

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Southwest Corridor Plan Steering Committee
Date: Monday, July 10, 2017
Time: 9 to 11 a.m.
Place: Council Chambers, Metro Regional Center, 600 NE Grand Ave., Portland
Purpose: Receive updates on Southwest Corridor Plan progress and briefings on PCC connection, Railroad vs. I-5, downtown Tigard and Barbur vs. I-5 options for LRT.

9 a.m. Welcome and introductions Co-Chair Stacey

ACTION ITEM

9:10 a.m. Consideration of the Steering Committee meeting summary From May 8, 2017 ACTION REQUESTED Co-Chair Stacey

PUBLIC COMMENT

9:15 a.m. Public Comment Co-Chair Stacey
Opportunity for citizens to provide short testimony and/or submit written comments to inform the Steering Committee decisions.

DISCUSSION ITEMS

9:30 a.m. Southwest Corridor Plan updates Chris Ford, Metro & Leah Robbins, TriMet
Overview of recent and upcoming Plan activities, including environmental review, equitable housing and development efforts, Sustainable City Year Program, and LRT design work.
Discussion: Questions on recent staff efforts, upcoming decisions, or project schedule?

9:40 a.m. Public involvement updates Eryn Kehe, Metro
Preview of recent and upcoming engagement activities, including efforts related to potential property impacts. Review of June Community Advisory Committee (CAC) meeting and request for one addition to CAC.
Discussion: Questions on recent and upcoming public involvement efforts?

ACTION ITEM

9:50 a.m. Consideration of appointing a new member to the SW Corridor Community Advisory Committee Co-Chair Dirksen
ACTION REQUESTED *Steering committee action to add a member to the CAC.*

DISCUSSION ITEMS

- 9:55 a.m. PCC connection and Railroad vs. I-5 (Tigard) briefings Chris Ford, Metro
Matt Bihn, Metro
Community Advisory liaison
Staff presentation on information related to future decisions. CAC input on key considerations.
Discussion: Questions on the analysis and information presented? What issues does the Steering Committee think are key considerations in this decision?
- 10:20 a.m. Downtown Tigard briefing Matt Bihn, Metro
Staff presentation on information related to future decisions.
Discussion: Questions on the analysis and information presented? What issues does the Steering Committee think are key considerations in this decision?
- 10:40 a.m. Barbur vs. I-5 briefing Matt Bihn, Metro
Staff presentation on information related to future decisions.
Discussion: Questions on the analysis and information presented? What issues does the Steering Committee think are key considerations in this decision?
- 11:00 a.m. Adjourn

Materials for 7/10/2017 meeting:

- 5/8/2017 meeting summary
- PCC connection briefing book
- Railroad vs. I-5 (Tigard) briefing book
- CAC notes on PCC connection and RR vs. I-5 key considerations
- Downtown Tigard – Through briefing book
- Downtown Tigard – Branched briefing book
- Barbur vs. I-5 briefing book

Meeting: Southwest Corridor Steering Committee

Date/time: Monday, May 8, 2017

Place: Metro Regional Center – Council Chamber, 600 NE Grand Ave., Portland

Committee Members Present

| | |
|-------------------------|------------------|
| Craig Dirksen, Co-chair | Metro Council |
| John Cook | City of Tigard |
| Neil McFarlane | TriMet |
| Leah Treat | City of Portland |
| Lou Ogden | City of Tualatin |
| Gery Schirado | City of Durham |
| Rian Windsheimer | ODOT |
| Denny Doyle | Beaverton |

Metro Staff Present

Chris Ford, Matt Bihn, Yuliya Kharitonova, Michaela Skiles, Eryn Kehe, Anthony Buczek, Elissa Gertler, Malu Wilkinson

1.0 Welcome and introductions

Co-chair Craig Dirksen called the meeting to order at 9:07 a.m. and welcomed the committee members and public to the meeting. Co-chair Dirksen announced two new members of the committee, Commissioner Dan Saltzman representing the City of Portland and Mayor Ken Gibson representing the City of King City. The committee members proceeded to introduce themselves and noted their jurisdictional affiliation.

Co chair Dirksen gave a brief overview of the meeting agenda and reminded the committee that today's meeting decision would be to approve appointment of a new member to the Southwest Corridor Community Advisory Committee.

2.0 Consideration of the Steering Committee meeting summary from December 12, 2016.

Co-chair Craig Dirksen asked the committee for approval of the meeting summary from December 12, 2016. With all in favor, the meeting summary was accepted unanimously.

3.0 Public Comment

Mr. Robert Davidson, Tigard business owner, expressed opposition to proposed routes operating on Beveland Street. He raised concerns that the light rail would have multiple negative impacts on the small businesses located on that street who took years to get established there. Mr. Davidson clarified that he does not oppose the light rail in general, but does not want it operating on Beveland Street.

Mr. William Terrill, Beveland Street business owner, expressed opposition to having a light rail operating on Beveland Street. He stated that the light rail will disrupt the livelihood of the small businesses there, many of which have close ties with the local community.

On behalf of Beveland Street business owners, 27 letters were submitted and included as part of the meeting record.

Mr. John Gibbon, Southwest Neighborhoods Inc. (SWNI), submitted a written comment and it is included as part of the meeting record.

Mr. Ron Swaren, Southeast Portland resident, submitted a written comment and it is included as part of the meeting record.

4.0 Southwest Corridor Plan updates

Mr. Chris Ford, Metro, started his presentation by reminding the committee of the decisions that were made so far. He continued by giving an overview of the proposed alignments which included:

Downtown to Burlingame alignments

- Barbur
- Naito
- Ross Island Bridgehead
- Marquam Hill connection

Burlingame to Tigard alignments

- Barbur
- Adjacent to I-5
- PCC transit connection

Tigard Triangle and downtown alignments

Through Route

- Clinton Street
- Ash Avenue

Branched Route

Tigard branch

- Ash Avenue
- Wall Street

Tualatin Branch

Tigard to Tualatin alignments

Through Route

- WES – adjacent to rail
- WES – adjacent to I-5

Branched Route

- Tigard Branch
 - WES – adjacent to rail
 - WES – adjacent to I-5
- Tualatin Branch
 - 217 Crossing – Adjacent to I-5

Mr. Ford reminded the committee of the NEPA objectives and summarized which components would be included in December 2017 Draft Environmental Impact Study (DEIS). Work progress on Draft EIS included:

- Finalized technical design work
- Drafted methodologies for each issue area
- Participating agencies (federal, state, local) have reviewed and commented on draft methods
- Data gathering and analysis has begun on a number of areas

Mr. Ford gave a brief overview of the possible discussion topics for the future Steering Committee briefings. He concluded his presentation with a short summary of the staff and Metro's efforts on equitable housing and development.

Ms. Leah Robbins, TriMet, gave a brief update on the upcoming LRT design work and Sustainable City Year Program. She stated that as environmental analysis data becomes available by the end of this year, the goal would be to start planning mitigation strategies and also develop a conceptual design report in the next year. Ms. Robbins also noted that project staff, consultants, and partners are getting ready to overlay that work with the Sustainable City Year Program at the University of Oregon.

5.0 Public involvement updates

Ms. Eryn Kehe, Metro, gave a brief update of the community involvement efforts which included:

- Spring 2017 Newsletter
- Summer community outreach events
- Beveland Street business owners outreach
- Barbur Boulevard business owners outreach

Ms. Eryn Kehe introduced Mr. Adam LaFountain, president of Tigard Youth Advisory Council, and commended him for his involvement with the local communities and projects.

Co-chair Craig Dirksen asked Mr. LaFountain about his plans after high school graduation and his involvement with the city of Tigard. Mayor John Cook congratulated Mr. LaFountain on being selected as the 2017 Shining Stars Tigard Youth Volunteer of the Year and inquired about what it means to him being involved in Southwest Corridor Plan project.

Mr. Adam LaFountain expressed his support for the light rail. He commented that the light rail would help to ease traffic and will connect people to the key destinations in the region.

Ms. Eryn Kehe concluded her presentation with an overview of the updates from the Southwest Corridor Plan Community Advisory Committee. She announced that the Community Advisory Committee selected Mr. Roger Averbek, representing Oregon Walks and Portland Pedestrian Advisory Committee, Mr. Michael Kisor, serving as bicycle/pedestrian advocate and Southwest Portland resident, and Mr. Stephan Belding, representing Tigard Pedestrian and Bicycle Advisory Committee, as their three liaisons to the steering committee.

Ms. Kehe announced that in today's meeting the committee would vote on whether to approve Mr. Ibrahim Turki, Muslim Educational Trust, as a new member to the Southwest Corridor Plan Community Advisory Committee.

6.0 Consideration of appointing a new member to the Southwest Corridor Community Advisory Committee

MOTION: Co-chair Craig Dirksen moved to approve Mr. Ibrahim Turki, Muslim Educational Trust, as a new member to the Southwest Corridor Community Advisory Committee.

ACTION: Without any comments, the motion passed unanimously.

7.0 Branch vs. Through configuration briefing

Mr. Matt Bihn, Metro, presented on the branched and through route options which included:

- **Through route** – a single line connecting Downtown Portland to Bridgeport Village via Downtown Tigard
- **Branched route** – two overlapping lines that connect Downtown Portland and split east of Highway 217 to serve Downtown Tigard and Bridgeport Village separately

He explained how the two route options compare to each other during the 2035 peak and off-peak service frequencies in the model analysis. The model analysis results for the **branched route** compared to the **through route** option included:

- Faster travel between stations north of Downtown Tigard and stations south of Downtown Tigard, increase of 1,400 daily riders
- Transfer required between Downtown Tigard and stations to the south, decrease of 1,400 daily riders
- Less frequent peak service for riders between Downtown Tigard and stations to the north, decrease of 2,400 daily riders
- More frequent off-peak service for riders not traveling south of the Tigard Triangle, increase of 4,000 daily riders

Mr. Dave Unsworth, TriMet, presented on the operating costs (2035) for both branched and through routes. He stated that branched service is estimated to cost \$8.1M or 44% more annually to operate compared to the through-routed service. In addition, he commented on the operational complexity and how the branched route frequencies are doubled in off-peak, requiring trains to turn around and merge with MAX Green line and MAX Yellow line trains, whereas through route frequencies generally match MAX Green line.

The committee members deliberated and noted the importance of cost effectiveness, ridership, speed, connectivity and consistency in determining the most successful and effective route option. Concerns were raised about operational complexity and additional information was requested about how both routes would impact Downtown Portland. Mayor John Cook commented on the preference of the through route due to its lesser impacts to Downtown Tigard, having two stops at the Tigard Triangle, and connection of downtown Tigard to Durham, Tualatin and Bridgeport.

8.0 CAC report on Branch vs. Through discussion

Mr. Stephan Belding, Tigard pedestrian and Bicycle Advisory Committee representative and a member of the Southwest Corridor Community Advisory Committee, presented on the Community Advisory Committee's discussion on decision between the branch and through route options. He noted that top three considerations during the discussion included:

Connectivity of the light rail

- Access to jobs/housing/educational opportunities (from Purpose & Need statement)
- Connection to other transportation networks (from Purpose & Need statement)
- Through route connects more riders to other transit routes in Tigard (WES, bus, etc.)
- Serving Downtown Tigard is important, but not direct
- Through route connects to the Tigard community better
- Two stops in the Tigard Triangle (branch route) will improve the quality of life in that area
- Connection of light rail to affordable housing (are there differences between the options?)

Travel time/Frequency

- Travel time
- Speed is an important consideration
- Travel time includes time door-to-door, so frequency is critical

- Hope we can make up the time in other places along the alignment (time lost by indirect connection to Downtown Tigard)

Cost

- Cost per rider (higher for branch)
- Through saves a considerable amount in operations

In addition, the members of the SWC Community Advisory Committee requested additional information about:

- Equity/low income impact of the choices
- Disruptions to and displacement of businesses and residents for both choices
- Operations vs. building cost trade-offs
- Ridership impacts for people on “other” (non-traditional) work shifts

Members of the committee also recommended additional considerations, such as support for local plans (from Purpose & Need statement), route complexity (branch adds complexity, through is more simple), get more cars off the road (the increased frequency of the branch might remove more cars), and more flexibility with the branch route for future extensions, in operations, etc.

The topics that were raised by the committee, but not specific to the branch/through route options included connectivity from MAX to areas in Tualatin and how transit service hours affect workers, particularly those with low-income jobs.

9.0 Adjourn

There being no further business, Co-chair Dirksen adjourned the meeting at 10:35 am.

Attachments to the Record:

| Item | Type | Document Date | Description | Document Number |
|------|--------------|---------------|--|-----------------|
| 1 | Agenda | 05/08/17 | Meeting agenda | 050817SWCSC-01 |
| 2 | Summary | 12/12/16 | 12/12/16 meeting summary | 050817SWCSC-02 |
| 3 | Document | 04/24/17 | Decision Briefing Book – Branched or Through Route? | 050817SWCSC-03 |
| 4 | Document | 05/08/17 | Additional member suggested for Community Advisory Committee (CAC) | 050817SWCSC-04 |
| 5 | Comment card | 05/08/17 | Public comment – John Gibbon | 050817SWCSC-05 |
| 6 | Comment card | 05/08/17 | Public comment –Ron Swaren | 050817SWCSC-06 |
| 7 | Letters | 05/08/17 | Beveland Street business owners letters - 27 | 050817SWCSC-07 |

Southwest Corridor Plan

Request to Comment

(Please print legibly)

Name: John Gibbon Date: 5-8-2017

Affiliation (if any): SWNT

Street address: - 9220 SW Barbur Blvd, Ste 419-252

City: POX, OR 97219

Email address: jtgonz@gmail.com

- Until recently business address was near this area, agree that LRT activity on street will
Bleed and

create a major change vis-a-vis - small business in the area, lots of this development as well as auto related has occurred, in contrast to, that development envisioned by original Triangle plan

- Branched Route -

Higher Rideship in areas - Barbur
& Triangle where more intense
development has been envisioned
but has not occurred.

Using the operational problems
of Tri-Met to justify a through
route is not wise in terms
of strategic LRT long term in
Washington County. and

Branched route supports
a perception that Tri-Met is
trying to get people there
Downtown Portland - as opposed
to another Milk Run!

Also losing contact with

Kruse Way - Employment Center
is problematic.

Southwest Corridor Plan

Request to Comment

(Please print legibly)

Name: RON Swaren Date: 5-8-2017

Affiliation (if any): _____

Street address: 1543 SE Umatilla St

City: Portland

Email address: _____

I think Double-Decker Express buses
would be better — 1. Connect more neighborhoods
2 Less planning time. 3. Lower Capital Cost



May 4, 2017

Chris Ford, Investment Areas Project Manager
600 NE Grand Ave.
Portland, OR 97232-2736
Phone: 503 797-1633

Cc: Tigard Mayor John Cook
Eryn Kehe, Communications Specialist 503 797-1881

Dear members of the Steering Committee for the SW Corridor Light Rail Project:

OnlineEd is a small businesses located on SW Beveland Street between SW 72nd Street and Hwy 217 who oppose the plan of running MAX through SW Beveland Street to gain access to downtown Tigard. We urge you to consider the alternate route which would leave our street intact.

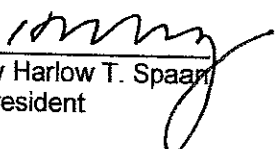
Since we purchased our property at 7405 SW Beveland in 2005 we have invested a substantial sum of money in developing our property for its current use. We worked closely with the City of Tigard to be in compliance with the new ordinances for the freshly e-zoned Tigard Triangle. This involved substantial investments of our time and finances for street improvements, the formation of a Local Improvement District, and the construction of sewer lines as required by the City of Tigard.

As you are well aware, Beveland Street is dotted with offices and practices that depend on the quiet location, off-street parking, and convenient access. If the street is widened to make room for MAX, it will take up our off-street parking, destroy the driveways and parking lots that are essential to our small businesses, and make access difficult for our elderly and disabled clients and customers. The road closure and construction noise would render our buildings unusable for the medical and mental health practitioners, sleep clinic, and business consultants who currently earn their livelihoods there.

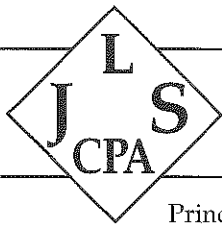
As you are also aware, Beveland Street serves as the main delivery arterial for Lowes. This involves the passage and entrance and exit from the Lowes complex many times of day with semi-delivery trucks. Beveland is also a very narrow street in width. The street during business hours is filled with street parking for employees that work in the various businesses located on the street. If MAX tracks are to be installed, there simply will be no street parking available. Most of the businesses as a result do not have adequate parking spaces available on their property for additional cars.

In short, running MAX down Beveland is simply a loony idea which clearly requires exploration of alternative routes.

Sincerely,
OnlineEd, Inc.


By Harlow T. Spaargaren
President

HTS:1



JAMES L. SHOOK, CPA P.C.
Certified Public Accountants

Principals: James L. Shook, CPA • Jeremy L. Shook, CPA

www.jameslshookcpa.com

May 1, 2017

Chris Ford, Investment Areas Project Manager
600 NE Grand Ave
Portland, OR 97232-2736
Phone: (503) 797-1633

Cc: Tigard Mayor John Cook
Eryn Kehe, Communications Specialist (503) 797-1881

Dear Members of the Steering Committee for the SW Corridor Light Rail Project:

This letter represents the feelings of all of the small businesses located on SW Beveland Street between SW 72nd Street and Hwy 217 who oppose the plan of running MAX through SW Beveland Street to gain access to downtown Tigard. We urge you to consider the alternate route which would leave our street intact.

