

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Southwest Corridor Plan Steering Committee
Date: Monday, February 12, 2018
Time: 9 to 11 a.m.
Place: Council Chambers, Metro Regional Center, 600 NE Grand Ave., Portland
Purpose: Receive updates on Southwest Corridor Plan schedule, public involvement, Sustainable City Year Program, Community Advisory Committee meetings. Briefing on TriMet's property purchase approach.

9 a.m. Welcome, introductions and partner updates Co-Chair Dirksen

ACTION ITEM

9:20 a.m. Consideration of the Steering Committee meeting summary From November 13, 2017 ACTION REQUESTED Co-Chair Dirksen

DISCUSSION ITEMS

9:25 a.m. Southwest Corridor schedule update Chris Ford, Metro & Dave Unsworth, TriMet
Latest information on the schedule for environmental review and selection of a preferred alternative, as well as the longer term schedule for design and funding.
Discussion: Questions on the project schedule?

9:30 a.m. Public involvement updates Eryn Kehe, Metro
Overview of recent and upcoming engagement activities.
Discussion: Questions on recent and upcoming public involvement efforts?

9:35 a.m. Sustainable City Year Program examples Jeb Doran, TriMet
Sample presentations from University of Oregon's Sustainable City Year Program
Discussion: Questions for the students on their presentations?

10:15 a.m. Community Advisory Committee update CAC liaison
Report back by liaison on recent Community Advisory Committee (CAC) meetings.
Discussion: Questions on CAC discussions?

10:25 a.m. Property purchase and business relocation process Dave Unsworth, TriMet
Briefing on federal law and TriMet real property acquisition and relocation policy, procedures, and guidelines.
Discussion: Questions on federal requirements or TriMet's approach to property acquisition and compensation?

PUBLIC COMMENT

10:45 a.m. Public Comment Co-Chair Stacey
*Opportunity for citizens to provide short testimony and/or submit written comments
to inform future Steering Committee decisions.*

11:00 a.m. Adjourn

Materials for 2/12/2018 meeting:

- 11/13/2017 meeting summary
- Public Comment Map Summary Report

Meeting: Southwest Corridor Steering Committee
Date/time: Monday, November 13, 2017
Place: Metro Regional Center – Council Chamber, 600 NE Grand Ave., Portland

Committee Members Present

Bob Stacey, Co-chair	Metro Council
Craig Dirksen, Co-chair	Metro Council
John Goodhouse	City of Tigard
Neil McFarlane	TriMet
Lou Ogden	City of Tualatin
Rian Windsheimer	ODOT
Denny Doyle	Beaverton
Christina Deffebach	Washington County

Metro Staff Present

Chris Ford, Matt Bihn, Yuliya Lee, Michaela Skiles, Eryn Kehe, Malu Wilkinson, Brian Harper.

1.0 Welcome and introductions

Co-chair Bob Stacey called the meeting to order at 9:07 a.m. and welcomed the committee members and public to the meeting. The committee members and committee member alternates proceeded to introduce themselves and noted their jurisdictional affiliation.

Co-chair Bob Stacey gave a brief overview of the meeting's agenda items and reminded the committee that in today's meeting they will have an action item, to approve appointment of a new member to the Southwest Corridor Community Advisory Committee to replace a current member, who no longer will be available to serve on the committee.

2.0 Consideration of the Steering Committee meeting summary from September 11, 2017.

Co-chair Craig Dirksen asked the committee for approval of the meeting summary from September 11, 2017. With all in favor, the meeting summary was accepted unanimously.

3.0 Public Comment

Mr. Dick Clark, CEO of The Portland Clinic LLP, expressed concern about the impact that any proposed alignment along I-5 would have on The Portland Clinic's branch office in Tigard. Mr. Clark emphasized how such alignments would force The Portland Clinic to relocate and therefore disrupt the current state of health care in east Washington County along with many other negative impacts. He urged the committee to select proposed railroad route alignments, option C2 or C4, and explained that those options would be less costly, provide similar ridership, faster travel times, better access to underserved populations and add more opportunities for job growth. Letter was submitted and included as part of the meeting record.

Mr. Ben Drasin, Southwest Portland resident, expressed concern about proposed alignment options on Naito Boulevard vs. Barbur Boulevard. He asked for additional information about the ridership numbers for both of those options.

Mr. Alexander Arrington, student body representative of National University of Natural Medicine, expressed support for Naito Boulevard alignment option. He explained that selecting Naito

Boulevard option would emphasize the university and its importance in the region, and would be an option that provides greater safety and accessibility.

4.0 Southwest Corridor schedule update

Mr. Neil McFarlane, TriMet, gave brief updates on his plan to retire in early 2018, a new contract agreement with the ATU and TriMet's decision to not pursue a 2018 transportation bond measure with Metro to instead explore a 2020 transportation funding package.

Bob Stacey commented that, during the preceding JPACT Finance Subcommittee meeting, Metro announced its plan to pursue transportation funding in 2020. Craig Dirksen stated that it's important to note that when that measure goes to the ballot that it will not just be from Metro or TriMet, rather a regional measure.

Mayor Denny Doyle, City of Beaverton, thanked Mr. Neil McFarlane for his work on the Southwest Corridor and in the region during his service as the General Manager at TriMet. Co-chair Bob Stacey also applauded Mr. McFarlane for his dedication and work.

Mr. Chris Ford, Metro, gave a brief update on the Southwest Corridor project. Mr. Ford reminded the committee that currently project staff is working on Draft Environmental Impact Statement (EIS), specifically on the following aspects of the document:

- Describe alternatives considered
- Define and apply methods for identifying significant impacts
- Compare project action to a future No Build Alternative
- Identify potentially significant impacts and ways to mitigate
- Reader-friendly, focused document

Mr. Ford updated the committee on the Draft EIS progress so far, which included:

- Analysis is largely complete
- Some traffic analysis still in progress
- Participating agencies may review draft assessments and request additional work
- Most chapters drafted
- Initial Route Proposal still to be identified
- Several rounds of FTA review remain

Mr. Ford reminded the committee that release of Draft EIS was rescheduled from January 2018 to March 2018, and public review period has shifted from January-February 2018 to late March-early May 2018. He concluded his presentation with a brief overview of the preferred alternative timeline which included:

- Staff and CAC recommendations – April or May 2018
- Steering Committee recommendation – June 2018
- Local jurisdiction endorsement – July-September 2018
- Metro Council adopts into RTP – October 2018

Mr. Dave Unsworth, TriMet, presented to the committee project's longer term schedule and elaborated on the schedule's milestones which included:

- **Completion of Final EIS, other federal reviews (Section 106, Section 4(f))**
Mid to late 2019
- **Proposed regional funding measure**
November 2020
- **Federal funding agreement**
Targeting late 2021

5.0 Equitable Development Strategy update

Mr. Brian Harper, Metro, gave an overview of the Southwest Corridor Equitable Development Strategy (SWEDS). Mr. Harper presented a map of the Southwest Corridor Equitable Development Strategy areas and outlined the outcomes, which included:

- **SWEDS**
Identifies investments and policies to mitigate displacement and promote equitable development at a corridor-wide level in the face of substantial population and employment growth through 2040.
- **Community-Driven Implementation**
Based on policy direction from the SWEDS, advisory groups will deliver pilot project proposals for corridor-wide implementation. Projects will focus on Business and Workforce Development, Equity and Housing, and Finance and Investment tools.
- **Regional Quality of Life (RQL) standard**
What housing options, jobs, education, and services need to be physically and financially accessible to allow people in the corridor with the opportunity to enjoy the region's standard quality of life.

