connections.** The Southwest Corridor project team will continue to explore alternative mechanized connections between a Barbur station and the campus, such as a shuttle bus system or people mover, in the event that the option on Barbur is identified as the preferred alignment.
- **Develop campus visioning.** PCC is asked to work with the Southwest Corridor project team to develop campus visioning prior to master planning efforts, identifying potential redevelopment opportunities and the scale of desired redevelopment in response to an investment in an light rail station on campus.
- **Receive student and staff travel data.** PCC is asked to share student and staff travel data so that Southwest Corridor project team can understand how to best support improved transit to the Sylvania campus.
- **Engage with neighborhoods and campus community.** The Southwest Corridor project team and PCC will work together on engagement with the neighborhoods surrounding the campus as well as the college community.
- **Define a formal partnership.** Finally, Southwest Corridor project team, in particular Metro, TriMet and the City of Portland, will work with PCC officials to define a formal partnership in support of the Southwest Corridor Plan.

Staff from Metro, TriMet, and the City of Portland also held regular coordination meetings with PCC officials to gather and review information.

Refine tunnel designs

Staff looked to identify ways to reduce impacts, costs and risks while maintaining or improving performance. On August 14, 2015, staff released a technical memo on PCC Sylvania Light Rail Connection Options, reporting on the outcomes of this work. The technical memo can be found on the project website:

<http://www.oregonmetro.gov/sites/default/files/SWCP-PCC-Tunnel-Technical-Memo-20150814-web.pdf>

Explore alternate connections

Staff aimed to evolve design concepts for walk/bike improvements on SW 53rd Avenue and investigate the feasibility of a people mover or other mechanized connection from HCT to campus. The August 14 technical memo reported on the outcomes of this research and design work. Please refer to this memo for further details.

Develop campus visioning

The steering committee called on PCC to work with project staff on this effort. Staff requested to PCC officials that the College develop a preliminary vision for the campus containing “how, what, and when” and describing community benefits. PCC has been working with SERA architects to develop a preliminary vision of possible future development on the Sylvania campus and with ECONorthwest on the potential locations for a new Health Professions Center. The College plans to share this information with the steering committee prior to the October decision. Based on what PCC officials have shared to date, staff is satisfied that the College has fulfilled this request.

If a direct HCT connection to PCC Sylvania is included in the Final Preferred Package, staff believes the next step for the College is to evolve redevelopment concepts for campus. Such evolved concepts should include direction on the scale and phasing of desired campus development and possible on-campus infrastructure needed to connect central campus buildings to the HCT station.

Related to this action, the City of Portland is currently updating its comprehensive plan, including development guidelines for college and university campuses. City staff is working to ensure that the updated guidelines and designation for the PCC Sylvania campus align with the Southwest Corridor Plan goals.

Receive student and staff travel data

Staff requested travel data from the College, with the intention of understanding how to best support improved transit to the Sylvania campus. Data requested included mode split and trip origin. Staff is satisfied that the College has fulfilled this request. As the Southwest Corridor Plan proceeds, staff will continue to use this data to refine connection options.

Engage with neighborhoods and campus community

Throughout the spring and summer, staff continued to engage neighborhood groups, residents and institutions in the Mount Sylvania area. Staff met with the Far Southwest Neighborhood Association in June and will do so again in September, met with the West Portland Park Neighborhood Association in August, and provided resources and support for an informal gathering of Far Southwest residents to discuss the project. PCC officials, including the new Sylvania campus president, have attended and spoken at the same neighborhood association meetings as project staff.

Local residents continue to emphasize the importance of maintaining local character in the neighborhoods, improving walkability and pedestrian safety along Capitol Highway and Barbur Boulevard, and providing frequent reliable transit service. Residents continue to have questions about the rationale for investing in a high capacity transit tunnel to serve the PCC Sylvania campus and concerns over how tunnel construction could impact area residents.

Throughout the next month, staff will continue to meet in person and provide electronic information to neighborhood associations, Somali American Council of Oregon and other civic groups and residents in the area regarding the most recent technical findings related to light rail tunnel options, as well as potential bicycle and pedestrian improvements in the area. Resident-led surveys are being conducted to gauge levels of support for light rail, bus rapid transit, and local bus options for the area.

Multiple events to connect with students and staff at PCC Sylvania are planned for the upcoming weeks as the fall academic term begins. Project staff will attend Student Welcome Day and college staff in-service events, and provide updates and requests for feedback through campus e-newsletters and social media. A PCC student and staff survey will be open for three weeks to gauge levels of support for light rail and bus rapid transit options for serving the campus, as well as possible walk, bike and express shuttle bus options to connect the campus from a potential transit stop on Barbur Boulevard. Key findings from outreach and surveys targeting the surrounding neighborhoods, PCC staff and PCC students will be available to the steering committee and the public prior to the October 12th steering committee decision.

Define a formal partnership

Project staff and PCC officials have undertaken conceptual discussions related to the relationship between PCC and the project partners as Southwest Corridor planning proceeds.

After the October decision, staff believes the next steps are to develop the key components of a formal partnership, taking into account deliverables, timeframes, and potential future financial contribution. These points would evolve into a conceptual informal agreement and eventually into a Memorandum of Understanding.