Ten years ago, we formed Triangle Properties of Tigard, LLC in order to make a substantial investment in a property in the Tigard Triangle to be the permanent location for our real estate holdings and our CPA firm for generations to come. We are a multi-generation business. In the ten years since we have been here, we have grown substantially, paid our taxes and employed twelve people. We worked closely with the City of Tigard to be in compliance with all applicable ordinances and variances in order to locate our professional office building here. This involved substantial investments of our time and resources.

Today Beveland Street is dotted with professional offices and practices that depend on the quiet location, off-street parking, and convenient access. If the street is widened to make room for MAX, it will take up our off-street parking, destroy the driveways and parking lots that are essential to our small businesses, and make access difficult for our elderly and disable clients and customers. The road closure and construction noise would render our buildings unusable for our clients and the patients and clients of the other professionals located here. We do not own the types of businesses that would benefit in any way by having light rail on our door steps.

Please don't turn our professional small business-friendly street into a train corridor with no off-street parking and pedestrian access. We took a chance on Tigard by developing our property and Beveland Street into the thriving small business-friendly location that it is today. Please don't turn your back on us now that we have improved the street, generated jobs and drawn other professional business to your city.

Please consider leaving our street out of your plans for the SW Corridor Light Rail Project.

Sincerely,

JAMES L. SHOOK, CPA P.C.



Certified Public Accountant



April 28, 2017

Chris Ford, Investment Areas Project Manager
600 NE Grand Ave.
Portland, OR 97232-2736
Phone: 503 797-1633

Cc: Tigard Mayor John Cook
Eryn Kehe, Communications Specialist 503 797-1881

Dear members of the Steering Committee for the SW Corridor Light Rail Project:

We are all small businesses located on SW Beveland Street & Hermoso Way between SW 72nd Street and Hwy 217 who oppose the plan of running MAX through SW Beveland Street to gain access to downtown Tigard. We urge you to consider the alternate route which would leave our street intact.

Seventeen years ago, the first small business (Triangle Professional Center) put our faith in the city of Tigard and we invested our life savings in order to develop Beveland Street from a neighborhood plagued by vacant houses and homeless campers into the thriving small business community that it now is. We worked closely with the City of Tigard to be in compliance with the new ordinances for the freshly e-zoned Tigard Triangle. This involved substantial investments of our time and finances for street improvements, the formation of a Local Improvement District, and the construction of sewer lines as required by the City of Tigard.

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Please don't turn our small business-friendly streets into a train corridor with no off-street parking and pedestrian access. We took a chance on Tigard by developing Beveland Street into the thriving small business-friendly location that it is today. Please don't turn your back on us now that we have improved the street, generated jobs, and drawn other business to your city.

Please consider leaving our street out of your plans for the SW Corridor Light Rail Project.

Sincerely,

Robert C. Pearson
BUSINESS OWNER
BUILDING OWNER

Minuteman Press of Tigard
7555 SW Hermoso Way
Tigard, OR 97223





Wealth Strategy Partners

Wealth Strategy Partners
A private wealth advisory practice of
Ameriprise Financial Services, Inc.

7450 SW Beveland St.
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kayla.vanhorn@ampf.com
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May 7th, 2017

Chris Ford, Investment Areas Project Manager
600 NE Grand Ave.
Portland, OR 97232-2736

Cc: Tigard Mayor John Cook
Eryn Kehe, Communications Specialist (503) 797-1881

Dear Members of the Steering Committee for the SW Corridor Light Rail Project,

I am a small business owner on SW Beveland St. and I oppose the plan of building light rail through SW Beveland St. to gain access to downtown Tigard. I encourage you to consider an alternative route and leave our street intact.

Our street is comprised of a diverse group of small business owners, from accountants, to attorneys, to mediators, to therapist, to architects. Each of us has poured our lives into our small businesses and collectively employee countless people. In the shadow of big businesses such as Lowes and Wal-Mart, we have found a little corner of Tigard that provides us a quiet location where small business can thrive. This is a community; where many of us know each other by first name and our street holds annual summer BBQs. This community is exactly why we have decided to stay in Tigard and not move our business to downtown Portland or Kruse Way. A light rail line through Beveland St. will disrupt our livelihoods and erode the neighborly experience we have fostered.

I personally employee 6 people and our office specialize in personal retirement planning and divorce mediation. A light rail line coming down our street every 10 minutes, as estimated by the project details, will absolutely disrupt our ability to have meaningful, intimate conversations with our clients. When I attended the "Tigard Triangle Urban Renewal Plan" meeting on November 3rd, 2016 the project identified "Small business support" as a key component. Pushing a light rail line through our street will not support our small business, it will impede it.

Please consider leaving Beveland St. out of your plans for the SW Corridor Light Rail Project.

Sincerely,

Bill Terrill, CFP®, APMA®
Private Wealth Advisor



Wealth Strategy Partners
Ameriprise Private Wealth Advisory Practice

7450 SW Beveland Street
Suite 100
Portland, OR 97223

Telephone: 503-808-1515
FAX : 503-808-1521
william.d.terrell@ampf.com

April 28, 2017

Chris Ford, Investment Areas Project Manager
600 NE Grand Ave.
Portland, OR 97232-2736
Phone: 503 797-1633

Cc: Tigard Mayor John Cook
Eryn Kehe, Communications Specialist 503 797-1881

Dear members of the Steering Committee for the SW Corridor Light Rail Project:

We are all small businesses located on SW Beveland Street between SW 72nd Street and Hwy 217 who oppose the plan of running MAX through SW Beveland Street to gain access to downtown Tigard. We urge you to consider the alternate route which would leave our street intact.

Seventeen years ago, the first small business (Triangle Professional Center) put our faith in the city of Tigard and we invested our life savings in order to develop Beveland Street from a neighborhood plagued by vacant houses and homeless campers into the thriving small business community that it now is. We worked closely with the City of Tigard to be in compliance with the new ordinances for the freshly e-zoned Tigard Triangle. This involved substantial investments of our time and finances for street improvements, the formation of a Local Improvement District, and the construction of sewer lines as required by the City of Tigard.

Today Beveland Street is dotted with offices and practices that depend on the quiet location, off-street parking, and convenient access. If the street is widened to make room for MAX, it will take up our off-street parking, destroy the driveways and parking lots that are essential to our small businesses, and make access difficult for our elderly and disabled clients and customers. The road closure and construction noise would render our buildings unusable for the medical and mental health practitioners, sleep clinic, and business consultants who currently earn their livelihoods there.

Please don't turn our small business-friendly street into a train corridor with no off-street parking and pedestrian access. We took a chance on Tigard by developing Beveland Street into the thriving small business-friendly location that it is today. Please don't turn your back on us now that we have improved the street, generated jobs, and drawn other business to your city.

Please consider leaving our street out of your plans for the SW Corridor Light Rail Project.

Sincerely,


Name

7450 SW Beveland St. #100
Address/Business Portland, OR 97223

Wealth Strategy Partners
Ameriprise Private Wealth Advisory Practice

7450 SW Beveland Street
Suite 100
Portland, OR 97223

Telephone: 503-808-1515
FAX : 503-808-1521
william.d.terrell@ampf.com

April 28, 2017

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600 NE Grand Ave.
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Phone: 503 797-1633

Cc: Tigard Mayor John Cook
Eryn Kehe, Communications Specialist 503 797-1881

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Please consider leaving our street out of your plans for the SW Corridor Light Rail Project.

Sincerely,

Allison Kizze
Name

7450 SW Beveland St #100,
Address/Business
Portland, OR 97223

Wealth Strategy Partners
Ameriprise Private Wealth Advisory Practice

7450 SW Beveland Street
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Portland, OR 97223

Telephone: 503-808-1515
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william.d.terrill@ampf.com

April 28, 2017

Chris Ford, Investment Areas Project Manager
600 NE Grand Ave.
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Phone: 503 797-1633

Cc: Tigard Mayor John Cook
Eryn Kehe, Communications Specialist 503 797-1881

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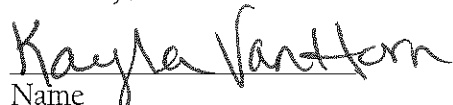
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Please consider leaving our street out of your plans for the SW Corridor Light Rail Project.

Sincerely,


Name


Address/Business 

Wealth Strategy Partners
Ameriprise Private Wealth Advisory Practice

7450 SW Beveland Street
Suite 100
Portland, OR 97223

Telephone: 503-808-1515
FAX : 503-808-1521
william.d.terrill@ampf.com

April 28, 2017

Chris Ford, Investment Areas Project Manager
600 NE Grand Ave.
Portland, OR 97232-2736
Phone: 503 797-1633

Cc: Tigard Mayor John Cook
Eryn Kehe, Communications Specialist 503 797-1881

Dear members of the Steering Committee for the SW Corridor Light Rail Project:

We are all small businesses located on SW Beveland Street between SW 72nd Street and Hwy 217 who oppose the plan of running MAX through SW Beveland Street to gain access to downtown Tigard. We urge you to consider the alternate route which would leave our street intact.

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Please consider leaving our street out of your plans for the SW Corridor Light Rail Project.

Sincerely,

B. L. Russell
Name

7450 SW Beveland St #100
Address/Business
Portland, OR 97223

Wealth Strategy Partners
Ameriprise Private Wealth Advisory Practice

7450 SW Beveland Street
Suite 100
Portland, OR 97223

Telephone: 503-808-1515
FAX : 503-808-1521
william.d.terrell@ampf.com

April 28, 2017

Chris Ford, Investment Areas Project Manager
600 NE Grand Ave.
Portland, OR 97232-2736
Phone: 503 797-1633

Cc: Tigard Mayor John Cook
Eryn Kehe, Communications Specialist 503 797-1881

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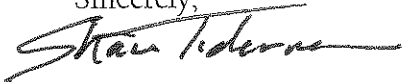
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Please consider leaving our street out of your plans for the SW Corridor Light Rail Project.

Sincerely,



Name

7450 SW Beveland St. #100,
Address/Business Portland, OR 97223

Wealth Strategy Partners
Ameriprise Private Wealth Advisory Practice

7450 SW Beveland Street
Suite 100
Portland, OR 97223

Telephone: 503-808-1515
FAX : 503-808-1521
william.d.terrill@ampf.com

April 28, 2017

Chris Ford, Investment Areas Project Manager
600 NE Grand Ave.
Portland, OR 97232-2736
Phone: 503 797-1633

Cc: Tigard Mayor John Cook
Eryn Kehe, Communications Specialist 503 797-1881

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Sincerely,


Name

7450 SW Beveland St, #100
Address/Business
Portland, OR 97223

Linda Nishi-Strattner, Ph.D., ABPP
Clinical Psychologist

7505 SW Beveland Street
Suite 200
Tigard, OR 97223

Telephone: 503-620-0157
FAX : 503-207-6147
lnishistrattner@yahoo.com

April 28, 2017

Chris Ford, Investment Areas Project Manager
600 NE Grand Ave.
Portland, OR 97232-2736
Phone: 503 797-1633

Cc: Tigard Mayor John Cook
Eryn Kehe, Communications Specialist 503 797-1881

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Sincerely,

HARISH S. PATEL 7615 SW BEVELAND ST.

Name

Address/Business

Linda Nishi-Strattner, Ph.D., ABPP
Clinical Psychologist

7505 SW Beveland Street
Suite 200
Tigard, OR 97223

Telephone: 503-620-0157
FAX : 503-207-6147
lnishistrattner@yahoo.com

April 28, 2017

Chris Ford, Investment Areas Project Manager
600 NE Grand Ave.
Portland, OR 97232-2736
Phone: 503 797-1633

Cc: Tigard Mayor John Cook
Eryn Kehe, Communications Specialist 503 797-1881

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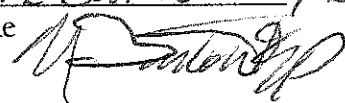
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Sincerely,

Mark Burton Psy.D.
Name 

7505 SW Beveland
Address/Business

Linda Nishi-Strattner, Ph.D., ABPP
Clinical Psychologist

7505 SW Beveland Street
Suite 200
Tigard, OR 97223

Telephone: 503-620-0157
FAX : 503-207-6147
lnishistrattner@yahoo.com

April 28, 2017

Chris Ford, Investment Areas Project Manager
600 NE Grand Ave.
Portland, OR 97232-2736
Phone: 503 797-1633

Cc: Tigard Mayor John Cook
Eryn Kehe, Communications Specialist 503 797-1881

Dear members of the Steering Committee for the SW Corridor Light Rail Project:

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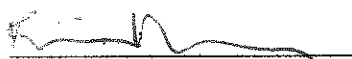
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Please consider leaving our street out of your plans for the SW Corridor Light Rail Project.

Sincerely,



Name

Kevin Nelson

7505 SW Beveland St Tigard OR 97223

Address/Business

Linda Nishi-Strattner, Ph.D., ABPP
Clinical Psychologist

7505 SW Beveland Street
Suite 200
Tigard, OR 97223

Telephone: 503-620-0157
FAX : 503-207-6147
lnishistrattner@yahoo.com

April 28, 2017

Chris Ford, Investment Areas Project Manager
600 NE Grand Ave.
Portland, OR 97232-2736
Phone: 503 797-1633

Cc: Tigard Mayor John Cook
Eryn Kehe, Communications Specialist 503 797-1881

Dear members of the Steering Committee for the SW Corridor Light Rail Project:

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Sincerely,



Name

7505 SW BEVELAND ST. TIGARD

Address/Business

Linda Nishi-Strattner, Ph.D., ABPP
Clinical Psychologist

7505 SW Beveland Street
Suite 200
Tigard, OR 97223

Telephone: 503-620-0157
FAX : 503-207-6147
lnishistrattner@yahoo.com

April 28, 2017

Chris Ford, Investment Areas Project Manager
600 NE Grand Ave.
Portland, OR 97232-2736
Phone: 503 797-1633

Cc: Tigard Mayor John Cook
Eryn Kehe, Communications Specialist 503 797-1881

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Please consider leaving our street out of your plans for the SW Corridor Light Rail Project.

Sincerely,

I support
Name

7505 SW Beveland Rd., Ste. 101
Address/Business

Linda Nishi-Strattner
(who wrote this letter)
in this cause.
Dan Higgins

Linda Nishi-Strattner, Ph.D., ABPP
Clinical Psychologist

7505 SW Beveland Street
Suite 200
Tigard, OR 97223

Telephone: 503-620-0157
FAX : 503-207-6147
lnishistrattner@yahoo.com

April 28, 2017

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600 NE Grand Ave.
Portland, OR 97232-2736
Phone: 503 797-1633

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Eryn Kehe, Communications Specialist 503 797-1881

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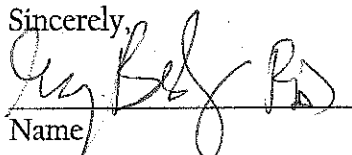
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Sincerely,


Name

7505 SW Beveland St, #102
Address/Business

Linda Nishi-Strattner, Ph.D., ABPP
Clinical Psychologist

7505 SW Beveland Street
Suite 200
Tigard, OR 97223

Telephone: 503-620-0157
FAX : 503-207-6147
lnishistrattner@yahoo.com

April 28, 2017

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600 NE Grand Ave.
Portland, OR 97232-2736
Phone: 503 797-1633

Cc: Tigard Mayor John Cook
Eryn Kehe, Communications Specialist 503 797-1881

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Sincerely,

 Ph.D. LINDA NISHI-STRATTNER, Ph.D.
Name Address/Business
7505 SW BEVELAND ST.
TIGARD, OREGON
97223

Linda Nishi-Strattner, Ph.D., ABPP
Clinical Psychologist

7505 SW Beveland Street
Suite 200
Tigard, OR 97223

Telephone: 503-620-0157
FAX : 503-207-6147
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April 28, 2017

Chris Ford, Investment Areas Project Manager
600 NE Grand Ave.
Portland, OR 97232-2736
Phone: 503 797-1633

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Eryn Kehe, Communications Specialist 503 797-1881

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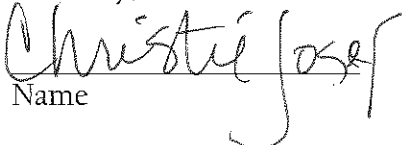
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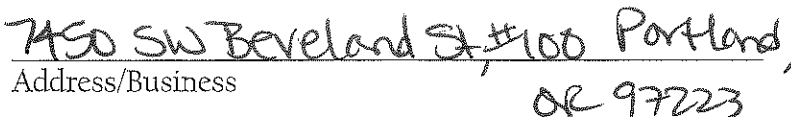
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Name


Address/Business

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Phone: 503 797-1633

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Sincerely,

Kim Gordon
Name

Mediator - 7505 SW Beveland
Address/Business

Linda Nishi-Strattner, Ph.D., ABPP
Clinical Psychologist

7505 SW Beveland Street
Suite 200
Tigard, OR 97223

Telephone: 503-620-0157
FAX : 503-207-6147
lnishistrattner@yahoo.com

April 28, 2017

Chris Ford, Investment Areas Project Manager
600 NE Grand Ave.
Portland, OR 97232-2736
Phone: 503 797-1633

Cc: Tigard Mayor John Cook
Eryn Kehe, Communications Specialist 503 797-1881

Dear members of the Steering Committee for the SW Corridor Light Rail Project:

We are all small businesses located on SW Beveland Street between SW 72nd Street and Hwy 217 who oppose the plan of running MAX through SW Beveland Street to gain access to downtown Tigard. We urge you to consider the alternate route which would leave our street intact.