Mr. Harper continued his presentation with an overview of SWEDS organizational framework, regional application and timeline. He reviewed the Southwest Corridor's snapshots of the households earning less than 30% and earning 30%-60% of the Area Median Income and discussed what wages would allow a household in the corridor to enjoy the region's standard quality of life.

Mr. Harper briefly presented the Draft Equitable Development Principles guiding the SWEDS work, which included:

- Advance economic opportunity for all
- Reduce displacement and address disparities among communities with barriers
- Preserve and expand affordable housing options
- Promote broader mobility and connectivity
- Develop healthy and safe communities
- Build community capacity and practice meaningful engagement

Mr. Brian Harper concluded his presentation with an overview of next steps, which included:

- Finalize post-LPA Engagement Strategy
- Review Conditions Report
- Discuss Pilot Projects
- Ongoing Partner Highlights

6.0 Public involvement updates

Ms. Eryn Kehe gave a brief overview of the recent and upcoming public involvement efforts for the Southwest Corridor Plan which included:

- Online map tool
- Outreach efforts at transit centers
- Meetings with property owners

Mr. Roger Averbeck, Southwest Corridor Community Advisory Committee (CAC) liaison, gave a brief summary of the CAC meetings in October and November.

At the October meeting, Metro staff presented additional information about the alignment alternatives including relative costs, ridership, property impacts and displacements. The CAC members deliberated and raised several important issues including:

- Consideration of Transit Oriented Development and the likelihood of new development at stations
- The quality of the walking environment makes a big difference in whether people will walk to a station
- Desire to see absolute numbers for costs and ridership, etc.
- Would like more information about zero car households and how they are part of the modeling
- Alignment options B1 and B4 are similar in many measures, but differ in the number of residential displacements
- Not convinced that Kruse Way employees could get to the I-5/Bonita station
- Would like more information about why the I-5 alignments are pulling more riders
- Railroad and I-5 have different sized park and rides, but that is not leading to more riders

At the November meeting, CAC members participated in an alignment scenarios workshop, where they worked in small groups to agree upon alignment choices. The results of those choices included:

- Three out of the five groups chose the Barbur Boulevard option leaving downtown Portland. One group chose Naito Boulevard with Bridgehead, while another group was divided between these two choices.
- All groups leaned toward a Barbur alignment versus I-5 adjacent with one group choosing I-5 Barbur Transit Center to 60th option.
- All groups chose the Ash Street option with some choosing a mitigation to avoid Beveland Street.
- Most groups chose the railroad option, but one group chose I-5 adjacent from Tigard to Tualatin.

Mr. Averbeck concluded his overview of the SW Corridor CAC November meeting with a brief summary of the overall themes and reasons for the alignment choices.

7.0 Consideration of appointing a new member to the SW Corridor Community Advisory Committee

MOTION: Co-chair Craig Dirksen moved to approve Mr. Serge Killingsworth, Tigard Pedestrian & Bicycle Advisory Committee representative, as a new member to the Southwest Corridor Community Advisory Committee. Mr. Killingsworth will be replacing current committee member, Mr. Stephen Belding.

ACTION: Without any comments, the motion passed unanimously.

8.0 Visualizations of station areas

Ms. Leah Robbins, TriMet, presented illustrative concepts of potential LRT station areas and other alignments. Ms. Robbins noted that the online map tool and visual concepts are available for public view. (See the interactive map tool on www.swcorridorplan.org, looking in the slideshow portion of alignment options.)

9.0 Adjourn

There being no further business, Co-chair Craig Dirksen adjourned the meeting at 10:18 a.m.

Attachments to the Record:

Item	Type	Document Date	Description	Document Number
1	Agenda	11/13/17	Meeting agenda	111317SWCSC-01
2	Summary	09/11/17	09/11/17 meeting summary	111317SWCSC-02
3	Letter	11/13/17	11/13/17 Comments to the Southwest Corridor Steering Committee from Dick Clark	111317SWCSC-03
4	Letter	11/06/17	11/06/17 To members of the Southwest Corridor Steering Committee from Jatin Patel	111317SWCSC-04

Dick Clark, CEO of The Portland Clinic LLP
Comments to the Southwest Corridor Steering Committee
Nov. 13, 2017

Good morning. My name is Dick Clark. I am the CEO of The Portland Clinic LLP. The Portland Clinic is locally owned by physicians and will be celebrating its 100th anniversary in 2021.

The Portland Clinic has one of its six branches located in Tigard along I-5 between Bonita Road and Carmen Drive.

I am also co-chair of the business coalition for Rail Options C2/C4. Our coalition represents 14 businesses advocating that you select the light rail alignment utilizing the railroad route through Tigard to Bridgeport Village.

I want to assure you that I am proponent of public transportation.

Many of The Portland Clinic's 600 employees and 90,000 patients use the region's system of light rail and buses every work day to access one of our six locations.

However, I am very concerned about the impact that any proposed alignment along I-5 would have on The Portland Clinic's branch office in Tigard that has served patients for 26 years.

I would like to highlight a couple of points from a letter that you received from me in late September.

Forcing The Portland Clinic to move from our current location would disrupt the current state of health care in east Washington County.

From this location along I-5, we serve 7,000 patients. Of that total, 1,500 patients are over age 65 years old and come from King City, Summerfield and other senior communities. One of our oldest patients is 101 years old and comes three days per week for anti-coagulation treatment.

In addition to primary care services, we provide 15 specialty services in this Tigard branch that allow patients to get one-stop medical service and thus drive less on area streets.

We also refer patients to other nearby local health care providers for specialty services like cancer care.

This network of health care delivery would be torn apart with any alignment of light rail coming along I-5 through our branch office.

Our story is similar to our other business coalition members.

The ripple effects of loss of jobs, tax income and dependable service deliveries would be immeasurable.

We hope you will chose either of the C2 or C4 railroad routes that are:

- Less costly
- Provide similar ridership
- Are faster for the commuters
- Offer better access to underserved populations
- Allow for opportunities for additional job growth rather than losses.

Thank for your time and your consideration of our position.



November 6, 2017

Members of the SW Corridor Steering Committee:

My name is Jatin Patel and my family has owned and operated the Holiday Inn Express located at 15700 SW Upper Boones Ferry Rd. Tigard, OR 97035 for over 12 years. We are a member of the Coalition for SW MAX Railroad Options.

Of the two options of the Light Rail traveling through Tigard we would like to urge your Committee to select the railroad right of way.

Our site and property is located where the large 650 space park and ride facility for the Upper Boones Ferry MAX station is proposed to be built. We are not a manufacturing type of business that can be easily relocated as we provide transient lodging. Customers choose a hotel due its location. Our location serves customers that are located in the PacTrust corporate parks that are adjacent to our hotel as well as other numerous businesses located within the 3-5 mile radius of our location. If our hotel is moved away from our location, then we will not able to serve these customers. Beyond this, there is no similar property available along I-5 to relocate to.

The I-5 route would eliminate both hotels that are located on our entire exit to serve customers. The City of Tigard would also have a financial loss to their General Budget of the transient lodging tax both hotels collect. I estimate that amount of loss to be about \$200,000.00 annually. I am not sure if the City is aware of this loss of revenue they may have budgeted for.

The magnitude of the number of jobs lost from our business, along with the other members of the Coalition is staggering. There would be a ripple effect within associated business services that depend on us and other Coalition members that have made a long-term commitment to Tigard with their investments and community support. We believe over 10 properties would be eliminated or rendered unusable with Eminent Domain along I-5 compared to 2 properties along the Railroad.

The Railroad routes (C2 and C4) make the most sense as they: are less costly, provide similar ridership, are faster, provide superior access to underserved populations, and provide an opportunity for additional economic development, jobs, and tax revenues; while preserving the current investments, development and jobs along I-5.