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	2015				2016				
	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH	APRIL
DOWNTOWN TIGARD Downtown loop Commercial loop Clinton crossing Ash Avenue Branch service SE TIGARD Adj. to freight rail Adj. to I-5	Tigard Key Issues Memo	PLACE-BASED PUBLIC INVOLVEMENT: local and corridor-wide issues							
		DISCUSSION: Tigard							
TUALATIN Lower Boones Ferry Adj. to I-5 & freight rail	PREPARE & REVIEW: technical info, Key Issues memo, presentation		Tigard Key Issues Memo						
			DISCUSSION: Tualatin						
PCC SYLVANIA Light rail tunnel	PCC Tunnel Technical Memo	PCC Status Memo	DECISION: PCC light rail tunnel						
	PLACE-BASED PUBLIC INVOLVEMENT: local and corridor-wide issues								
CENTRAL BARBUR	PREPARE & REVIEW: technical info, technical memo		Central Barbur Technical Modifications Memo						
MODE Bus rapid transit Light rail	PREPARE & REVIEW: technical info, evaluation, presentation		Mode Evaluation Report						
		DISCUSSION: mode factors							
TERMINUS	PREPARE & REVIEW: technical info, evaluation, presentation		Terminus Options Memo						
			DISCUSSION: terminus						
CORRIDOR-WIDE	PREPARE & REVIEW: technical info, evaluation, presentation		Evaluation Report 2: Tigard and Tualatin	Recommendation Report 2: Tigard, Tualatin, mode, terminus	DECISIONS: Central Barbur, Tigard, and Tualatin HCT alignments HCT mode HCT terminus	Draft Preferred Package: HCT Package: mode, alignment, terminus and associated projects SIS projects funding strategy land use and development strategy	PUBLIC REVIEW OF STEERING COMMITTEE DECISIONS: Draft Preferred Package		DECISION: Final Preferred Package: HCT Package: mode, alignment, terminus and associated projects SIS projects funding strategy land use and development strategy
			COMMUNITY FORUM & PUBLIC COMMENT PERIOD: Key Issues memos, Evaluation Report 2	COMMUNITY FORUM & PUBLIC COMMENT PERIOD: Rec. Report 2					
			PREPARE & REVIEW: Shared Investment Strategy (SIS) roadway & active transportation projects funding strategy land use and development strategy		DISCUSSION: SIS projects funding strategy land use and dev. strategy				

SWCP STEERING COMMITTEE MEETING DATES September 14 October 12 December 14 January ? April ?
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	2015			2016					
	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	JANUARY	FEBRUARY	MARCH	APRIL
DOWNTOWN TIGARD Downtown loop Commercial loop Clinton crossing Ash Avenue Branch service SE TIGARD Adj. to freight rail Adj. to I-5	Tigard Key Issues Memo	PLACE-BASED PUBLIC INVOLVEMENT: local and corridor-wide issues							
		DISCUSSION: Tigard							
TUALATIN Lower Boones Ferry Adj. to I-5 & freight rail	PREPARE & REVIEW: technical info, Key Issues memo, presentation		Tigard Key Issues Memo						
			DISCUSSION: Tualatin						
PCC SYLVANIA Light rail tunnel	PCC Tunnel Technical Memo	PCC Status Memo	DECISION: PCC light rail tunnel				DECISION: PCC light rail tunnel		
	PLACE-BASED PUBLIC INVOLVEMENT: local and corridor-wide issues								
CENTRAL BARBUR	PREPARE & REVIEW: technical info, technical memo		Central Barbur Technical Modifications Memo						
MODE Bus rapid transit Light rail	PREPARE & REVIEW: technical info, evaluation, presentation		Mode Evaluation Report		Mode Evaluation Report		DECISION: HCT mode		
		DISCUSSION: mode factors	PREPARE & REVIEW: technical info, evaluation, presentation		DISCUSSION: mode factors				
TERMINUS	PREPARE & REVIEW: technical info, evaluation, presentation		Terminus Options Memo						
			DISCUSSION: terminus						
CORRIDOR-WIDE	PREPARE & REVIEW: technical info, evaluation, presentation		Evaluation Report 2: Tigard and Tualatin	Recommendation Report 2: Tigard, Tualatin, mode, terminus	DECISIONS: Central Barbur, Tigard, and Tualatin HCT alignments HCT mode HCT terminus	Recommendation Report 3: mode, PCC tunnel	Draft Preferred Package: HCT Package: mode, alignment, terminus and associated projects SIS projects funding strategy land use and development strategy	PUBLIC REVIEW OF STEERING COMMITTEE DECISIONS: Draft Preferred Package	DECISION: Final Preferred Package: HCT Package: mode, alignment, terminus and associated projects SIS projects funding strategy land use and development strategy
	PREPARE & REVIEW: Shared Investment Strategy (SIS) roadway & active transportation projects funding strategy land use and development strategy				DISCUSSION: SIS projects funding strategy land use and dev. strategy		DISCUSSION: SIS projects funding strategy land use and dev. strategy		