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Sincerely,


Name

Westside Sleep Center
7450 SW Beveland St. 120
Address/Business

Linda Nishi-Strattner, Ph.D., ABPP
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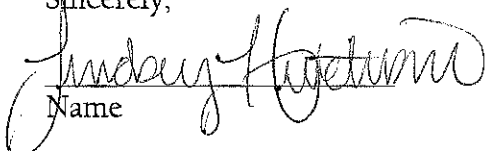
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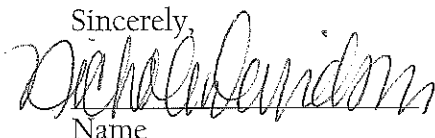
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Sleep
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Sincerely,

Michael Stockton
Name

7615 SW Beveland St/ Florence in
Address/Business

What is the Southwest Corridor Light Rail Project?

The project is a proposed 12-mile MAX line connecting downtown Portland to Tigard and Tualatin.

After several years of early planning, the project is now undergoing environmental review.

What is the purpose of the decision briefing books?

Several project decisions remain, including options for alignments, stations, maintenance facilities and station access improvements.

Through fall 2017, individual decision briefing books will be released to inform conversations about the key considerations for each major decision. Because the environmental impact analysis is ongoing, briefing books will be updated as new information becomes available.

When will the decisions be made?

The steering committee is anticipated to narrow down the remaining options to a "Preferred Alternative" in early 2018.

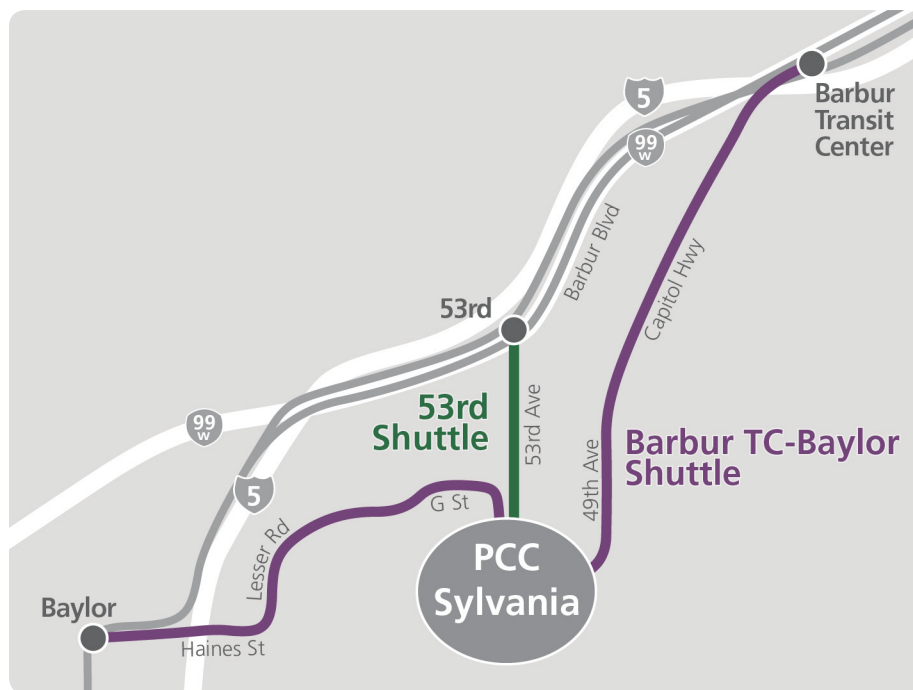
Further outreach, design and environmental analysis will occur before a final decision on what to construct.

Decision Overview

The Portland Community College (PCC) Sylvania campus is located in a residential area about a third of a mile from the nearest proposed Southwest Corridor light rail station at Barbur Boulevard and 53rd Avenue.

While the project would include improvements to that stretch of 53rd for the students, faculty and staff who would walk or bike along it, project partners are also studying two shuttle options that would better connect the Sylvania campus with the light rail project:

- The **53rd Shuttle** would connect PCC-Sylvania with the light rail station at Barbur Boulevard and 53rd Avenue. This route would use 12-passenger autonomous shuttles operating on demand along 53rd Avenue.
- The **Barbur Transit Center (TC)-Baylor Shuttle** would connect PCC-Sylvania with the light rail stations at Barbur TC and Baylor in the northern Tigard Triangle. The shuttle would use 55-passenger TriMet buses traveling along Capitol Highway, G Street, Lesser Road and Haines Street. The buses could be scheduled with a timed transfer with light rail to minimize wait time.



CONNECT

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503-813-7535

Options Considered and Removed

During the refinement phase of the project, multiple alignment options were considered to serve PCC-Sylvania directly with high capacity transit as well as indirect connection options and other transit improvements.

Project partners considered multiple **bus rapid transit (BRT) alignment options** that served the Sylvania campus directly via Capitol Highway north of campus and various routes west of campus. The option of direct BRT service to PCC-Sylvania was removed in 2016 when light rail was select as the preferred high capacity transit mode. Several variations on a **light rail tunnel to PCC-Sylvania** were also considered. The tunnel options were removed in 2016 due to the high cost and construction impacts relative to the anticipated benefits. **Indirect connection options and transit improvements** that were considered and removed include an aerial tram, a gondola, shuttles on an elevated guideway, electric bike share, additional local bus service and opportunities for certain bus or shuttle routes to use the light rail transitway.

More information on options considered and removed is provided in the *Project Background and Alternatives Considered* document, available on the project website: www.swcorridorplan.org/light-rail-study.

Key Considerations

Based on currently available information, key considerations in the PCC Sylvania shuttle decision include neighborhood impacts, travel time and transfer convenience. Capital and operating costs will also be important to consider, but are not yet available. These key considerations are examined individually below. A summary table is provided on the back page of this document.

This document will be updated to include new relevant information when it becomes available.

Neighborhood impacts

Both options would add shuttle vehicles to neighborhood streets, but with variations in location, frequency and vehicle type.

During the morning and evening rush hour, the Barbur TC-Baylor Shuttle would add 18 standard TriMet diesel buses per hour traveling on Capitol Highway, Lesser Road and Haines Street. During the off-peak period, or the rest of the day, the frequency would be around eight additional buses per hour. All of these streets are currently served by TriMet bus routes.

The 53rd Shuttle would add 12-passenger electric shuttles to 53rd Avenue, which is a low-traffic residential street. Because the shuttles would operate on demand, frequencies would vary throughout the day depending on usage. Only the shuttles and people walking or biking would be able to connect to the campus at 53rd Avenue and G Street, so the shuttle would not result in other vehicles accessing PCC-Sylvania via 53rd.

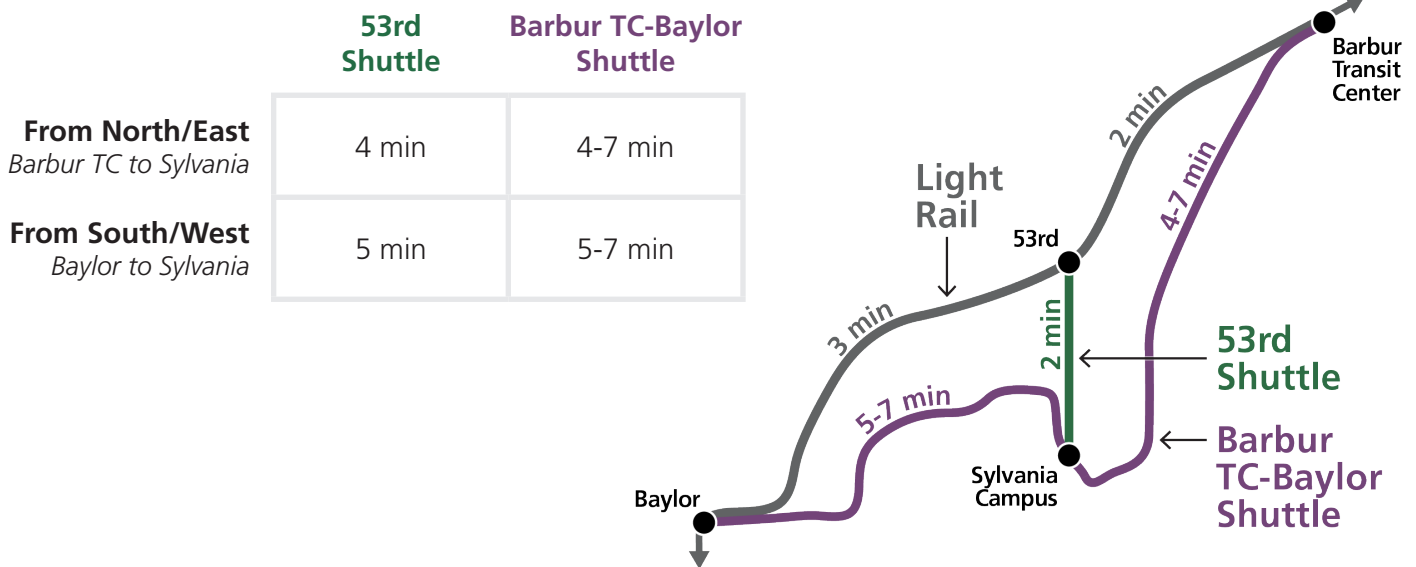


Today, 53rd Avenue is a low-traffic local street and portions of the street are unimproved. Regardless of the decision between shuttle routes, the light rail project proposes reconstructing 53rd Avenue to make it easier and safer for people to walk and bike between PCC-Sylvania and a light rail station at 53rd and Barbur.

Travel time

There would be **little difference in travel time** to access the Sylvania campus between the two shuttle options. The **53rd Shuttle would be more reliable** because the Barbur TC-Baylor Shuttle route would travel on more congested roadways, including crossing I-5 at two locations.

The table and map below illustrate the in-vehicle travel time to access PCC-Sylvania from north and east of the campus (Barbur Transit Center Station) and from south and west of the campus (Baylor Station). Because detailed designs have not yet been developed for the shuttle stations, travel time estimates are approximate and may change as the designs are refined.



Transfer convenience

The **53rd Shuttle would provide a more convenient transfer** than the Barbur TC-Baylor Shuttle. The 53rd Shuttle would use autonomous shuttles that could depart on demand and would travel on a low-traffic street, which would minimize transfer wait time. Although the Barbur TC-Baylor would be scheduled to provide a timed transfer with light rail, delays on either the shuttle route or light rail could disrupt the timing and result in longer wait times.

Pending information

The **capital and operating costs** of the two shuttle options are still under development and are likely to be an important consideration in the decision.

Further discussion will be necessary to determine the details of **who would operate** the shuttle, the **layout of the shuttle stations** and whether the Barbur TC-Baylor shuttle would include **additional stops** serving Capitol Highway or Lesser Road.

The shuttle designs may continue to be refined prior to a decision, potentially including changes to the shuttle station layout both at the light rail stations and on campus. If design changes affect the key considerations for the shuttle options, this document will be updated accordingly.

Summary Table

The following summary table will be updated as new information becomes available. The ongoing environmental impact analysis could reveal significant impacts associated with either the Barbur TC-Baylor or 53rd shuttle.

| | 53rd Shuttle | Barbur TC-Baylor Shuttle |
|--|---|---|
| Transit Performance | | |
| Travel time from north/east of campus <i>In-vehicle, Barbur TC Station to PCC-Sylvania</i> | 4 minutes | 4-7 minutes |
| Travel time from south/west of campus <i>In-vehicle, Baylor Station to PCC-Sylvania</i> | 5 minutes | 5-7 minutes |
| Transfer convenience | More convenient, with on-demand service that would minimize wait time | Less convenient, with risk of waiting if transfer timing is disrupted |
| Finance | | |
| Capital cost | TBD | TBD |
| Operating cost | TBD | TBD |
| Access and Development | | |
| Specific measures TBD | TBD | TBD |
| Communities and Built Environment | | |
| Shuttles on neighborhood streets <i>based on 2035 demand</i> | variable (on demand) <i>12-passenger electric shuttles on low-traffic neighborhood street</i> | 8 to 18 per hour <i>55-passenger diesel buses on streets with existing bus routes</i> |
| Other specific relevant impacts TBD | TBD | TBD |
| Natural Environment | | |
| Specific relevant impacts TBD | TBD | TBD |

Assumptions

For more information on the range of alternatives under consideration, see the *Light Rail Project Alternatives for Environmental Review* document, available on the project website: www.swcorridorplan.org/light-rail-study.

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Through fall 2017, individual decision briefing books will be released to inform conversations about the key considerations for each major decision. Because the environmental impact analysis is ongoing, briefing books will be updated as new information becomes available.

When will the decisions be made?

The steering committee is anticipated to narrow down the remaining options to a "Preferred Alternative" in early 2018.

Further outreach, design and environmental analysis will occur before a final decision on what to construct.

Decision Overview

For "through-routed" light rail that would travel through downtown Tigard to reach Bridgeport Village, the line could run alongside either a freight railroad or I-5 south of downtown Tigard. (For a "branched" route that would split to serve each place separately, running next to I-5 is the only possible alignment south of downtown Tigard.)

Both alignments would run alongside the WES Commuter Rail tracks just south of downtown Tigard and along the west side of I-5 just north of Bridgeport Village, but would differ between Landmark Lane and south of Upper Boones Ferry Road.

The **Railroad alignment** would run alongside the freight rail tracks through the stretch where the two alignments differ. The alignment would be elevated from just north of Landmark Lane to just south of Bonita Road, and would include an elevated station at Bonita. The alignment would cross 72nd Avenue and Upper Boones Ferry Road at-grade with gated crossings, and would include an at-grade station on the north side of Upper Boones Ferry.

The **I-5 alignment** would split from the commuter and freight rail tracks near Landmark Lane, cross 72nd Avenue at grade, and turn south to run along the west side of I-5 just south of the interchange with Highway 217. The alignment would continue along I-5 to the last station at Bridgeport Village, passing under Bonita Road and Upper Boones Ferry Road. The alignment would include stations on the south side of both Bonita and Upper Boones Ferry. The stations would be at-grade, but somewhat lower than the level of the adjacent roadway because Bonita and Upper Boones Ferry both rise to cross over I-5.

More detailed maps of the Railroad and I-5 alignments are provided in the *Light Rail Alternatives for Environmental Review* document, available on the project website: www.swcorridorplan.org/light-rail-study.



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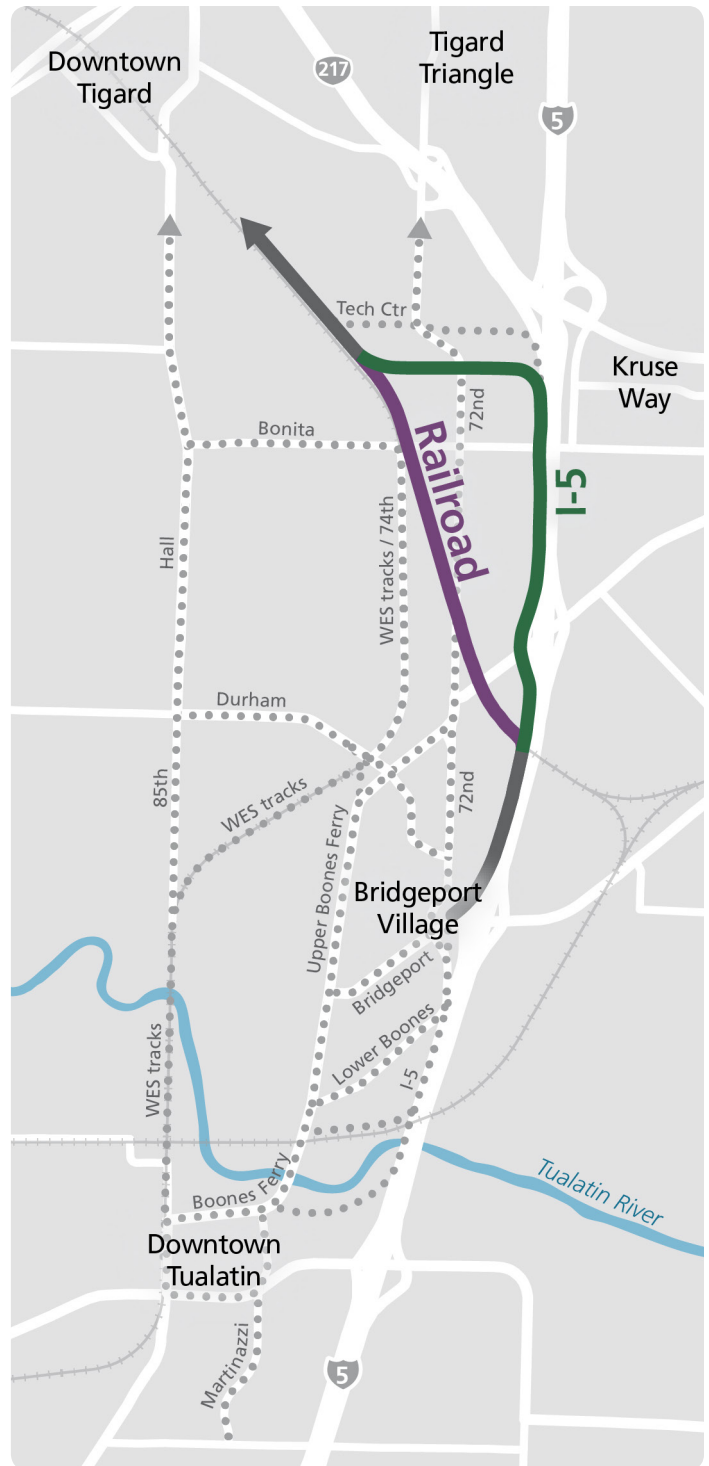
503-813-7535

Alignments Considered and Removed

During the refinement phase of the project, many alignment options were considered to connect downtown Tigard and Tualatin, as illustrated in the map on the right.