Regards,

A handwritten signature in black ink, appearing to read 'Jatin Patel'.

Jatin Patel

Member

BHGAH Tigard, LLC

Southwest Corridor Public Comment Map Summary Report

This report has been prepared in support of the Southwest Corridor Light Rail project Draft Environmental Impact Statement and Initial Route Proposal

January 2018

Prepared by: Metro

If you picnic at Blue Lake or take your kids to the Oregon Zoo, enjoy symphonies at the Schnitz or auto shows at the convention center, put out your trash or drive your car – we’ve already crossed paths.

So, hello. We’re Metro – nice to meet you.

In a metropolitan area as big as Portland, we can do a lot of things better together. Join us to help the region prepare for a happy, healthy future.

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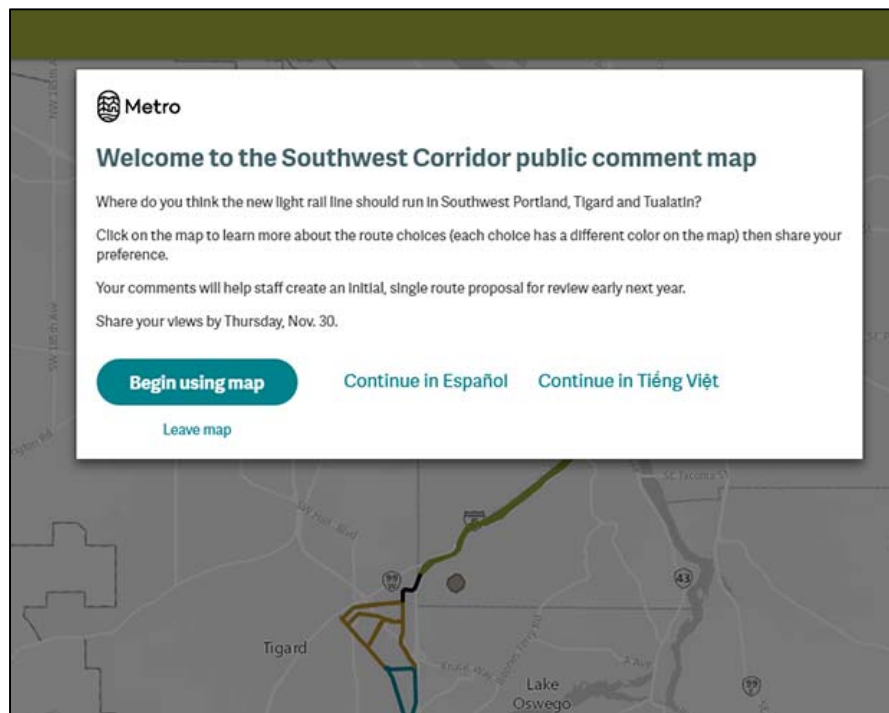
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INTRODUCTION

The Southwest Corridor Plan seeks to create a 12-mile light rail line connecting Southwest Portland, Tigard, and Tualatin. In addition to bringing new opportunities for travel throughout the region, the project is also working to invest in street infrastructure (sidewalks and bike lanes), affordable housing and access to jobs throughout the region.

To help inform the initial light rail route proposal required in the federal Draft Environmental Impact Statement, scheduled for release in early 2018, the Southwest Corridor team and its partners introduced a public comment period during the month of November 2017, to ask community members where the light rail should go. This input was gathered using an interactive online map, accessible on desktop and mobile devices that briefed users on route options. The tool allowed users to vote on their preferred alignment and leave an optional comment. The map was available for commenting from November 1 through 30. Users could choose to view the map and provide comment in English, Spanish or Vietnamese. After 30 days, 2,820 responses were recorded from 1,375 unique visitors. Two responses were received from the Spanish language version and another two from the Vietnamese language version, all others were received from the English version.

The Southwest Corridor team includes staff and elected officials from the following: Metro, TriMet, Oregon Department of Transportation, Washington County, and the cities of Beaverton, Durham, King City, Portland, Tigard, Tualatin and Sherwood.



Comment map welcome message

COMMENT TOOL OUTREACH

During November 2017, Metro and its regional partners used a variety of tools to direct people to the comment map and invite comments:

- Staff sent an email to members of the project email list (about 2000 individuals).
- The comment period was highlighted with new images and links on the project website.
- Staff produced business cards with a link to the comment map and distributed them to partner organizations and to members of the Southwest Corridor Light Rail Community Advisory Committee.

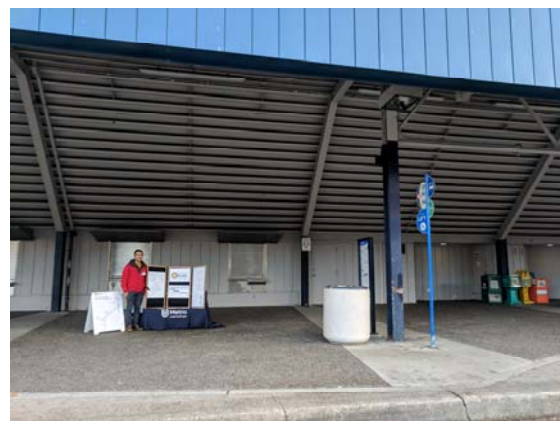


Cards distributed at transit centers

- Staff visited busy transit centers in Portland, Tigard and Tualatin during the morning and afternoon rush to distribute business cards and invite participation. Outreach occurred six separate days, each outreach effort lasted about three hours.
- Staff advertised the comment map on social media including Facebook and Twitter (see details below). Southwest Corridor partners were provided messaging for their own outreach and encouraged to use their social media channels to spread the word.
- The City of Tigard shared links to the tool through NextDoor.com and sent an email to 175 subscribers.
- A color advertisement ran in the Vietnamese language newspaper VietNNN the week of November 17, 2017.

Information was provided to leaders at St. Anthony Catholic parish to share with members. This invitation to participate in the comment map was provided in both Spanish and Vietnamese languages. Staff asked for the material to be published in the weekly, Spanish and Vietnamese church bulletins during the comment period.

Ten tweets were published from @SWCorridor during November to drive the public to the online mapping tool. According to Twitter analytics the @SWCorridor twitter page received over 400 visits, 100+ mentions, and 6400 impressions throughout the month as a result of these efforts, suggesting a significant level of interest in the



Outreach at Barbur Transit Center

information shared through tweets. Three paid Facebook campaigns for the online comment tool were promoted during the course of the month, reaching over 3750 people for the first promotion, 1750 people for the second promotion, and 880 people for the third promotion. Five additional posts during the month led to a total of 6,870 people reached using Facebook during the month. These posts generated 360 link clicks, 35 page likes, and nearly 30 comments on the SWCorridor Facebook page. Additional Facebook advertisements in Spanish and Vietnamese also resulted in engagement. The advertisement inviting participation in Spanish reached 1,248 Facebook users, received three likes, generated one share and lead to 23 link clicks. The advertisement in Vietnamese reached 444 Facebook users and resulted in six link clicks.

DEMOGRAPHICS OF PARTICIPANTS

The online comment tool included an optional exit survey but only 106 of the 1,375 unique visitors completed the demographic survey. A single participant participated in the exit survey in Spanish. The other 105 responses were received through the English version of the survey. The results, based on information available, indicate that survey participants were largely between the ages of 18 and 74 and fairly evenly split amongst age groups in this range. Participants primarily reported annual incomes over \$40,000 but below \$149,000. More men than women participated in the survey, and a strong majority of participants identify as White. Other race/ethnicities ranged from 1 to 4% including Pacific Islander; Hispanic, Latino or Spanish origin; Black or African American; Asian or Asian American; and American Indian/Native American or Alaska Native. See the tables below for further details.

Race/Ethnicity	% Total
American Indian/Native American or Alaska Native	2%
Asian or Asian American	4%
Black or African American	2%
Hispanic, Latino or Spanish origin	3%
Pacific Islander	1%
White	88%

Income	% Total
less than \$10k	0%
\$10k-19,999k	2%
\$20k-29,999k	6%
\$30k-39,999k	5%
\$40k-49,999k	21%
\$50k-74,999k	21%
\$75k-99,999k	19%
\$100k-149,999k	26%
\$150k+	0%

Age	% Total
18 to 24	4%
25-34	22%
35-44	22%
45-54	17%
55-64	16%
65-74	17%
75+	2%

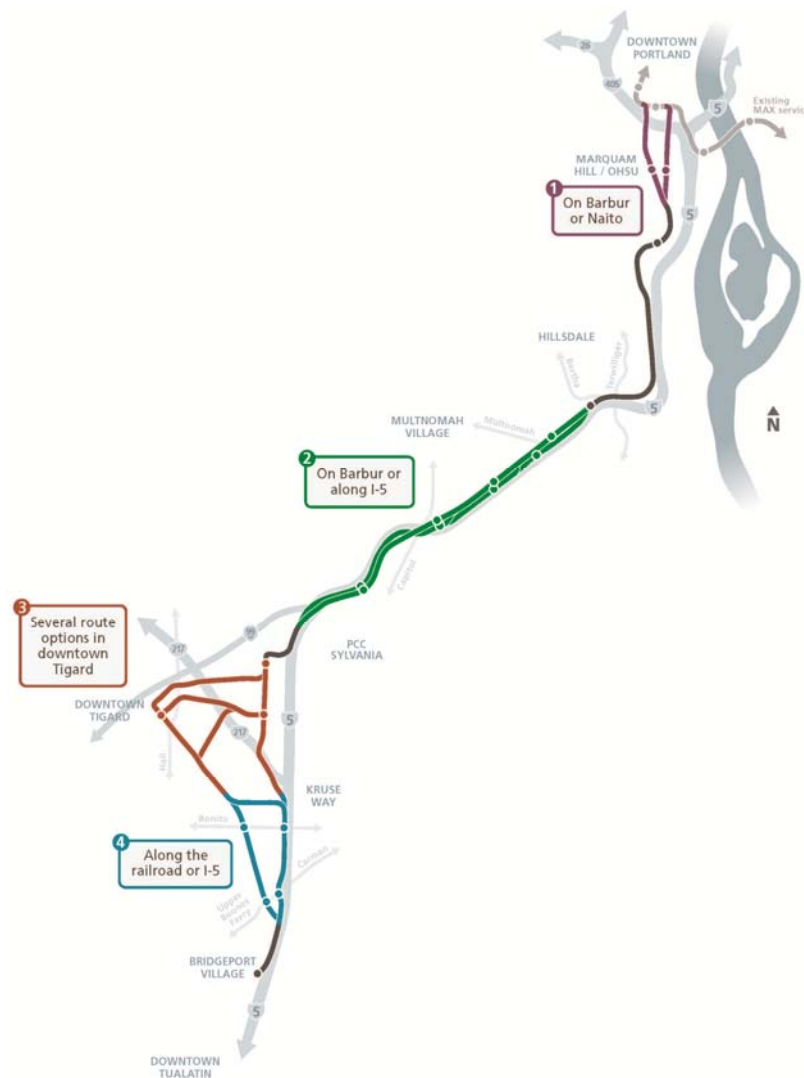
Gender	% Total
Male	58%
Female	42%

Table 1: Demographic information from some participants

RESULTS AND COMMENTS

The comment map provided information about light rail alignment choices and asked participants to choose their preferred alignment in each section. The tool asked participants to choose amongst a list of 13 factors what influenced their choice. The form also provided a space for the participant to write additional comments. For the purpose of analysis, the results presented here include responses from the English, Spanish and Vietnamese questions combined. Appendix A provides a complete list of the questions and factors for each alignment section translated into English.

Google Analytics provides information about how people used the comment map. That data found that the site had 7,668 unique views during the month. Only one in five individuals who visited the online mapping tool left a comment, but those who did left 2 to 3 comments. The average time spent on the comment map page was about four and a half minutes for desktop users and three and a half minutes for people using a mobile device.



Route Choice Map

Naito v. Barbur

A total of 785 responses were received on the SW Naito Parkway or SW Barbur Boulevard route choice; all were in English except one in Spanish.

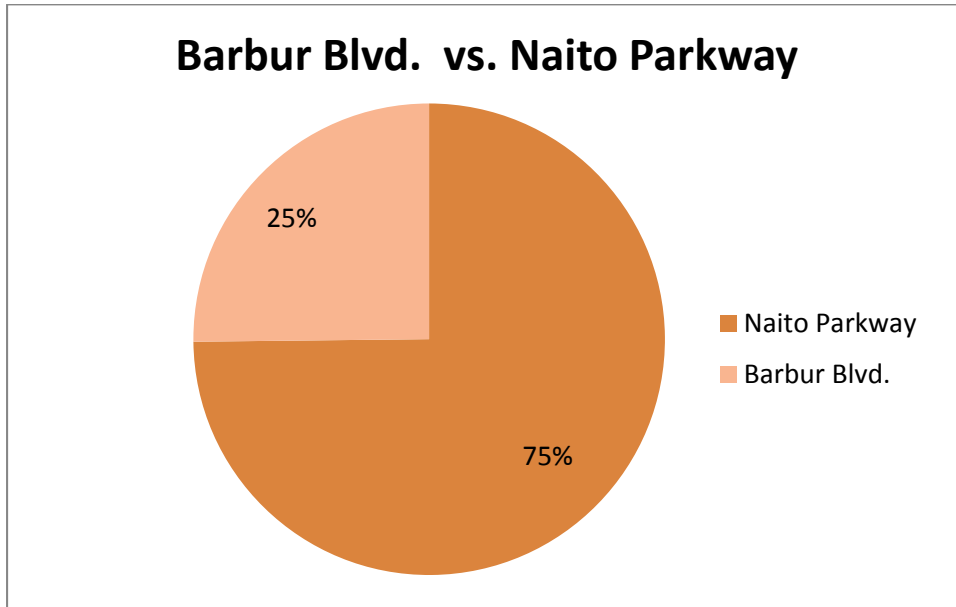


Figure 1: Which option do you prefer, Naito or Barbur?

Naito

When asked which option they prefer, 75% of respondents chose Naito. Neighborhood benefits and traffic concerns made up 33% of the reasons cited for choosing Naito, with many comments indicating a desire to “disentangle the Lair Hill neighborhood” from Interstate 5, Highway 99 and Highway 26. In addition, safer crossings were suggested for those commuting to the National University of Natural Medicine (NUNM) on Naito for school, work and in-patient services. Respondents who choose Naito Parkway listed neighborhood benefits and traffic concerns as the top reason for this choice.

The comments indicate strong support for the Ross Island Bridgehead Project, especially the opportunity to improve traffic along Barbur, SW Sheridan St., SW Caruthers St. and SW Broadway, which are known for long backups during rush hour. Others discussed the importance of connecting with NUNM and providing options for their students, faculty, staff and patients.

Examples of comments received include the following:

- Naito Parkway splits the community, it’s impossible or unsafe to cross in many places, and is a noise and chemical contributor to pollution in the neighborhood.