During this process, the Southwest Corridor Steering Committee decided to remove the station in downtown Tualatin and study a Bridgeport Village terminus because the costs and impacts of accessing a downtown Tualatin station outweighed the anticipated ridership gains.

More information on options considered and removed is provided in the *Project Background and Alternatives Considered* document, available on the project website: www.swcorridorplan.org/light-rail-study.



..... Alignments considered and removed

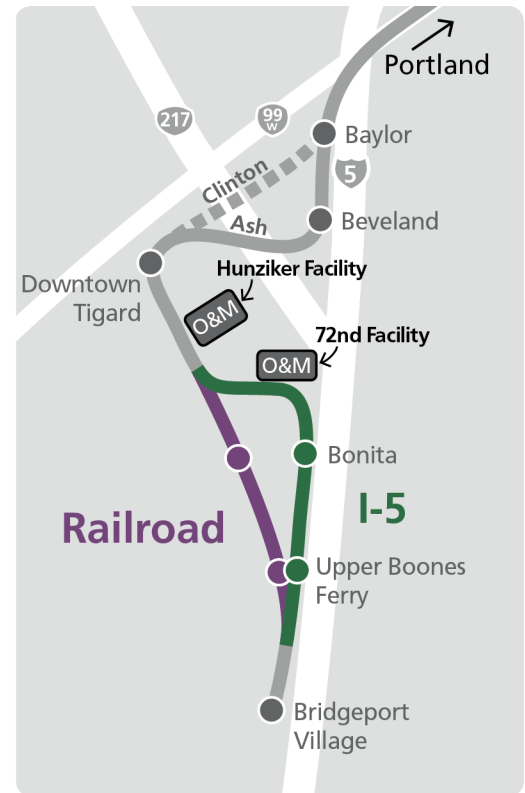
Related Decisions

The decision between the Railroad and I-5 alignments is only applicable to the **Through route configuration**. The **Branched route configuration** would connect with the I-5 alignment via a new structure over Highway 217 east of SW 72nd Avenue. More information on the route configuration options is included in a separate briefing book (released April 2017).

For the environmental analysis, the light rail project has been divided into three segments. The Railroad and I-5 alignments represent only a portion of Segment C, Tigard and Tualatin. Segment-based information in this document assumes the Ash alignment connecting downtown Tigard and the Tigard Triangle for the purpose of comparison. More information on the trade-offs between the **Ash and Clinton alignments** will be provided in a separate briefing book.

The Railroad alignment is only compatible with the **operations and maintenance (O&M) facility** location on SW Hunziker Street, while the I-5 alignment could use either the Hunziker or 72nd location. These two O&M facility locations are shown in the map on the right.

For more information on the full range of alternatives under consideration, see the *Light Rail Alternatives for Environmental Review* document, available on the project website: www.swcorridorplan.org/light-rail-study.



Key Considerations

Based on currently available information, the key considerations in the decision between the Railroad and I-5 alignment are station locations, park and rides, travel time, property impacts, ridership and traffic impacts.

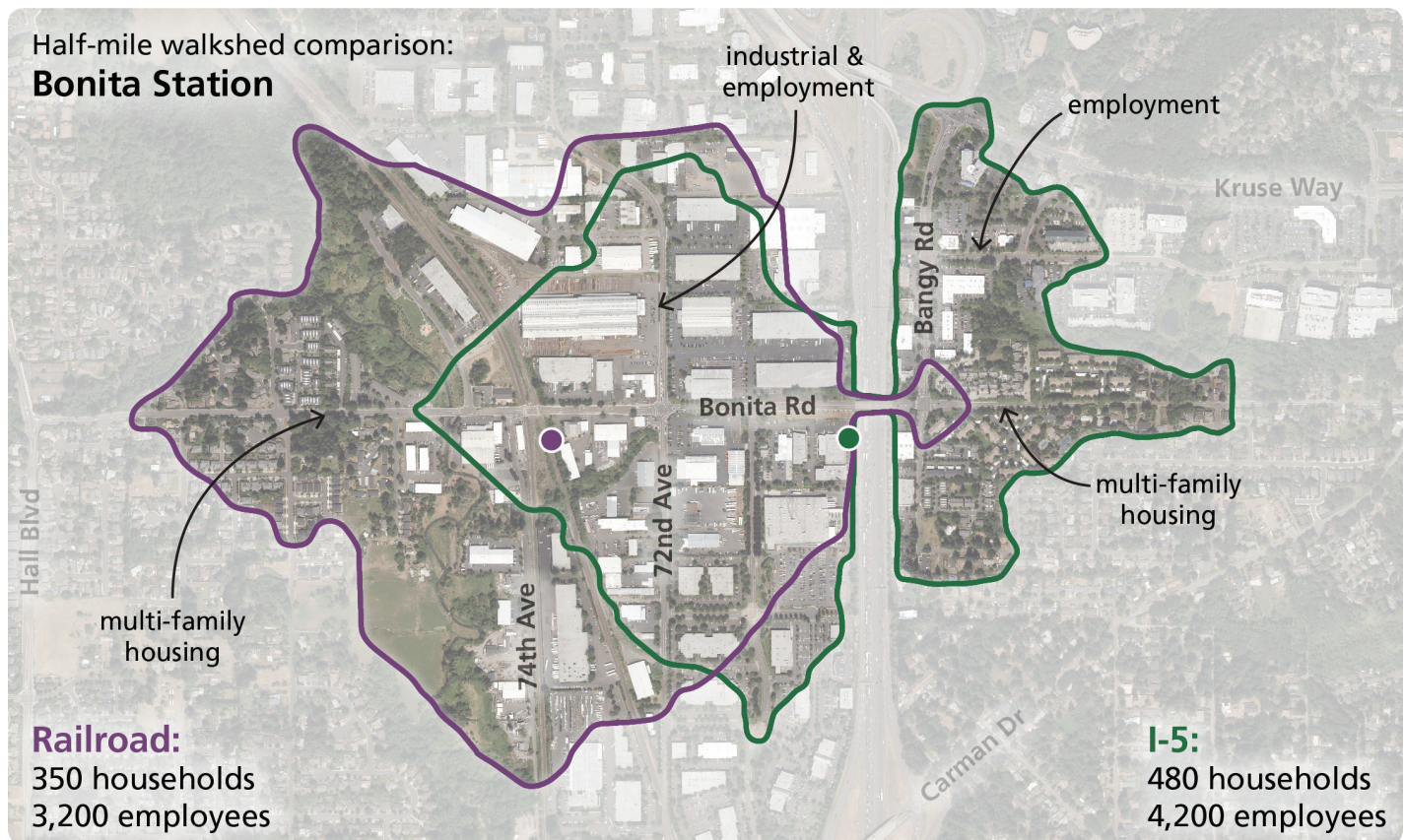
These considerations are examined individually on the following pages. A summary table is provided on the back page of this document. This document may be updated to include new relevant information resulting from the ongoing environmental analysis or updates to travel forecasts or cost estimates.

Station locations: Bonita

The Railroad and I-5 alignments would both include stations at SW Bonita Road, but at different locations along Bonita. Based on the current project designs, the **station along the railroad would be elevated** with stairs and an elevator to access the street level. The **station along I-5 would be at-grade, but somewhat lower than the level of Bonita Road**, which rises to cross over the freeway.

Both stations would provide a transfer opportunity to potential future bus service on Bonita Road, which is envisioned in TriMet's Southwest Service Enhancement Plan.

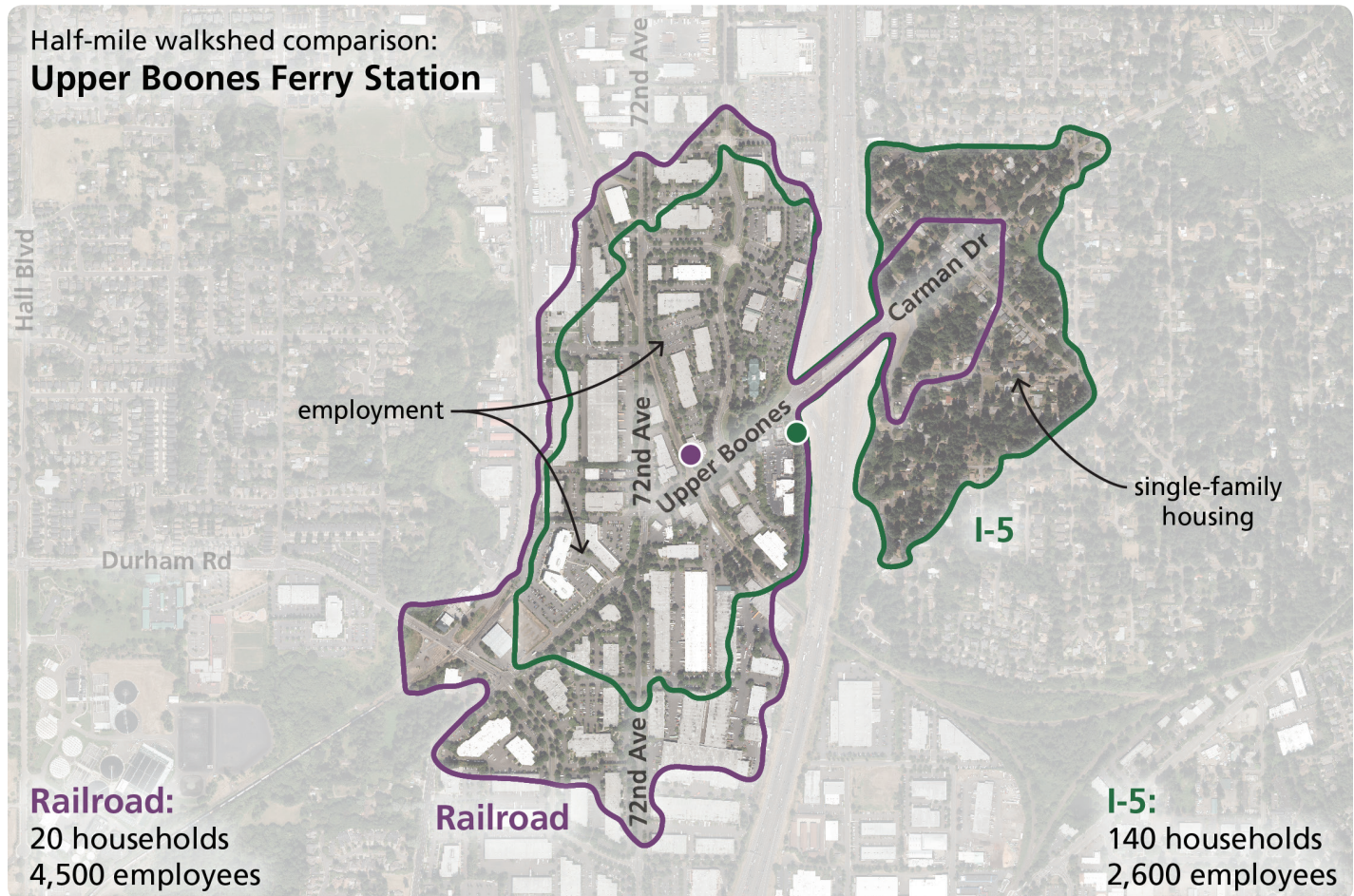
The map below shows the areas accessible within a half-mile walk from each station location. The I-5 alignment would better serve the employment and multi-family housing east of I-5 in Kruse Way, while the Railroad alignment would better serve the multifamily housing west of the railroad tracks in Tigard. Both alignments would serve the industrial and employment area between I-5 and Fanno Creek. Overall, **the station along I-5 would have 130 more households and 1,000 more employees within a half mile walk** compared to the Railroad station (based on 2015 data).



Station locations: Upper Boones Ferry

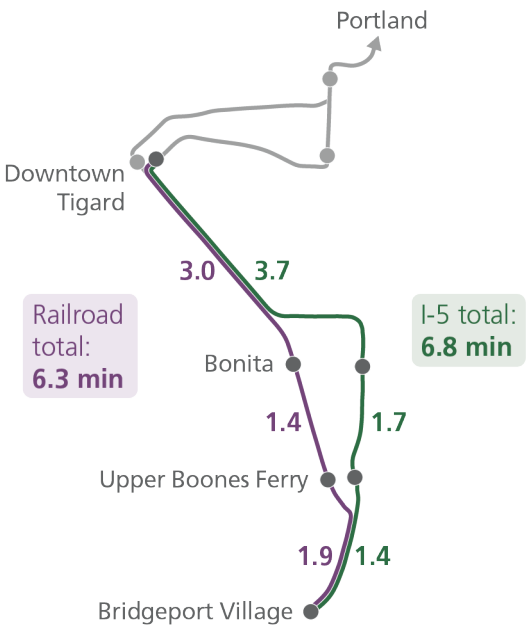
As with the Bonita station, the Railroad and I-5 alignments would have slightly different locations for a station at Upper Boones Ferry Road. **Both stations would be at-grade**, though the station along I-5 would be somewhat lower than the level of Upper Boones Ferry Road, which rises to cross over the freeway.

The map below shows the areas accessible within a half-mile walk from each station location. The station along the railroad would serve more of the employment area along 72nd Avenue, while the station along I-5 would serve more single-family housing across I-5. The **station along I-5 would have 110 more households and 1,900 fewer employees within a half-mile walk** compared to the Railroad station (based on 2015 data).



Travel time

The **Railroad alignment would be 30 seconds faster** than the I-5 alignment between downtown Tigard and Bridgeport Village.



Ridership

Overall, the **Railroad and I-5 alignments would have relatively similar ridership**. Although the Railroad alignment would be faster than the I-5 alignment, the I-5 alignment would attract more riders at the Bonita station because of its proximity to Kruse Way. Overall, the I-5 alignment would have about 1 percent more line riders and 2 percent more new transit trips in 2035 compared to the Railroad alignment.

Park and rides

The **I-5 alignment could include more park and ride capacity and would provide better access from the freeway** than the Railroad alignment. The table below shows the currently assumed maximum park and ride capacity at the Bonita and Upper Boones Ferry stations. Information on expected park and ride usage and ease of access is currently being developed.

| | Railroad | I-5 |
|----------------------------------|------------|------------|
| Bonita Park and Ride | 100 spaces | 150 spaces |
| Upper Boones Ferry Park and Ride | 50 spaces | 600 spaces |

Property impacts

For the Through route configuration, the **I-5 alignment would have a higher area of property impacts** than the railroad alignment. Based on current designs, the I-5 alignment would include about 13 more acres of full or partial property acquisitions. This difference equates to a 30 percent higher acreage of impacts for the I-5 alignment compared to the Railroad alignment within the Tigard and Tualatin segment of the project.

The Railroad alignment designs assume a 25-foot buffer between the light rail and freight rail tracks. If it becomes necessary to increase that buffer to up to 50 feet away from the freight rail tracks, the Railroad alignment property impacts would increase significantly.

Traffic impacts

The I-5 and Railroad alignments differ in their expected traffic impacts primarily at the crossing of SW Upper Boones Ferry Road.

The I-5 alignment, running adjacent to I-5, would run below-grade and pass underneath Upper Boones Ferry, with a station and large park and ride located just south of the road. Its primary impact on traffic would be from drivers accessing the park and ride, many of whom would be using I-5 and would travel through the interchange of I-5 and Upper Boones Ferry. The traffic analysis will look in detail at the impacts of the additional drivers traveling to and from the park and ride.

The Railroad alignment, running parallel to the Union Pacific RR/WES tracks, would cross Upper Boones Ferry at-grade, with a station and small park and ride just north of Upper Boones Ferry Road. Its primary impact on traffic would be the additional delay to drivers caused by more gate-down time at the railroad crossing. While light rail has shorter duration crossings than those of WES Commuter Rail and freight trains, the frequency of crossings would be much higher for light rail due to its higher service frequency. The traffic analysis will look in detail at the impacts of both the increased frequency of rail crossings and the small increase in drivers traveling to and from the park and ride.

Pending information

Some information that may be relevant to the decision between the Railroad and I-5 alignments is still being developed, including capital costs and environmental impact analysis. The environmental analysis will consider impacts to both the natural and built environment, such as impacts to wetlands and displacement of residents and businesses.

An updated version of this briefing book will be released when new information becomes available.