- Naito Parkway has become a dangerous super highway that cuts through a thriving neighborhood and university campus. The area of the alignment for Naito Parkway attracts several thousands of visitors annually.
- Light rail along Naito is the best alignment option because of its potential for accompanying road realignment which will calm and reduce traffic along Naito and safely reconnect what was once one of Portland's best neighborhoods.
- Only the Naito option addresses both transportation and livability.

In addition, some comments pointed out opportunities with the Ross Island Bridgehead effort to free up land to build new affordable housing and create safer bike infrastructure. There were some concerns mentioned about building along Barbur because of steep slopes, in comparison to Naito's flat landscape.

Barbur

The other 25% of respondents preferred the Barbur option. The top three considerations identified were: cost to build, travel time, and riders (serving the needs of the most people). In the comment section, many participants mentioned the opportunity to better serve the Oregon Health & Science University (OHSU), the Veterans Affairs Medical Center (VA) and other facilities on Marquam Hill. Other considerations included a faster travel speed, and Barbur's connections to downtown and the transit mall which make travel more convenient, especially for those attending Portland State University (PSU). Some said that Ross Island Bridgehead improvements would be too expensive, although many agreed that traffic flow improvements were necessary.

Examples of comments received include the following:

- OHSU and the VA will be the primary beneficiaries of this alignment and Barbur serves them, their patients and workers best. Especially given that we vetoed a direct tunnel to the Hill, we should at least place a station as close as possible to serve the thousands who work there and use its services. Barbur is also a faster alignment and will cost less to implement.
- The Barbur option gets people closest to the busiest parts of Central City. I live in SW Portland and rarely travel to South Waterfront but I do head to PSU and further into Portland often.

In addition, some also discussed that public transit service is already provided on Naito so there is no need to replicate it with light rail.

Barbur v. I-5

A total of 775 responses were received on the Barbur or I-5 route choice; one was received in Spanish, the rest were in English.

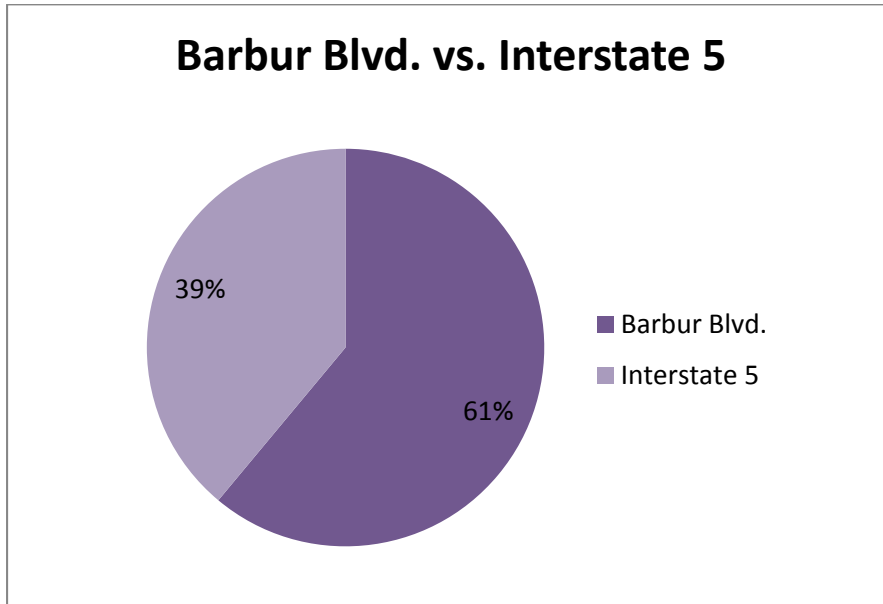


Figure 2: Which option do you prefer, Barbur Blvd. or I-5?

Barbur

When asked which option they prefer, 61% of respondents chose the Barbur option. The reasons most often identified were convenient stations, neighborhood benefits and riders (serving the needs of the most people). In their comments, many participants expressed an interest in the redevelopment of Barbur Boulevard that could occur as part of the project and the benefits of economic development throughout the corridor. Others mentioned support for new sidewalk and bike infrastructure and safer pedestrian crossings that might result from this choice. Many stated concerns that stations built near I-5 would be less accessible than stations on Barbur, noting the better proximity of Barbur stations to neighborhoods, businesses and services. Another reason cited by respondents was the long-term public health benefits for riders to not be exposed to highway noise and exhaust. Despite their support, several participants mentioned concern about noise and traffic impacts on Barbur Blvd. during construction.

Examples of comments received include the following:

- Barbur Blvd is in serious need of redevelopment/ redesign, especially for pedestrian and bicycle traffic. Light Rail through this corridor, while more expensive, would maximize the benefit to the surrounding community through greater connectivity and access. It will also take a road designed for 1950s car-centric development and turn it into a model corridor for multi-modal forms of transportation with connection to

Multnomah Village, Hillsdale, S. Burlingame, Markham, and West Portland Park, and Crestwood neighborhoods. There is a lot of haphazardly built properties along Barbur that could be rebuilt to maximize community re-development of this oft-neglected segment of the city and bring more services to this area. This would also provide leverage for improving the crumbling bridge infrastructure along Barbur.

- Barbur could be an amazing street, but it's struggling right now. This line would infuse the area with energy and revitalize struggling businesses, making resources easier for local residents to access. I want SOUTHWEST to be easy to walk!
- I live right off of Barbur and it needs a lot of help in terms of pedestrian access. There are several places without sidewalks and cars go much faster than the speed limit making it very dangerous. If the light rail goes along Barbur, serious improvements will be necessary to make it accessible for pedestrians: sidewalks, mid-block crossings, traffic calming, etc. which is why I support this option.

Interstate 5

The other 39% of participants chose the adjacent to I-5 option. The top three reasons identified for this choice were traffic concerns, travel time (faster ride) and neighborhood impacts. Supporters of the I-5 option were interested in direct and efficient travel. Many noted concern that building in Barbur Boulevard would slow auto traffic and make business access more difficult (by limiting left turns). A common concern expressed in the comments was that a light rail line in Barbur Boulevard would remove traffic lanes. (This is a misconception. In current designs, two through travel lanes would be maintained in each direction on Barbur from Naito to the Tigard city limits, plus left turn pockets at most traffic signals.)

Other concerns mentioned in the comments were property impacts, especially for small business owners and residential properties along Barbur Blvd. Participants expressed concern about the high cost of rebuilding Barbur, as well as major traffic and noise disruptions during construction. People mentioned that Barbur is already being used as an alternative to the heavy traffic experienced on I-5 and that building the light rail on Barbur could increase traffic congestion. Others expressed the need to keep Barbur open as an emergency route in the event of future I-5 closures.

Examples of comments received include the following:

- Very excited for any option to ease traffic and increase ability to easily get downtown.
- Reliable flexible service is one of the only ways to get people out of cars and onto MAX. Given the potential for traffic and weather to have a greater impact on the Barbur alignment, the I5 alignment makes more sense.
- Barbur Blvd is the only non-residential alternative when there is major congestion on I-5. The daily traffic interruption of MAX on Barbur would make me choose to drive through neighborhoods instead and influence my choice to shop at small businesses

along the route to and from work. I drive/bus along Barbur every day and would likely switch to MAX if it shortened the trip by running along I-5.

Downtown Tigard

A total of 542 responses were received to the questions about Downtown Tigard route options; one was received in Vietnamese the rest were in English. Participants were asked first if they prefer a Branch or a Through system, then were invited to choose a route (Ash or Wall for Branch, Clinton or Ash for Through) to match their choice.