Summary Table

The following summary table will be updated as new information becomes available. The ongoing environmental impact analysis could reveal significant impacts associated with either the Railroad or I-5 alignment.

| | Railroad | I-5 |
|---|--|--|
| Transit Performance (Full Corridor) | | |
| New system transit trips <i>2035 average weekday</i> | 17,500 <i>range TBD</i> | 17,800 <i>range TBD</i> |
| Line ridership <i>2035 average weekday</i> | 41,200 <i>range TBD</i> | 41,600 <i>range TBD</i> |
| Travel time: PSU to Bridgeport Village <i>2035 average weekday, peak period</i> | 32.4 minutes <i>31.1 to 32.4</i> | 32.9 minutes <i>31.6 to 32.9</i> |
| Maximum park and ride capacity | 3,600 spaces <i>no change for Clinton</i> | 4,200 spaces <i>no change for Clinton</i> |
| Finance (Full Corridor) | | |
| Capital cost | TBD <i>(likely lower)</i> | TBD <i>(likely higher)</i> |
| Operating cost <i>based on 2035 operator hours</i> | TBD | \$18.4 million <i>range TBD</i> |
| Access and Development (Segment C only) | | |
| Specific measures TBD | TBD | TBD |
| Communities and Built Environment (Segment C only) | | |
| Property acquisitions <i>Includes full or partial acquisitions</i> | 43 acres <i>43 to 47</i> | 56 acres <i>56 to 60</i> |
| Other specific relevant impacts TBD | TBD | TBD |
| Natural Environment (Segment C only) | | |
| Specific relevant impacts TBD | TBD | TBD |

With Ash alignment and Through route configuration

Full range for Ash and Clinton alignments with Through route configuration

Assumptions

The primary information in the summary table is based on the through routed Ash alignments in Segment C (alternatives C1 and C2). Ranges are also provided to encompass the full range of Segment C alternatives for the through route configurations (alternatives C1 through C4). For full-corridor information, Alternative A1 (Barbur) is assumed for Segment A and Alternative B2 (I-5 Barbur Transit Center to 60th) is assumed for Segment B.

For more information on the range of alignment alternatives under consideration, see the *Light Rail Project Alternatives for Environmental Review* document, available on the project website: www.swcorridorplan.org/light-rail-study.

CAC meeting June 5, 2017

PCC connection options: Barbur Transit Center Shuttle / SW 53rd Avenue Shuttle

The following are notes taken when the CAC discussed the two options for connecting light rail to the PCC Sylvania campus.

Overall, committee members had more to say about the 53rd Avenue shuttle option, both positive and negative. The Barbur TC/Baylor Shuttle was seen as being more flexible and providing more connection options by connecting at two light rail stations. On the other side, strengths of the 53rd Avenue Shuttle included better reliability, a smaller carbon footprint, lower operating costs and interest in exploring a new technology. The committee shared several concerns about the 53rd Avenue shuttle including safety, for riders, neighbors, cyclists, pedestrians, pets and children on the street. There was also concern about neighborhood impacts, vehicle storage, wait times/frequency and potential congestion at the SW 53rd station. Concerns about the Barbur TC/Baylor shuttle included increased congestion on local arterials, a higher carbon footprint and less reliability.

Barbur Shuttle

- + Connects to two light rail stations - disperses PCC travelers between them instead of concentrating all traffic at one stop
- + Flexibility
- Neighborhood may not benefit
- Increase congestion on arterials
 - Bigger carbon footprint, as a result
- Less reliable because it operates in traffic

53rd Avenue Shuttle

- + Exciting opportunity – a pilot to solve “last-mile” problem
- + Good opportunity to explore a new technology
- + Technology will be more advanced by 2025 when the system opens
- + Economical for operations
- + Reliability
- + Smaller carbon footprint
- Safety concern for riders – how would you control entry?
- Neighborhood may not benefit from additional connectivity
- Safety for pedestrians and residents
 - Pets, children, etc
 - Autonomous vehicles have unproven safety record
 - Adding vehicles to a pedestrian and bike street may not be appropriate
- Connects to just one light rail station, so there could be more congestion at that stop
- Adds complexity
 - Infrastructure costs
 - New technology
 - Perceived high cost
- Concern about frequency
- Where do you store vehicles?

CAC meeting June 5, 2017

Railroad and I-5 light rail route options

The following are notes taken when the CAC discussed the railroad and I-5 options for the light rail route from downtown Tigard to Bridgeport Village.

The CAC was asked to identify important considerations in the choice between a railroad route or the I-5 route to Tualatin. Three topics were mentioned the most during the discussion: access for transit dependent people, impact to existing business, long term economic impact (industrial and commercial land availability). A full list of topics raised includes:

Decision Lenses/Considerations

- Ridership potential: Who is likely to ride the transit with each route option?
 - What populations are served by each Bonita station? (Would like to see more demographic information)
 - What is the potential for improvement and/or investment?
 - It seems like the rail road station could help more people who need access to transit the most
- Include adequate park and ride spots to keep cars out of neighborhood
- What are the impact to existing businesses and residences?
 - It seems like there are fewer impacts for the railroad option
- Need to know the impact of a potential 50ft buffer
- Shorter travel time with railroad alignment
- Consider other benefits of being near MAX and how that might impact each area
- Reduction of industrially zoned land
 - Economic opportunity
 - Economic growth
 - Please provide information about net loss to industrial lands in Tigard
- Stations need to consider schedule to serve the business employees who work nearby
- Would like a compass approach to consider the walk sheds more broadly
- Net positive to rail road option because of total employees served at both Bonita and the Upper Boones Ferry Station

What is the Southwest Corridor Light Rail Project?

The project is a proposed 12-mile MAX line connecting downtown Portland to Tigard and Tualatin.

After several years of early planning, the project is now undergoing environmental review.

What is the purpose of the decision briefing books?

Several project decisions remain, including options for alignments, stations, maintenance facilities and station access improvements.

Through fall 2017, individual decision briefing books will be released to inform conversations about the key considerations for each major decision. Because the environmental impact analysis is ongoing, briefing books will be updated as new information becomes available.

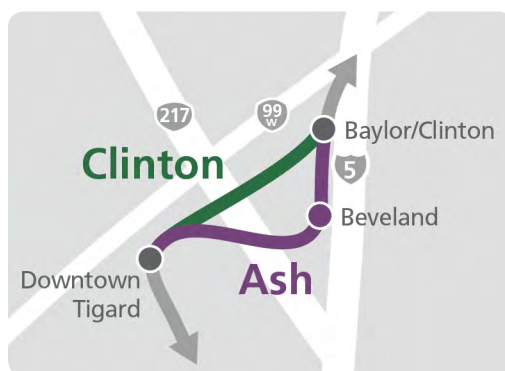
When will the decisions be made?

The steering committee is anticipated to narrow down the remaining options to a "Preferred Alternative" in early 2018.

Further outreach, design and environmental analysis will occur before a final decision on what to construct.

Decision Overview

For a "through-routed" light rail line that would travel through downtown Tigard to reach Bridgeport Village, there are two alignment options connecting downtown Tigard and the Tigard Triangle.



The **Clinton alignment** would include one station in the Tigard Triangle, near SW 70th Avenue and SW Clinton Street. The route would turn west on Clinton to cross over SW Dartmouth Street and Highway 217 on a new bridge with a multi-use path. The alignment would cross SW Hall Boulevard at grade south of Pacific Highway (99W) to approach downtown Tigard, and would travel along a new street parallel to SW Main Street to reach a station near the Tigard Transit Center. South of downtown Tigard, light rail would travel southeast along the freight rail and WES tracks to connect to either the Railroad or I-5 alignment.

The **Ash alignment** would include two stations in the Tigard Triangle along 70th, one near SW Baylor Street and one near SW Beveland Street. The alignment would include construction of new portions of the 70th Avenue roadway that do not exist today. The route would turn west on Beveland, with an alternate location for the Beveland station east of SW 72nd Avenue. The alignment would cross over Highway 217 on a new light rail bridge with a multi-use path, crossing SW Hall Boulevard at grade just north of Knoll Drive. It would then travel along SW Ash Avenue, with a station on Ash between SW Scoffins Street and SW Commercial Street. South of downtown Tigard, the alignment would be identical to the Clinton alignment.

More detailed maps of the Clinton and Ash alignments are provided in the *Light Rail Alternatives for Environmental Review* document, available on the project website: www.swcorridorplan.org/light-rail-study.

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Related Decisions

The decision between the **“Through”** and **“Branched”** route configurations has implications for the alignment options in downtown Tigard. While both the Through and Branched route configurations could use the Ash alignment, the Wall alignment only functions as a Branched route and the Clinton alignment is only under consideration as a Through route. (In December 2016, the steering committee removed the Clinton branched alignment from further consideration.) More information on the route configuration options is included in a separate briefing book (released April 2017). More information on the downtown Tigard options for the Branched route configuration is also included in a separate briefing book (released July 2017).

For the environmental analysis, the light rail project has been divided into three segments. The Clinton and Ash alignments represent only a portion of Segment C, Tigard and Tualatin. Segment-based information in this document assumes the I-5 alignment connecting downtown Tigard and Bridgeport Village for the purpose of comparison. More information on the trade-offs between the **Railroad and I-5 alignments** is provided in a separate briefing book (released May 2017).

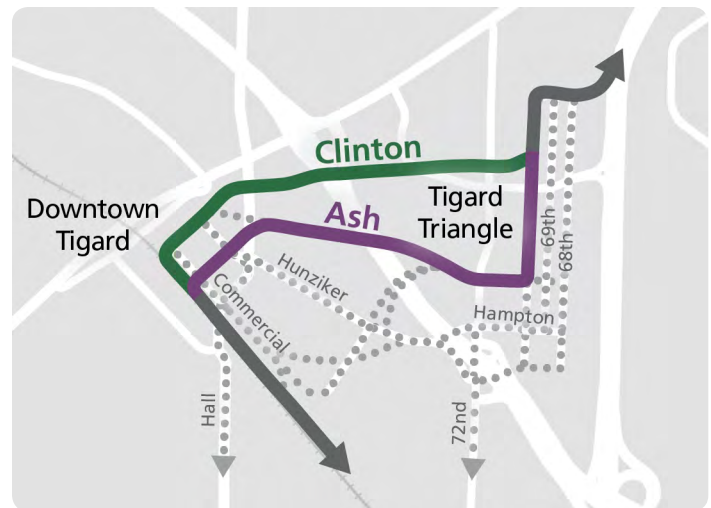
Project partners are considering an extension of SW Ash Avenue across the railroad tracks in downtown Tigard to improve connectivity. For the purpose of the environmental analysis, the Ash extension is included in the Ash alignment, although it could also be constructed with the Clinton alignment.



Options Considered and Removed

During the refinement phase of the project, multiple options were considered to serve the Tigard Triangle and downtown Tigard with a “through-routed” alignment, as illustrated in the map on the right. The options removed included 68th and 69th Avenues in the Tigard Triangle and several versions of a loop through the downtown Tigard area.

More information on options considered and removed is provided in the *Project Background and Alternatives Considered* document, available on the project website: www.swcorridorplan.org/light-rail-study.



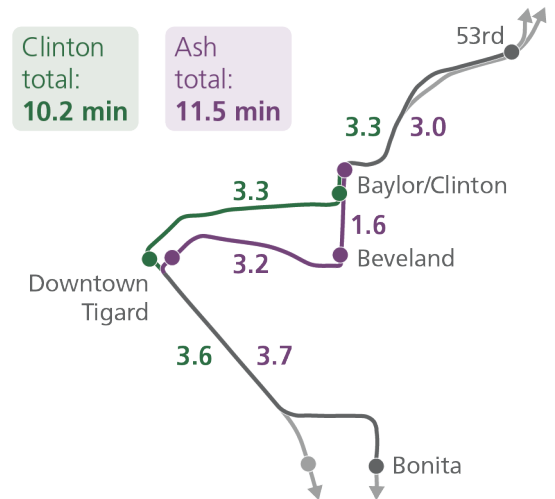
Considerations

Based on currently available information, key considerations in the decision between the Clinton and Ash alignments for a through route include: travel time; ridership; station locations; property impacts; redevelopment potential and support of local plans; visual impacts; and traffic impacts. Capital costs, community impacts and wetland impacts will also be important to consider, but are not yet available. These key considerations are examined individually below. A summary table is provided on the back page of this document.

This document will be updated to include new relevant information when it becomes available.

Travel time

The **Clinton alignment would be 1.3 minutes faster** than the Ash alignment because it is more direct and has one fewer station.



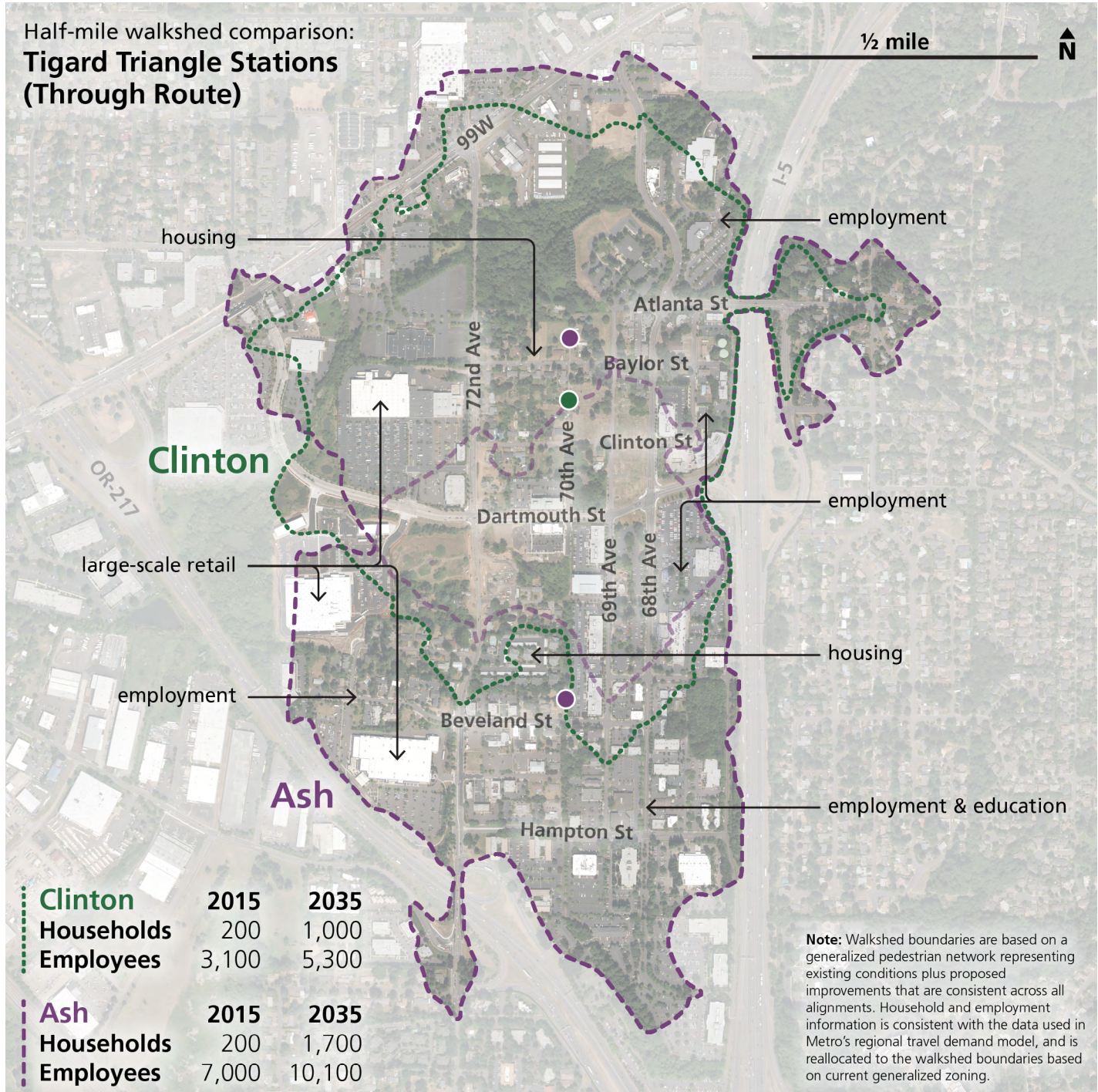
Ridership

While the Ash alignment would have slower travel times, its additional station in the Tigard Triangle would result in a slight net gain of transit riders. **The Ash alignment would attract 2 percent more line riders and 2 percent more new system transit trips in 2035.**

Station locations: Tigard Triangle

The Clinton and Ash through-routed alignment options would both include a station in the northern Tigard Triangle area, near 70th Avenue and Baylor Street, while **only Ash would include a station in the southern Tigard Triangle area**, near 70th Avenue and Beveland Street.

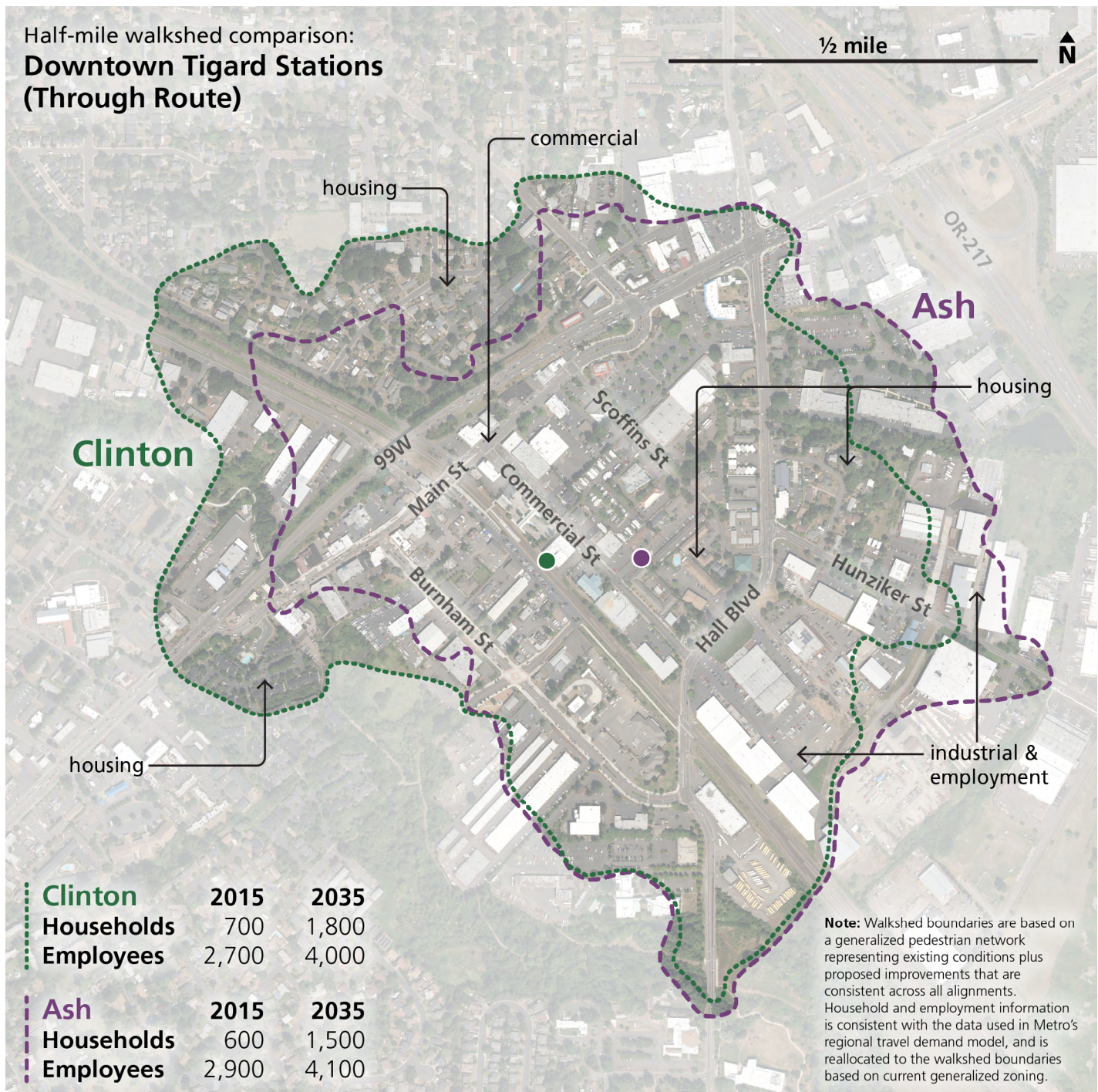
The map below shows the areas accessible within a half-mile walk from the Tigard Triangle stations for each alignment. The **Ash alignment would better serve the employment and education located in the southern end of the Tigard Triangle**, which would be beyond a half-mile walk from the Clinton alignment's station.



Station locations: downtown Tigard

The Clinton and Ash through-routed alignment options would **both include a station in downtown Tigard**. For the Clinton alignment, the downtown Tigard station would be located between the WES Commuter Rail tracks and Commercial Street near the existing Tigard Transit Center. For the Ash alignment, the downtown Tigard station would be located on Ash Avenue between Scoffins Street and Commercial Street. Both alignments would reconfigure the Tigard Transit Center to accommodate light rail.

The map below shows the areas accessible within a half-mile walk from the downtown Tigard stations for each alignment, which would be relatively similar because of the close proximity of the two station locations. The Clinton alignment would better serve the areas north and west of downtown Tigard, while the Ash alignment would better serve the area to the east.



Property impacts

The **Clinton alignment would include 11 percent more acres of property acquisitions** than the Ash alignment (within the Tigard and Tualatin segment of the project), but the **Ash alignment would likely include more relocations of businesses and residents**. Relocation benefits would be provided to businesses and residents.

In the Tigard Triangle, property impacts with the Clinton alignment would primarily be temporary for the construction of support structure for the long bridge. Ash alignment property impacts would require more relocations of commercial businesses.

In downtown Tigard, the Ash alignment would affect more residential properties, though the number of relocations is not yet available. The environmental analysis will assess the displacement of residents and businesses, including consideration of environmental justice and socioeconomic issues that could result from each alignment.

Redevelopment potential and support of local plans

The light rail project would purchase property needed to construct the transportation infrastructure, but after construction excess property could be sold for development. The light rail investment could promote long-term increases in households and employment on many these parcels beyond levels that would occur without the project. This redevelopment, along with the project's physical improvements, could support local plans in Tigard.

The Ash alignment would better support the City's Tigard Triangle Strategic Plan (March 2015), which seeks to establish a pedestrian-oriented, mixed-use, multimodal district. Compared to the Clinton alignment, the Ash alignment would build a longer section of SW 70th Avenue, including light rail, auto lanes, and sidewalks where there is currently no through-way, and would provide two stations that would support the type of redevelopment identified by the Plan.

Both alignments would support Tigard's High Capacity Transit Land Use Plan (June 2012), which implements the city's vision for HCT station communities in several locations, including the designated Town Center area in downtown Tigard. The downtown Tigard station near the transit center included with both alignments could promote mixed-use development consistent with the city's aspirations for this area.

Visual impacts

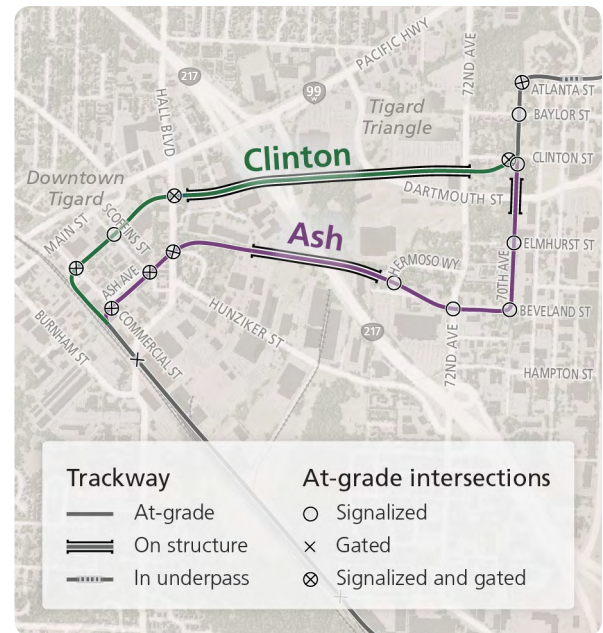
The Clinton alignment would connect the Triangle to downtown Tigard with a 0.8-mile-long bridge that would be about 25 feet high on average. The size of this bridge could be considered out of scale with the surrounding built environment. The environmental analysis will provide more information on the visual impacts associated with each alignment.

Traffic impacts

Overall, the Clinton alignment would interact less with auto traffic because it would include fewer at-grade street crossings than the Ash alignment (see map on the right). However, the Clinton alignment is more likely to impact traffic on Highway 99W because it would cross Hall Boulevard close enough to 99W for queuing to potentially back up onto the highway. The traffic analysis will determine where each alignment could impact auto traffic and suggest potential mitigation strategies to address these impacts.

Both alignments could improve street connectivity in the Tigard Triangle and downtown Tigard. Both alignments would construct portions of SW 70th Avenue in the Tigard Triangle that are not fully built today, though Ash would construct a longer stretch of 70th. The Clinton alignment would construct a new street parallel to Main Street between Hall Boulevard and Commercial Street. Both alignments could also include an extension of Ash Avenue across the WES Commuter Rail and freight rail tracks between Commercial Street and Burnham Street. The Ash alignment designs currently include this crossing.

Both alignments would include park and rides near the Baylor or Clinton Station and the Tigard Transit Center Station, which could attract additional auto trips. The environmental analysis will consider the potential impacts of additional auto traffic accessing the proposed park and ride locations.



Pending information

Because the environmental analysis is ongoing, some information that may be relevant to the decision between the Clinton and Ash alignments is still being developed. In particular, **capital costs, impacts to wetlands, displacement of residents and businesses, and effects on communities** are likely to be important considerations in the decision between the Clinton and Ash alignments.

An updated version of this briefing book will be released when new information becomes available.

Summary Table

The following summary table will be updated as new information becomes available. The ongoing environmental impact analysis could reveal significant impacts associated with either the Clinton or Ash alignment.

| | Clinton | Ash |
|---|-------------------------------------|-------------------------------------|
| Transit Performance | | |
| New system transit trips <i>2035 average weekday</i> | 16,700 <i>range TBD</i> | 17,800 <i>17,500 to 17,800</i> |
| Line ridership <i>2035 average weekday</i> | 41,000 <i>range TBD</i> | 41,600 <i>41,200 to 41,600</i> |
| Travel time: PSU to Bridgeport Village <i>2035 average weekday, peak period</i> | 31.6 minutes <i>31.1 to 31.6</i> | 32.9 minutes <i>32.4 to 32.9</i> |
| Finance | | |
| Capital cost | TBD | TBD |
| Operating cost | TBD | TBD |
| Access and Development | | |
| Specific measures TBD | TBD | TBD |
| Communities and Built Environment | | |
| Property acquisitions <i>Includes full or partial acquisitions</i> | 56 acres <i>43 to 56</i> | 51 acres <i>37 to 51</i> |
| Residential and business displacements | TBD <i>(likely fewer)</i> | TBD <i>(likely more)</i> |
| Other specific relevant impacts TBD | TBD | TBD |
| Natural Environment | | |
| Specific relevant impacts TBD | TBD | TBD |

For through route with I-5 alignment

Full range for through route with I-5 or Railroad alignments

Assumptions

The primary information in the summary table is based on the I-5 alignment south of downtown Tigard. Ranges are also provided to encompass the full range of through-routed Segment C alternatives for each alignment. For full-corridor information, Alternative A1 (Barbur) is assumed for Segment A and Alternative B2 (I-5 Barbur Transit Center to 60th) is assumed for Segment B.

For more information on the range of alternatives under consideration, see the *Light Rail Project Alternatives for Environmental Review* document, available on the project website: www.swcorridorplan.org/light-rail-study.

What is the Southwest Corridor Light Rail Project?

The project is a proposed 12-mile MAX line connecting downtown Portland to Tigard and Tualatin.

After several years of early planning, the project is now undergoing environmental review.

What is the purpose of the decision briefing books?

Several project decisions remain, including options for alignments, stations, maintenance facilities and station access improvements.

Through fall 2017, individual decision briefing books will be released to inform conversations about the key considerations for each major decision. Because the environmental impact analysis is ongoing, briefing books will be updated as new information becomes available.

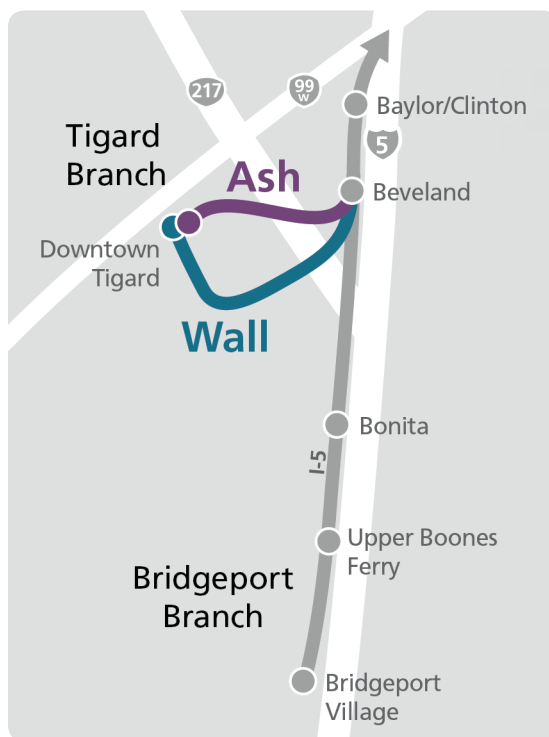
When will the decisions be made?

The steering committee is anticipated to narrow down the remaining options to a "Preferred Alternative" in early 2018.

Further outreach, design and environmental analysis will occur before a final decision on what to construct.

Decision Overview

For a "branched" light rail line that would split at the Tigard Triangle to serve downtown Tigard and Bridgeport Village separately, there are two alignment options connecting downtown Tigard and the Tigard Triangle.



Both options would run on 70th Avenue in the Tigard Triangle, and include two stations on 70th, at Baylor Street and at Beveland Street.

For the downtown Tigard branch, the **Ash alignment** would run west on Beveland and cross Highway 217 on a new light rail structure with a multi-use path. The alignment would cross Hall Boulevard at grade just north of Knoll Drive, then run on Ash Avenue between Scoffins Street and Commercial Street. The branch would terminate at a station on Ash.

The **Wall alignment** would also run on Beveland, but would turn south to cross over Highway 217 on a new bridge for transit, autos, walking and biking connecting to Wall Street at Hunziker Street. Light rail would run on Wall Street, then turn northwest to run alongside the WES Commuter Rail tracks toward downtown Tigard. The branch would terminate at a station near the existing Tigard Transit Center site.

The Bridgeport branch would be identical with either alignment. It would continue south from the split at Beveland, crossing over Highway 217 on a new structure and traveling alongside I-5 to Bridgeport Village.

More detailed maps of the Ash and Wall alignments are provided in the *Light Rail Alternatives for Environmental Review* document, available on the project website: www.swcorridorplan.org/light-rail-study.

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Related Decisions

The decision between the **“Through” and “Branched” route configurations** has implications for the alignment options in downtown Tigard. While both the Through and Branched route configurations could use the Ash alignment, the Wall alignment only functions as a Branched route and the Clinton alignment is only under consideration as a Through route. (In December 2016, the steering committee removed the Clinton branched alignment from further consideration.) More information on the route configuration options is included in a separate briefing book (released April 2017). More information on the downtown Tigard options for the Through route configuration is also included in a separate briefing book (released July 2017).

Options Considered and Removed

When the Branched route configuration was first considered, the trunk line crossed Highway 217 and used the Wall alignment, with the split between branches occurring at the intersection of Wall Street and the WES/freight rail tracks near downtown Tigard. In May 2016, the steering committee decided to revise the alignment to split in the Tigard Triangle. Based on this revision, the Bridgeport Village branch would extend south from 70th Avenue, cross over Highway 217 and run along the west side of I-5 to Bridgeport Village. This change improved travel times and reduced operating costs for the Bridgeport Village branch.

As a result of the shift to a split point in the Tigard Triangle, Clinton and Ash became viable as alignments for the downtown Tigard branch. However, in December 2016, the steering committee removed the Clinton alignment from consideration as an option for the Branched route configuration. The Clinton alignment option remains for the Through route configuration.

More information on options considered and removed is provided in the *Project Background and Alternatives Considered* document, available on the project website: www.swcorridorplan.org/light-rail-study.

Considerations

Based on currently available information, key considerations in the decision between the Ash and Wall alignments for a branched route include travel time, station locations, ridership, property impacts and traffic impacts. Capital costs, community impacts and wetland impacts will also be important to consider, but are not yet available. These key considerations are examined individually below. A summary table is provided on the back page of this document.

This document will be updated to include new relevant information when it becomes available.

Travel time

The **Ash alignment would be 1.8 minutes faster** than the Wall alignment between the Tigard Triangle and downtown Tigard because it would be nearly one-half mile shorter with fewer curves.