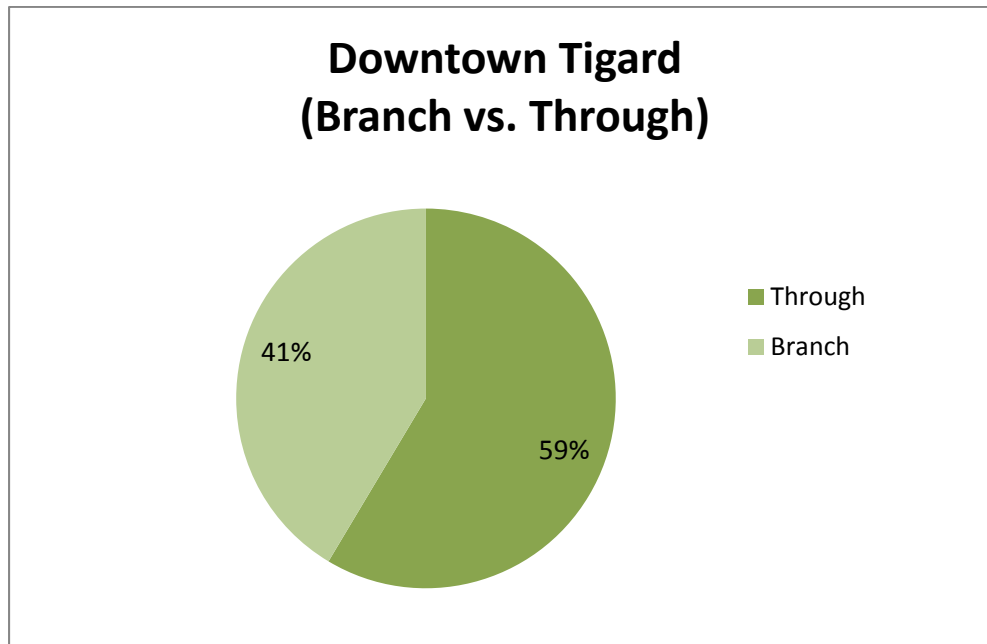


Figure 3: Which option do you prefer, Branch or Through?

Through system

When asked which system they prefer, 59% of respondents chose the Through option over the Branch. The top three considerations identified for these choices were: riders (serving the needs of the most people), travel time (faster time) and convenient stations. Comments from Through supporters suggested it would have better train frequency and be less confusing than the Branch option, and would provide a more reliable connection local bus networks. Through supporters also liked its direct service between Downtown Tigard and Bridgeport Village and expressed concern that the Branch system would result in more residential property displacements.

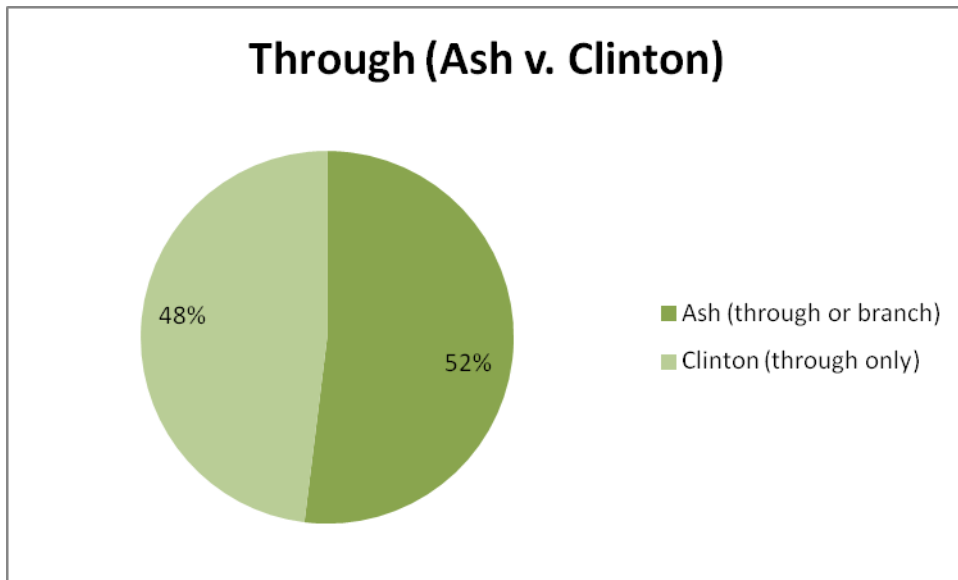


Figure 4: Based on your answer above, which route to do you prefer? (Ash or Clinton)

Of those who supported the Through system, 52% preferred the Ash alignment and 48% preferred Clinton. A few of the reasons mentioned in comments include interest in centrally-located stations in downtown Tigard and the opportunity to bring more activity to Main Street that supports downtown economic development. Through supporters who preferred the Ash route cited faster travel time, lower costs and the value of two stations in the Tigard Triangle, compared to just one with the Clinton route. Some who made this choice expressed concern about Clinton’s potential negative traffic impacts on Highway 99.

A few respondents stated concerns about business property impacts on Beveland Street (Ash alignment), as well as the Tigard Ballroom Dance Company (Clinton alignment).

Examples of comments received include the following:

- The Ash Through route seems more logical. It costs a little less and because it connects a revitalizing downtown Tigard with Tualatin, it will bring more people and business into an emergent area. It will also be more convenient for travelers from Sherwood/King City because all trains will go through Downtown Tigard for more frequent service, rather than splitting service between Tigard and Tualatin. Two stops in the Tigard Triangle is much better than just one.
- I don't know the area very well, but branching just seems to be a poor choice because it permanently cuts the frequency in half on each branch. If the areas ever develop more and demand goes up, we will regret artificially limiting frequency in this way.
- A branch line would likely create delays or large gaps between trains for people who want to travel the full distance.

Branch system

The other 41% of respondents preferred the Branch option. The top two considerations that informed their decisions were: riders (serving the needs of the most people) and travel time (faster ride). These same two factors were identified by many people who chose the Through system which means that participants had similar motivations but thought a different route would better achieve those results. Serving the needs of the most riders was a clear priority for participants. Some thought Through would do that better, others thought the Branch would do that better. Other factors were mentioned by at least 10% of respondents who chose Branch: convenient stations, cost to build, and traffic concerns.

Comments from Branch supporters suggested an interest in serving the most people in Tigard and areas west of Tigard, and pointed to opportunities for future extensions beyond downtown. Branch supporters cited a quicker trip between Tualatin and Portland without traveling via Downtown Tigard. Despite their support, several participants mentioned concern about property impacts along this alignment and negative impacts to downtown Tigard. Others commented that Tigard would need more park and ride spaces for riders from neighborhoods outside of downtown.

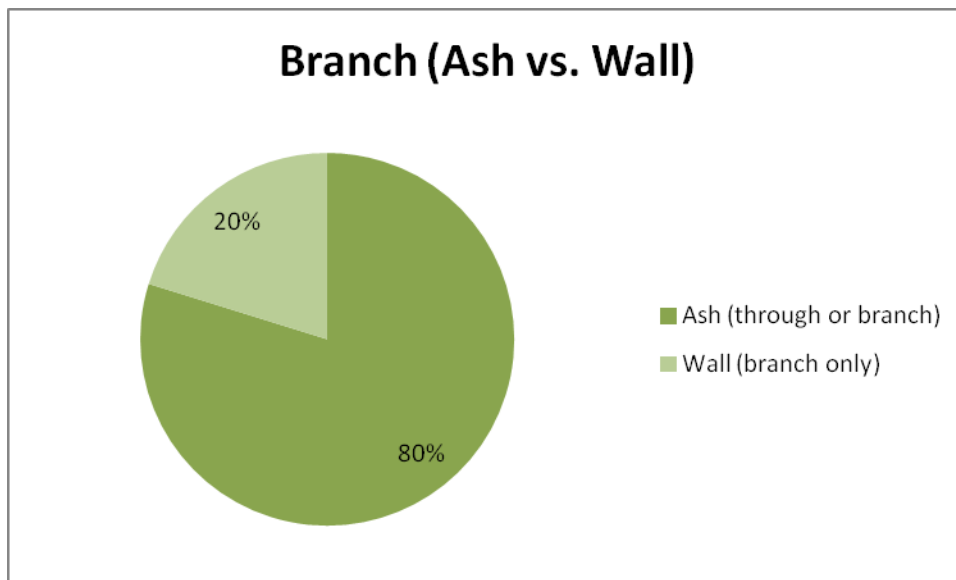


Figure 5: Based on your answer above, which route to do you prefer? (Ash or Wall)

Of those who supported the Branch system, 80% preferred the Ash alignment and 20% preferred Wall. Several comments supported Ash's direct route, proximity to businesses in downtown Tigard and its ability to conveniently connect with bus and WES service.