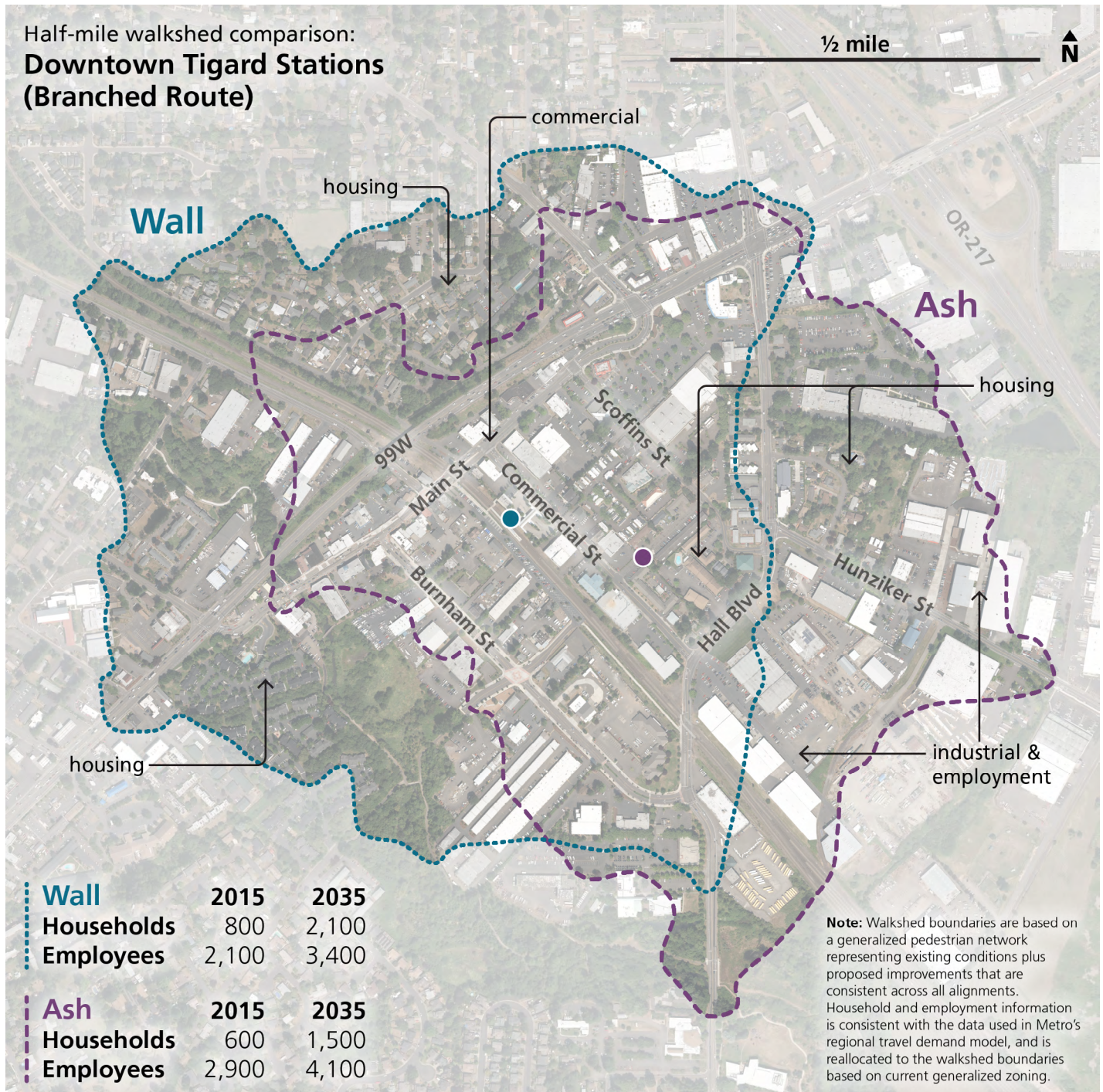
Ridership

As a result of its slower travel time between the Beveland and downtown Tigard stations compared to the Ash alignment, the **Wall alignment would attract 1 percent fewer line riders and 2 percent fewer new system transit trips in 2035.**

Station locations

The Ash and Wall branched alignments would have **identical stations along SW 70th Avenue in the Tigard Triangle**: one near SW Baylor Street, and one near SW Beveland Street. **Both alignments would both include a station in downtown Tigard, but at slightly different locations.** For the Ash alignment, the station would be located on Ash Avenue between Scoffins Street and Commercial Street. For the Wall alignment, the station would be located near the existing Tigard Transit Center adjacent to the WES station. Both alignments would reconfigure the Tigard Transit Center to accommodate light rail.

The map below shows the areas accessible within a half-mile walk from the downtown Tigard station for each alignment. **The Wall alignment would better serve the residential area west of downtown Tigard, while the Ash alignment would better serve the industrial and employment land to the east.**



Property impacts

The Wall alignment would include 15 percent more acres of property acquisitions than the Ash alignment (within the Tigard and Tualatin segment of the project), but **the Ash alignment would likely include more relocations of businesses and residents**. Relocation benefits would be provided to business and residents. The number of relocations is not yet available.

Impacts in the Tigard Triangle would be similar. In downtown Tigard, the Ash alignment would affect more residential properties, though the number of relocations is not yet available. The environmental analysis will assess the displacement of residents and businesses, including consideration of environmental justice and socioeconomic issues that could result from each alignment.

Redevelopment potential and support of local plans

The light rail project would purchase property needed to construct the transportation infrastructure, but after construction excess property could be sold for development. The light rail investment could promote long-term increases in households and employment on many these parcels beyond levels that would occur without the project. This redevelopment, along with the project's physical improvements, could support local plans in Tigard.

Both alignments would support the City's Tigard Triangle Strategic Plan (March 2015), which seeks to establish a pedestrian-oriented, mixed-use, multimodal district by building a new segment of SW 70th Avenue between Atlanta Street and Beveland Street. The street would include light rail with two stations, auto lanes, sidewalks, and bike lanes. Both alignments would include two stations in the Tigard Triangle that would support the type of redevelopment identified by the Plan.

Both alignments would support Tigard's High Capacity Transit Land Use Plan (June 2012), which implements the city's vision for HCT station communities in several locations, including the designated Town Center area in downtown Tigard. The downtown Tigard station near the transit center included with both alignments could promote mixed-use development consistent with the city's aspirations for this area.

Traffic impacts

In downtown Tigard, the Ash alignment could include more at-grade street crossings than the Wall alignment, depending on the location of an operations and maintenance facility (see table below).

| | Wall | Ash |
|-------------------------------|--|--|
| 72nd Avenue | at-grade, at Beveland Street | at-grade, at Beveland Street |
| Hunziker Street | at-grade, at Wall Street | no crossing |
| Hall Boulevard (north) | no crossing | at-grade, near Knoll Drive |
| Scoffins Street | no crossing | at-grade, at Ash Avenue |
| Commercial Street | no crossing | potential at-grade, at Ash Avenue (to access operations facility) |
| Hall Boulevard (south) | at-grade, at WES/freight rail crossing | potential at-grade, at WES/freight rail crossing (to access operations facility) |

Both alignments would improve roadway connectivity in the Tigard Triangle and downtown Tigard.

Both alignments would build new segments of SW 70th Avenue between Atlanta Street and Beveland Street, which would improve circulation within the Tigard Triangle. The Wall alignment could expand the light rail bridge over Highway 217 to include autos. This would connect Beveland Street to Hunziker Street and improve connectivity between downtown Tigard and the Tigard Triangle. Both alignments could also include an extension of Ash Avenue across the WES Commuter Rail and freight rail tracks between Commercial Street and Burnham Street. The Ash alignment designs currently include this crossing.

Pending information

Because the environmental analysis is ongoing, some information that may be relevant to the decision between the Clinton and Ash alignments is still being developed. In particular, **capital costs, impacts to wetlands, displacement of residents and businesses, and effects on communities** are likely to be important considerations in the decision between the Ash and Wall alignments.

An updated version of this briefing book will be released when new information becomes available.

Summary Table

The following summary table will be updated as new information becomes available. The ongoing environmental impact analysis could reveal significant impacts associated with either the Clinton or Ash alignment.

| | Ash | Wall |
|--|------------------------------------|------------------------------------|
| Transit Performance | | |
| New system transit trips <i>2035 average weekday</i> | 18,700 | 18,400 |
| Line ridership <i>2035 average weekday</i> | 43,200 | 42,600 |
| Travel time: PSU to downtown Tigard <i>2035 average weekday, peak period</i> | 26.1 minutes | 27.9 minutes |
| Finance | | |
| Capital cost | TBD | TBD |
| Operating cost | TBD | TBD |
| Access and Development | | |
| Specific measures TBD | TBD | TBD |
| Communities and Built Environment | | |
| Property acquisitions <i>Includes full or partial acquisitions</i> | 37 acres <i>37 to 43</i> | 43 acres <i>51 to 56</i> |
| Residential and business displacements | TBD (likely more) | TBD (likely fewer) |
| Other specific relevant impacts TBD | TBD | TBD |
| Natural Environment | | |
| Specific relevant impacts TBD | TBD | TBD |

Assumptions

For full-corridor information, Alternative A1 (Barbur) is assumed for Segment A and Alternative B2 (I-5 Barbur Transit Center to 60th) is assumed for Segment B.

For more information on the range of alternatives under consideration, see the *Light Rail Project Alternatives for Environmental Review* document, available on the project website: www.swcorridorplan.org/light-rail-study.

What is the Southwest Corridor Light Rail Project?

The project is a proposed 12-mile MAX line connecting downtown Portland to Tigard and Tualatin.

After several years of early planning, the project is now undergoing environmental review.

What is the purpose of the decision briefing books?

Several project decisions remain, including options for alignments, stations, maintenance facilities and station access improvements.

Through fall 2017, individual decision briefing books will be released to inform conversations about the key considerations for each major decision. Because the environmental impact analysis is ongoing, briefing books will be updated as new information becomes available.

When will the decisions be made?

The steering committee is anticipated to narrow down the remaining options to a "Preferred Alternative" in early 2018.

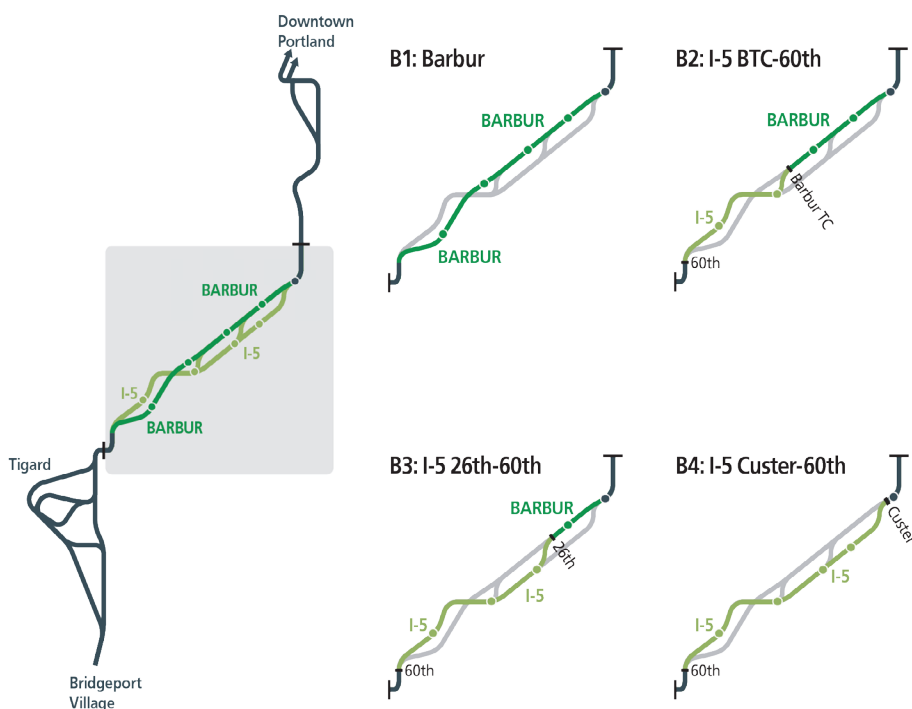
Further outreach, design and environmental analysis will occur before a final decision on what to construct.

Decision Overview

South of the Burlingame area in Portland, the light rail line could operate either center-running in the middle of SW Barbur Boulevard or adjacent to I-5, generally about 200 to 275 feet from Barbur.

Light rail could transition to run adjacent to I-5 at three locations, which results in four individual alignment options in this segment of the project to be studied in the environmental review. All three adjacent to I-5 options would continue alongside the freeway until SW 60th Avenue, where the light rail would cross into the Tigard Triangle. The four individual alignment options are:

- **B1: Barbur** (remains entirely center-running in Barbur)
- **B2: I-5 Barbur TC to 60th** (transitions to I-5 at Barbur Transit Center)
- **B3: I-5 26th to 60th** (transitions to I-5 at SW 26th Avenue)
- **B4: I-5 Custer to 60th** (transitions to I-5 at SW Custer Street)



More detailed maps of these four alignments are provided in the *Light Rail Alternatives for Environmental Review* document, available on the project website: www.swcorridorplan.org/light-rail-study.

This document, which is the first iteration of the *On Barbur or Along I-5?* decision briefing book, will primarily focus on the differences between **center-running** and **adjacent to I-5** in general. The next version will include more information on the four individual alignment options.

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Alignments Considered and Removed

In June 2014, the Southwest Corridor Steering Committee removed from consideration a long tunnel under Marquam Hill, Hillsdale, and Multnomah Village with portals near SW Barbur Boulevard and SW Hooker Street to the north and near the Crossroads intersection (I-5, Barbur, and SW Capitol Highway) to the south. The tunnel was removed because of cost, severe construction impacts, and inability to support the Barbur Concept Plan since the alignment bypassed the historic section of Barbur. Also removed were two light rail tunnels in the vicinity of the Portland Community College (PCC) Sylvania Campus: one via Barbur and one via Capitol Highway. These tunnels were removed because they were expensive compared to a remaining tunnel option without providing significantly more benefit.

Further study on the remaining PCC-Sylvania tunnel option resulted in the development of two additional tunnel options, but all three were removed by the steering committee in May 2016 due to high construction costs that would exceed the project's ability to reach Bridgeport Village within projected funding levels, and construction impacts to surrounding neighborhoods, including displacement of residents.

In December 2016, the steering committee removed an option of a transition of light rail from adjacent to I-5 to Barbur at the Crossroads intersection. The grade change between the light rail bridge over the intersection and the surface would require a long retained fill structure in the center of Barbur that would create property and visual impacts. As a result of the decision, an adjacent to I-5 alignment from any transition point would continue to SW 60th Avenue.

More information on options considered and removed is provided in the *Project Background and Alternatives Considered* document, available on the project website: www.swcorridorplan.org/light-rail-study.

Existing Roadway Character

SW Barbur Boulevard was originally completed in 1936 as the main auto highway connecting Portland to the south. It has long since been replaced by I-5 as the principal highway in and out of Portland, and neighborhoods have developed along much of its length. While the road has been modified and modernized over the years, Barbur still has gaps in sidewalks and bike lanes, and spacing of protected pedestrian crossings is insufficient for a pedestrian corridor. The roadway width varies from as much as 100 feet between the outside edges of the sidewalk where they occur along with bike lanes and center-turn lanes, to as little as 55 feet on bridges that carry travel lanes, bike lanes and sidewalks that all do not meet current Oregon Department of Transportation (ODOT) or City of Portland width guidelines.



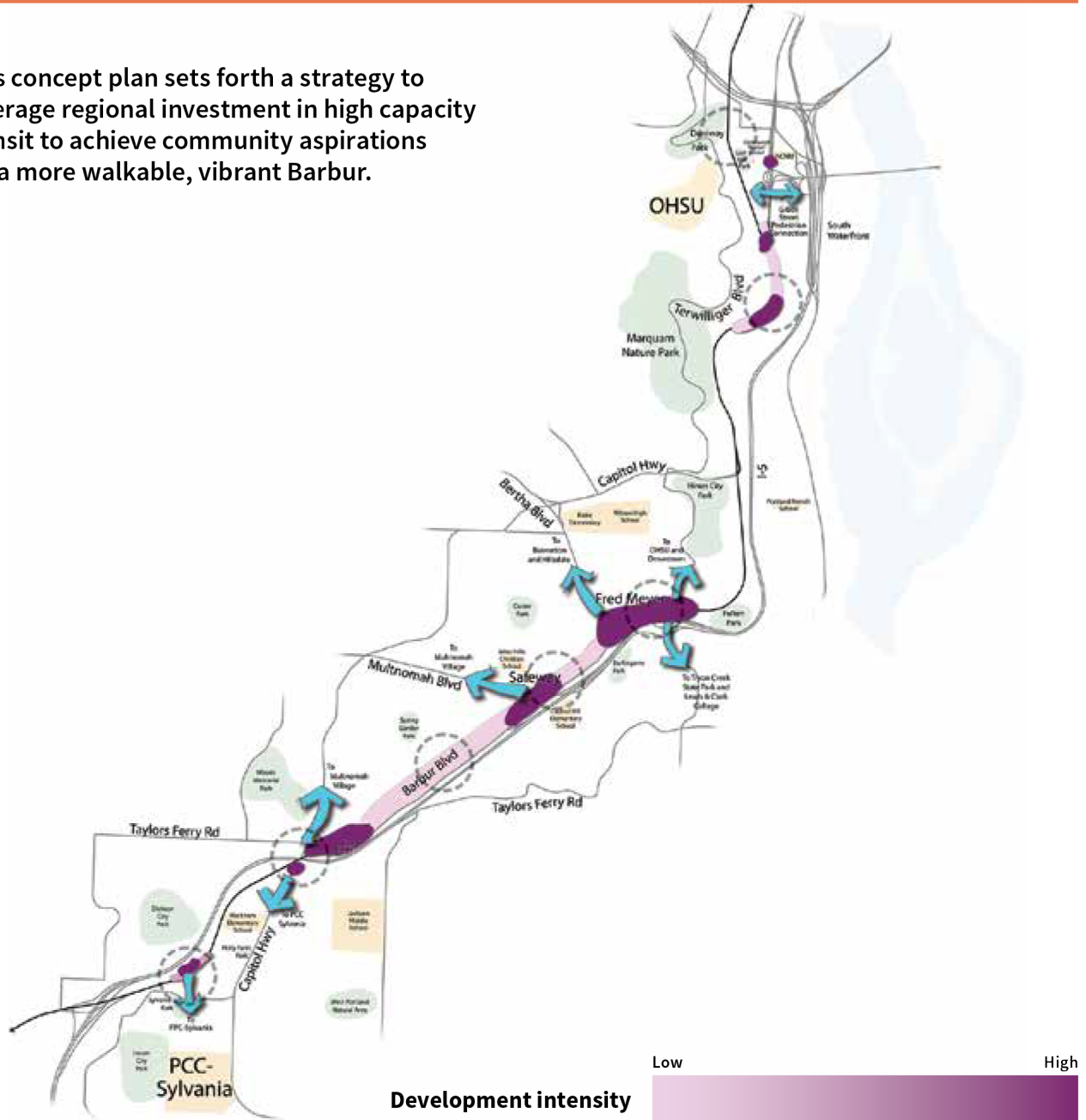
Planning Background

The **Barbur Concept Plan** (April 2013) calls for SW Barbur Boulevard to transition from a highway to a “civic corridor that is a destination for people to live, work, play and learn,” and states that “the key finding is that future high capacity transit is a necessary ingredient to the vision.” The **City of Portland’s 2035 Comprehensive Plan** (June 2016) builds upon the Barbur Concept Plan to designate the central Barbur corridor from SW Terwilliger Boulevard to Barbur Transit Center for mixed-use and transit-oriented land uses instead of the highway commercial uses prevalent today.

The map below illustrates the preferred concept identified in the Barbur Concept Plan, including moderate mixed use areas with “taller buildings and more storefront activity near transit.”

Preferred concept

This concept plan sets forth a strategy to leverage regional investment in high capacity transit to achieve community aspirations for a more walkable, vibrant Barbur.



Considerations

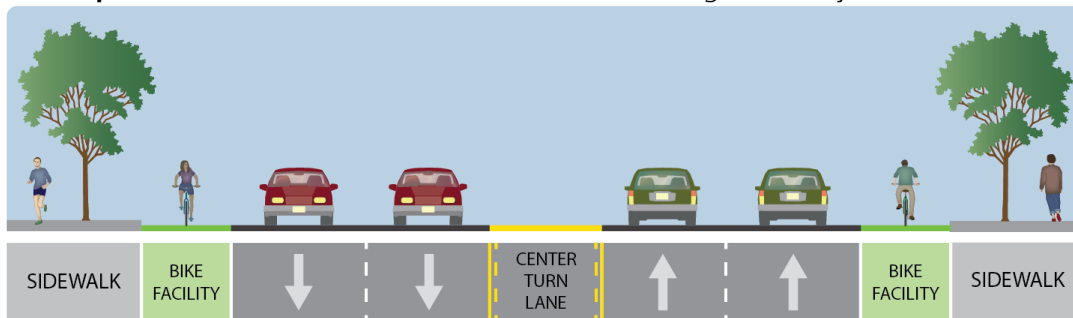
Based on currently available information, considerations in the decision between center-running light rail in Barbur and light rail adjacent to I-5 include auto operations, light rail reliability and travel times, the pedestrian and biking environment, quality of stations, redevelopment opportunities and support of local plans, property impacts, ridership, capital costs and visual impacts.

These considerations are examined individually on the following pages. This document may be updated to include new relevant information resulting from the ongoing environmental analysis.

Roadway character

With an **adjacent to I-5 alignment**, auto lanes on Barbur would remain as they are today. Some improvements to Barbur are planned and would be pursued, though it is less certain that they would receive federal funding as part of the light rail project without the alignment incorporated into the street. Those improvements include the **addition of some crosswalks** to provide access to light rail stations and widening of some bridges (cantilevered) to accommodate bike and pedestrian facilities. **Bike lanes and sidewalks would be added to specific locations along Barbur to fill existing gaps**, but improvements would not include corridor-length upgrades to bike lanes, sidewalks, streetlights and tree planting. The new bike lanes and sidewalks would be constructed to match adjoining existing ones and to avoid property acquisitions along the roadway. While **localized stormwater treatment could be added** along with the sidewalks, Barbur would not receive a corridor-length treatment system. As a result, portions of Barbur would still not meet current ODOT or City of Portland guidelines.

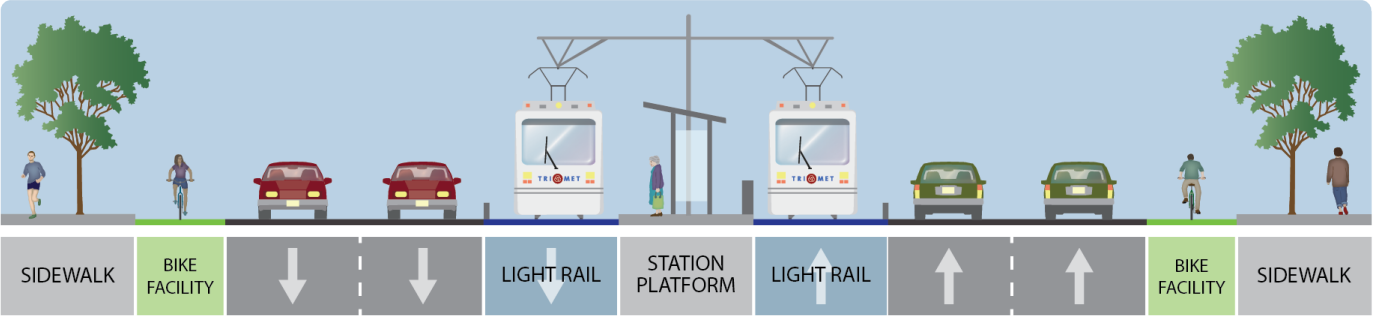
Conceptual cross-section: Barbur Boulevard with light rail adjacent to I-5



Note: this cross-section represents the current conceptual understanding of Barbur Boulevard with an adjacent to I-5 alignment. The drawings are not exactly to scale. Designs are subject to change through the environmental review process.

Current plans for a **center-running alignment would rebuild Barbur** to accommodate tracks, station platforms and **two auto lanes in each direction, along with wider bike lanes, wider sidewalks, street trees, updated illumination and stormwater facilities along the entire corridor** to meet existing jurisdictional guidelines. The wider profile would result in more impacts to adjacent properties than an adjacent to I-5 alignment. With agreement, design widths of new auto lanes, bike lanes and sidewalks could be narrowed to reduce or avoid impacts. The Barbur rebuild would replace several existing bridges and **add new signalized intersections, enhanced pedestrian crossings** (signalized pedestrian crossings not at signalized intersections) **and standard crosswalks** (unsignalized or at signalized intersections).

Conceptual cross-section at station: Barbur Boulevard with center-running light rail



Note: this cross-section represents the current conceptual understanding of Barbur Boulevard with a center-running alignment. The drawings are not exactly to scale. Designs are subject to change through the environmental review process.

A center-running alignment through the intersection of Barbur, I-5 and SW Capitol Highway (Crossroads) would require complete reconstruction of the intersection and existing bridge over I-5, whereas an adjacent to I-5 alignment would cross over I-5, Capitol Highway and Barbur on a new light rail structure and the existing Crossroads bridge would remain in place.

Auto operations

Because it would operate in the roadway and cross more intersections at grade, **the center-running alignment could cause more disruptions to auto operations** than the adjacent to I-5 alignment. The environmental analysis will identify any significant impacts either alignment could have on auto traffic and potential strategies to mitigate those impacts.

With **adjacent to I-5 alignment**, light rail operations would be separated from SW Barbur Boulevard. Consequently, auto travel lanes, intersections and signals would be **largely unchanged from current conditions**, though some **additional crosswalks** would be added to provide bicycle and pedestrian access to stations. Adjacent to I-5 options would also include a **gated crossing** across the northbound lanes of Barbur for light rail to transition from Barbur to I-5. Traffic on Barbur would operate much like it would without light rail. Some local auto circulation would be impacted on streets between Barbur and I-5, such as SW Multnomah Boulevard between SW Custer Street and SW 19th Avenue, which would be converted to light rail right of way, and SW Spring Garden Street, which would be modified to accommodate an adjacent station.

The **center-running alignment** would **preserve two through travel lanes in each direction**. It would **remove two-way center turn lanes** where they exist, and autos accessing businesses on the opposite side of Barbur would make **U-turns at signalized intersections to reverse direction**. Autos leaving businesses would only be able to make right turns onto Barbur and could reverse direction at U-turns. One to eight new traffic signals could potentially be added depending on alignment decisions. Signal timing at existing signals would be adjusted to allow for the addition of U-turns in left turn lanes and pedestrian crossings and new signalized intersections would be added at some stations. Designs for center-running light rail also include **signalized pedestrian crossings at stations**, which would be coordinated with nearby traffic signals to minimize disruptions to through traffic. More information will be available when the traffic analysis completes assessment of the impacts of signal timing changes and addition of pedestrian crossings on auto travel on Barbur.

Detailed maps showing the signalized intersections, gated intersections and enhanced pedestrian crossings for each of the four individual alignments are included in the *Project Background and Alternatives Considered* document, available on the project website: www.swcorridorplan.org/light-rail-study.

Light rail operations: Reliability

The **adjacent to I-5 alignment would generally be more reliable** than the center-running alignment because it would interact less with auto traffic. **Both alignments would be more reliable than transit operating in mixed traffic.** The exclusive right of way for light rail would allow the trains to avoid auto congestion.

Since **adjacent to I-5 alignments would be separated from the roadway**, light rail on those alignments would not be affected by traffic signals (except at the SW Spring Garden Street crossing, where a signal and a gate would stop traffic).

With a center-running alignment, traffic signals would be timed to provide light rail priority over autos, but in some cases light rail might have to wait at stations for crossing pedestrians or congested movements from I-5 ramps to clear. In addition, a widened Barbur may require **longer traffic signal cycle lengths** to allow pedestrians to cross, and signals would also need to devote more time to the left-turn lanes that are handling additional volumes from the increase in autos performing U-turn movements. Though these impacts are not precisely known at this stage of the project, **center-running trains could experience anywhere from zero to 80 seconds of potential average travel time delay** for the section of Barbur between SW Terwilliger Boulevard and Barbur Transit Center, depending on final design and time of day.

Light rail operations: Travel time

Considering the full travel time between downtown Portland and Bridgeport Village, the **travel time differences are relatively small** between the center-running and adjacent to I-5 alignments.

The table below shows estimated travel times between Portland State University (PSU) and Bridgeport Village by alternative, including up to 80 seconds of variance between Terwilliger and 60th to reflect potential average signal delay depending on the length of operation in Barbur.

| Alignment Option <i>(refer to maps in Decision Overview section)</i> | Travel time (PSU to Bridgeport) <i>in minutes (m) and seconds (s)</i> |
|--|---|
| B1: Barbur | 31m10s – 32m30s |
| B2: I-5 Barbur TC to 60th | 32m20s – 33m30s |
| B3: I-5 26th to 60th | 32m50s – 33m50s |
| B4: I-5 Custer to 60th | 31m40s – 32m20s |

Between SW Custer Street and SW 26th Avenue, an adjacent to I-5 alignment would be faster than a Barbur center-running alignment, but between 26th and SW 60th Avenue a Barbur center-running alignment would be faster than an adjacent to I-5 alignment. An adjacent to I-5 alignment would include curves to transition between Barbur and adjacent to I-5 and vertical curves to avoid I-5 ramps, which both limit light rail speeds.

Pedestrian and biking environment

Both alignments would improve the pedestrian and biking environment along SW Barbur Boulevard, but the **center-running alignment would provide better facilities** by completely rebuilding the street as opposed to filling in existing gaps.

The **wider sidewalks and bike lanes currently included in plans for a center-running alignment** would meet ODOT and Portland guidelines and create a safer, more comfortable environment for both pedestrians and bikers. Assuming the improvements with an adjacent to I-5 alignment receive federal transit funding, sidewalk and bike lane gaps would be filled, though their widths would be inconsistent and would in places remain sub-standard under both ODOT and City of Portland specifications. A center-running alignment would also provide more crossings on SW Barbur Boulevard than an adjacent to I-5 alignment.

With a center-running alignment's wider roadway width, pedestrian crossings on Barbur would be slightly longer compared to adjacent to I-5 alignment. However, with station platforms in the middle of Barbur, pedestrians would only cross half of the traffic lanes to access stations.

Quality of stations

The **adjacent to I-5 alignment's station locations would be more constrained**, and the **stations would be more isolated**. The **center-running alignment stations would be more accessible to the concentration of households and employment** along the side of Barbur opposite of I-5.

With a center-running alignment, stations would be located in the center of SW Barbur Boulevard at SW Custer Street, SW 19th Avenue, SW 30th Avenue (with an alternate location at SW 26th Avenue), Barbur Transit Center and SW 53rd Avenue. With an adjacent to I-5 alignment, the stations would be between Barbur and I-5 at the same locations, except for a Spring Garden station substituting for the 19th station because of grade constraints. This would affect station spacing, making the Spring Garden station closer to 30th and further from Custer with an adjacent to I-5 alignment. The adjacent to I-5 alignment's Spring Garden station would be further from the node of development at Barbur, SW Capitol Hill Road and 19th.

Center-running alignment stations would be more accessible to households and employment on the side of Barbur opposite I-5, while adjacent to I-5 alignment stations would be more accessible to households and employment between Barbur and I-5, and across I-5 where bridges exist. More people and jobs exist and are forecast to be along Barbur opposite of I-5, so **center-running alignment station platforms in the middle of Barbur would be more accessible and visible to more people** than adjacent to I-5 stations.

Adjacent to I-5 stations would be more isolated than center-running stations, and as described in the Redevelopment/Barbur Concept Plan section, development next to stations with the adjacent to I-5 alignment could further reduce visibility of stations. As a result, **center-running stations would be more accessible to emergency responders**, and would better adhere to Crime Prevention Through Environmental Design (CPTED) principles compared to adjacent to I-5 stations. **Station users may perceive center-running stations to be safer.**

Redevelopment and the Barbur Concept Plan

With more visible and easier-to-reach stations, **the center-running alignment would be more likely to promote redevelopment to support local land use goals** compared to adjacent to I-5 alignments.

The center-running alignment stations would be closer to the focus areas identified in the Barbur Concept Plan. The Barbur Concept Plan identifies seven focus areas that correspond to Southwest Corridor light rail station locations, four of which would be served by stations located differently between center-running and adjacent to I-5 alignments.

The Plan envisions most of the development in the Capitol Hill and 26th Avenue Focus Areas to occur on the northwest side of Barbur. With an adjacent to I-5 alignment, the station serving the 26th Avenue focus area would be on the opposite side of the street, 200 to 300 feet away. The nearest station to the Capitol Hill Focus Area would be at SW Spring Garden Road, about a 1,200-foot walk from SW Capitol Hill Road. Redevelopment around the stations on one side could obscure their visibility from Barbur and the majority of the focus areas, and would be prevented on the other side by I-5.

The Crossroads and 53rd Avenue Focus Areas would be served by the Barbur Transit Center and 53rd Avenue stations, respectively. The Crossroads area constitutes a large part of the West Portland Town Center, which is prioritized for increased level of urban development. Both light rail alignments could support redevelopment of the transit center to a mixed use district, depending on the degree to which it retains or expands park and ride and bus transfer functions, but a center-running alignment would more likely promote the active pedestrian and retail streetfront along Barbur Boulevard envisioned by the Barbur Concept Plan.

The Plan envisions the 53rd Ave focus area for potential redevelopment, including services and potentially housing for PCC students. Both the center-running and adjacent to I-5 alignments could support these uses, but as with other areas along Barbur the Concept Plan would suggest that center-running stations would be preferred to encourage new development.

Considering distance from envisioned redevelopment, accessibility to users and visibility, **center-running alignment stations at 19th and 30th would better support redevelopment in general and the Barbur Concept Plan specifically, compared to the equivalent adjacent to I-5 stations.** For stations at Barbur Transit Center and 53rd, the distinction is less clear due to the planned park and ride lots.

Property impacts

All options include multiple property acquisitions and relocations. Relocation benefits would be provided to residents and businesses. The environmental analysis will assess the displacement of residents and businesses, including consideration of environmental justice and socioeconomic issues that could result from each alignment.

Visual impacts

The **center-running alignment would change the character of SW Barbur Boulevard**, with light rail as an integral component. As described earlier, the Barbur Concept Plan encourages that type of transformation and envisions high capacity transit as the catalyst. The environmental analysis will consider the visual impacts of each alignment.

The **adjacent to I-5 alignment would require a series of bridges** for light rail to avoid I-5 ramps, especially between the Custer and 30th stations, which could have adverse visual impacts. The adjacent to I-5 structure over the Crossroads intersection would also be visually prominent. Lighting of stations platforms may also be considered a visual impact with adjacent to I-5 alignments, as the stations and lighting would occur in otherwise less-trafficked areas. Center-running stations, meanwhile, would already be located in well-lit locations in the middle of Barbur. The environmental analysis will provide more information on the visual impacts associated with each alignment.

Pending information

Because the environmental analysis is ongoing, some information that may be relevant to the decision between the center-running and adjacent to I-5 alignments is still being developed. In particular, property impacts, capital costs, and projected ridership are likely to be important considerations. While this version of the briefing book provides an overview of the general trade-offs between a center-running and adjacent to I-5 alignment, the next version will provide more detailed information comparing the four individual alignment options.

Summary Table

A summary table will be added to the next version of this briefing book with more information comparing the four individual alignment options.



Additional member suggested for Community Advisory Committee (CAC)

19. Bill Garyfallou – Golden Touch Diner

Existing members of CAC

1. Rachel Duke – Community Partners for Housing, representative of housing experts
2. Michael Kisor - SW Portland neighborhood representative
3. Brian Newman – OHSU, Major employer, medical facility and education institution
4. Kathleen McMullen – PCC, educational institution
5. Ian Stude – PSU, educational institution
6. Roger Averback - Oregon Walks and Portland Pedestrian Advisory Committee representative
7. Jim Gardner - South Portland neighborhood representative
8. Arnie Panitch - TriMet Committee on Accessible Transit representative
9. Stephen Balding - Tigard Pedestrian and Bicycle Advisory committee representative
10. Debi Mollahan - Tigard Business representative
11. Linda Moholt- Tualatin Business representative
12. Chad Hastings - Tualatin employer and developer (Male, Bridgeport Village
13. Carine Arendes - Tigard Central City Advisory Committee representative
14. Evelyn Murphy - Tigard resident
15. Elise Shearer - Tigard resident
16. Lonnie Martinez- Tigard Transportation Advisory Committee representative
17. Tim Dickey - At large
18. Ibrahim Turki – Muslim Educational Trust
19. Hold seat - Business/property owner on Barbur Blvd.