The following are examples of the comments provided:

- Prefer the branch option for faster travel between downtown and Tualatin. I live in Tualatin and am a bike commuter. I would use this line.

- Strongly prefer the branch option, serving Tigard on one spur and Tualatin on the other. Travel times to downtown from the end of the lines would be faster and the increased frequency on the Barbur portion would incentivize more ridership.
- I think that having these routes branch will account for neighborhood growth. With the cost of housing so high in Portland, I assume the surrounding neighborhoods will grow rapidly due to cheaper housing. It would be nice to have individual access to these cities through individual routes.

Railroad v. I-5

A total of 595 responses were received on the route choice between Downtown Tigard and Tualatin; all were in English except one in Vietnamese.

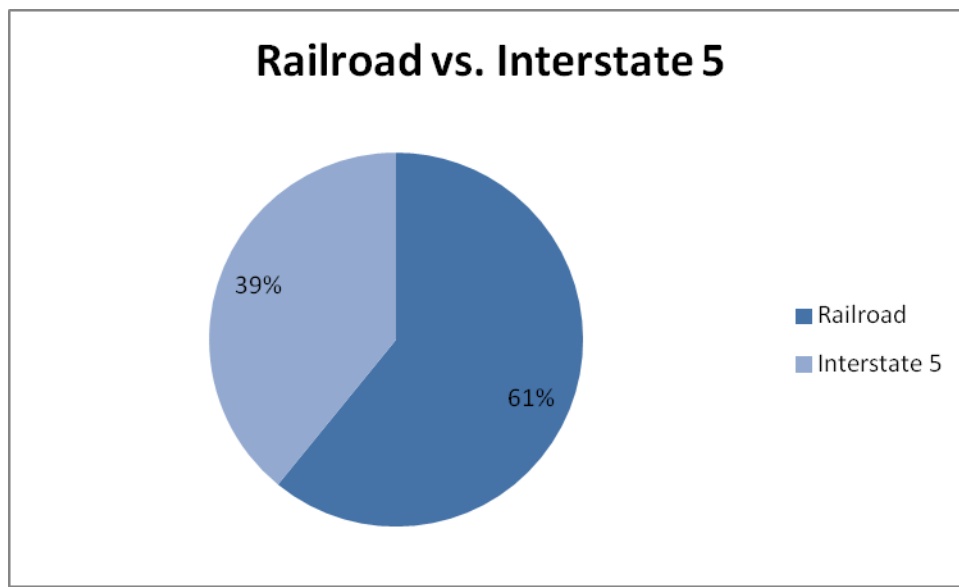


Figure 6: Which option do you prefer, Railroad or I-5?

Adjacent to the Railroad

When asked which option they prefer, 61% of respondents chose the adjacent to the freight railroad (“Railroad”) route. The two primary considerations cited were the lower cost to build and fewer private property impacts. Other considerations included serving the people who need it most and faster travel time. In their comments, the majority of Railroad supporters noted its fewer business relocations. Others noted the efficiency of using an existing right of way (owned by the railroad), and the un-friendly walking environment around a freeway. Some felt the Railroad route would better serve businesses and low-income residents in Tigard. Others pointed to future opportunity for business and residential growth in this area.

The following are examples of the comments provided:

- It would be the least disruptive to businesses in that area.

- Utilizing an existing, underutilized resource, i.e. rail line.
- There is just so little developable (much less walkable, appealing) land when you are adjacent to a freeway. Freeways support transit-hostile development.
- Makes common sense to follow along the existing railroad to minimize disruption to property owners and closure of needed businesses we use in the area. A Railroad alignment is more convenient to Tigard apartments and residential area.
- In the future, this neighborhood may redevelop, and having a convenient train station in the middle of it would be a great place to start.
- It seems like there may be more potential for future development along the railroad and it may better serve lower income populations.

Adjacent to I-5

The other 39% of respondents preferred the adjacent to I-5 option. The top three considerations identified were: traffic concerns, riders (serving the needs of the most people), and convenient stations. The majority of comments discussed the I-5 option's additional park and ride spots and better access to businesses as a reason for their support. Many respondents said the larger park and ride at the Bonita Station would give people better access to businesses and destinations in the Kruse Way area and residents from Lake Oswego. In addition, respondents thought that the I-5 route would provide faster, more efficient service with less disruption to auto traffic businesses operations. Some commented that the ease of access from the freeway into a park-and-ride would encourage commuters to use the new light rail line.

The following are examples of the comments provided:

- There are more businesses and destinations close to I-5 than the railroad.
- Better service for commuters who live south of the Tualatin River.
- I like the fact that by staying close to I-5 you are able to provide more parking for utilizing the light rail. I also like that you're causing less traffic tie ups per the descriptions by going with the I-5 route.
- More people will ride if it is easily accessible from the highway and has more park and ride options.
- 72nd has bad traffic and the existing trains cause many headaches already. We should not make them worse.
- It appears to me that there is a better opportunity to serve residential east of I-5 along Bonita or at pedestrian crossings across I-5.

Comments received on Facebook

In addition to comments submitted through the online comment map, comments were also generated through social media posts, especially through the Southwest Corridor Facebook

page. The 30 comments received were a mix of support and concern about the project. Some people used social media to share the route they selected in the comment map. Supporters were enthusiastic to have the new rail line or mentioned optimism about its ability to reduce automobile use. Other people said they didn't support this new project and pointed to concerns about cost, impacts to existing bus service or concerns about crime.

CONCLUSIONS

The comment map provided a mechanism for hundreds of people to share their opinions about the light rail route in the Southwest Corridor. Overall, an alignment on Naito Parkway in South Portland, on Barbur Boulevard in SW Portland, a Through system to Downtown Tigard on an Ash alignment and reaching Bridgeport Village along the Railroad option was the preferred alignment. The reasons and comments shared by participants will help project staff, the Community Advisory Committee (CAC) and the Southwest Corridor Steering Committee better understand the public's concerns and interests for this project.

There were lessons learned that can help make future comment periods even more successful. For instance, the mapping software used to create the interactive map suffered some connectivity errors. Difficulty using the tool on mobile devices was reported to staff during the comment period. Other users had problems submitting their comments on a desktop. It is possible that the lower number of comments compared to site visitors was a result of technical difficulty providing comment. The exit survey was not user friendly and, as a result, participation was very low. For these reasons, the tool should be evaluated before it is used again to minimize these challenges.

In addition, having more geographic data from users would help staff understand who was using the mapping tool. Knowing where responders were from would provide more insight into the answers received and help evaluate outreach efforts. Finally, it was challenging to solicit participation from Spanish-speaking and Vietnamese-speaking communities. Of all the comments generated, only two responded via the Spanish forms and two responded using the Vietnamese forms. Paid focus groups, community meetings at local establishments and more leveraging of community-based partnerships may be needed to incentivize non-English readers/writers to weigh in during future Southwest Corridor comment periods.

Next steps

In early 2018, a Draft Environmental Impact Statement (DEIS) will be released. The DEIS will disclose potential negative effects of the routes under consideration and suggest ways to avoid, reduce or compensate for those impacts. As required by the federal government, the DEIS will also identify an Initial Route Proposal (IRP) in order to give the public an opportunity to comment on a possible full alignment during the 45 day public review period. The choices and comments provided through the comment map will help project partner staff identify the IRP.

The Southwest Corridor Steering Committee will use public comment on the DEIS and IRP, along with technical information from the DEIS and recommendations from project staff and the Community Advisory Committee (CAC), to select a final "preferred alternative" for the light rail route in summer 2018. Affected local jurisdictions (Oregon Department of Transportation, Washington County, TriMet and the cities of Portland, Tigard and Tualatin) will then decide whether to endorse the preferred alternative. Metro Council is expected to adopt the preferred alternative into the Regional Transportation Plan in October 2018.

Appendix A: Comment map questions for each segment

<p>WHICH DO YOU CHOOSE?</p> <p>Which option do you prefer?</p> <ol style="list-style-type: none">1. Naito2. Barbur
<p>What were the top 3 factors that influenced your choice?</p> <ol style="list-style-type: none">1. Travel time (faster ride)2. Riders (serving the needs of the most people)3. Cost to build4. Private property impacts5. Convenient stations6. Traffic concerns7. Neighborhood benefits8. Neighborhood impacts9. New business or housing development10. Visual impacts11. Improvement to the local economy12. Serves the people who need it the most13. Other _____ <p>Send your questions to: swcorridorplan@oregonmetro.gov</p>
<p>COMMENTS:</p> <p>Share your thoughts with other users (limit 100 words).</p> <p>_____</p>

WHICH DO YOU CHOOSE?

Which option do you prefer?

- 1. On Barbur Blvd.
- 2. Along I-5

What most influenced your choice? Mark all that apply or enter your own.

- 1. Travel time (faster ride)
- 2. Riders (serving the needs of the most people)
- 3. Cost to build
- 4. Private property impacts
- 5. Convenient stations
- 6. Traffic concerns
- 7. Neighborhood benefits
- 8. Neighborhood impacts
- 9. New business or housing development
- 10. Visual impacts
- 11. Improvement to the local economy
- 12. Serves the people who need it the most
- 13. Other _____

Send your questions to: swcorridorplan@oregonmetro.gov

COMMENTS:

Share your thoughts with other users (limit 100 words).

WHICH DO YOU CHOOSE?

Which option do you prefer?

- 1. Branch
- 2. Through

Based on your answer above, which route to do you prefer?

- 1. Clinton (through only)
- 2. Ash (through or branch)
- 3. Wall (branch only)

<p>What were the top 3 factors that influenced your choice?</p> <ol style="list-style-type: none"> 1. Travel time (faster ride) 2. Riders (serving the needs of the most people) 3. Cost to build 4. Private property impacts 5. Convenient stations 6. Traffic concerns 7. Neighborhood benefits 8. Neighborhood impacts 9. New business or housing development 10. Visual impacts 11. Improvement to the local economy 12. Serves the people who need it the most 13. Other _____
<p>Send your questions to: swcorridorplan@oregonmetro.gov</p>
<p>COMMENTS:</p> <p>Share your thoughts with other users (limit 100 words).</p> <p>_____</p>

<p>WHICH DO YOU CHOOSE?</p> <p>Which option do you prefer?</p>
<ol style="list-style-type: none"> 1. Railroad 2. I-5
<p>What were the top 3 factors that influenced your choice?</p> <ol style="list-style-type: none"> 1. Travel time (faster ride) 2. Riders (serving the needs of the most people) 3. Cost to build 4. Private property impacts 5. Convenient stations

6. Traffic concerns
7. Neighborhood benefits
8. Neighborhood impacts
9. New business or housing development
10. Visual impacts
11. Improvement to the local economy
12. Serves the people who need it the most
13. Other _____

Send your questions to: swcorridorplan@oregonmetro.gov

COMMENTS:

Share your thoughts with other users (limit 100 words).

Appendix A: Map tool questions for each segment

<p>WHICH DO YOU CHOOSE? Which option do you prefer?</p> <ol style="list-style-type: none">1. Naito2. Barbur
<p>What were the top 3 factors that influenced your choice?</p> <ol style="list-style-type: none">1. Travel time (faster ride)2. Riders (serving the needs of the most people)3. Cost to build4. Private property impacts5. Convenient stations6. Traffic concerns7. Neighborhood benefits8. Neighborhood impacts9. New business or housing development10. Visual impacts11. Improvement to the local economy12. Serves the people who need it the most13. Other _____ <p>Send your questions to: swcorridorplan@oregonmetro.gov</p>
<p>COMMENTS: Share your thoughts with other users (limit 100 words).</p> <p>_____</p>

<p>WHICH DO YOU CHOOSE? Which option do you prefer?</p> <ol style="list-style-type: none">1. On Barbur Blvd.2. Along I-5
<p>What most influenced your choice? Mark all that apply or enter your own.</p> <ol style="list-style-type: none">1. Travel time (faster ride)2. Riders (serving the needs of the most people)3. Cost to build4. Private property impacts5. Convenient stations6. Traffic concerns7. Neighborhood benefits8. Neighborhood impacts9. New business or housing development10. Visual impacts11. Improvement to the local economy

<p>12. Serves the people who need it the most</p> <p>13. Other _____</p>
<p>Send your questions to: swcorridorplan@oregonmetro.gov</p> <p>COMMENTS:</p> <p>Share your thoughts with other users (limit 100 words).</p> <p>_____</p>

<p>WHICH DO YOU CHOOSE?</p> <p>Which option do you prefer?</p>
<p>1. Branch</p> <p>2. Through</p> <p>Based on your answer above, which route to do you prefer?</p> <p>1. Clinton (through only)</p> <p>2. Ash (through or branch)</p> <p>3. Wall (branch only)</p>
<p>What were the top 3 factors that influenced your choice?</p> <p>1. Travel time (faster ride)</p> <p>2. Riders (serving the needs of the most people)</p> <p>3. Cost to build</p> <p>4. Private property impacts</p> <p>5. Convenient stations</p> <p>6. Traffic concerns</p> <p>7. Neighborhood benefits</p> <p>8. Neighborhood impacts</p> <p>9. New business or housing development</p> <p>10. Visual impacts</p> <p>11. Improvement to the local economy</p> <p>12. Serves the people who need it the most</p> <p>13. Other _____</p>
<p>Send your questions to: swcorridorplan@oregonmetro.gov</p> <p>COMMENTS:</p> <p>Share your thoughts with other users (limit 100 words).</p> <p>_____</p>

WHICH DO YOU CHOOSE?

Which option do you prefer?

- 1. Railroad
- 2. I-5

What were the top 3 factors that influenced your choice?

- 1. Travel time (faster ride)
- 2. Riders (serving the needs of the most people)
- 3. Cost to build
- 4. Private property impacts
- 5. Convenient stations
- 6. Traffic concerns
- 7. Neighborhood benefits
- 8. Neighborhood impacts
- 9. New business or housing development
- 10. Visual impacts
- 11. Improvement to the local economy
- 12. Serves the people who need it the most
- 13. Other _____

Send your questions to: swcorridorplan@oregonmetro.gov

COMMENTS:

Share your thoughts with other users (limit 100 words).
