

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Southwest Corridor Plan Steering Committee
Date: Monday, August 13, 2018
Time: 9 to 11 a.m.
Place: Council Chambers, Metro Regional Center, 600 NE Grand Ave., Portland
Purpose: Recommend a Preferred Alternative for the proposed SW Corridor Light Rail project

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

9:05 a.m. Context for decision on Preferred Alternative Chris Ford, Metro
Description of the Preferred Alternative, its implications, and steps to final adoption.

ACTION ITEM

9:10 a.m. Consideration of the Steering Committee meeting summary Co-Chair Stacey
From June 11, 2018 and July 19, 2018 **ACTION REQUESTED**

PUBLIC COMMENT

9:15 a.m. Public Comment Co-Chair Dirksen
Opportunity for citizens to provide short testimony and/or submit written comments to inform today's Steering Committee decision.

DISCUSSION ITEMS

9:45 a.m. Summary of public comment on light rail route Eryn Kehe, Metro
Overview of comments submitted on DEIS that pertain to route selection
Discussion: Questions on the public comments?

10:00 a.m. Community Advisory Committee (CAC) recommendation CAC liaison
Report on CAC's recommendation on the Preferred Alternative
Discussion: Questions on the CAC recommendation?

10:15 a.m. Staff recommendation Matt Bihn and Chris Ford, Metro
Review of staff's recommendation on the Preferred Alternative
Discussion: Questions on the staff recommendation?

ACTION ITEM

10:30 a.m. Consideration of the Preferred Alternative for light rail Co-Chair Dirksen
ACTION REQUESTED *Steering committee action on the final alignment to be included in the Regional Transportation Plan and studied further in the Final Environmental Impact Statement and related federal environmental review, based on the information and recommendations provided.*

DISCUSSION ITEMS

10:50 a.m. Future process and next steps Leah Robbins, TriMet
Overview of upcoming work on light rail project and public planning process
Discussion: Questions on the upcoming work?

11:00 a.m. Adjourn

Materials for 8/13/2018 meeting:

- 6/11/2018 meeting summary
- 7/19/2018 meeting summary
- Summary of Public Input on Route Selection for Southwest Corridor
- Community Advisory Committee Preferred Alternative recommendation
- Staff Preferred Alternative Report

Meeting: Southwest Corridor Steering Committee

Date/time: Monday, June 11, 2018

Place: Metro Regional Center (Council Chamber & Annex) – 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
Doug Kelsey	TriMet
Mandy Putney*	ODOT
Roy Rogers	Washington County
Art Pearce	City of Portland
Gery Schirado	City of Durham
Aquilla Hurd-Ravich*	City of Tualatin

**Serving as alternate*

Metro Staff Present

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

1.0 Welcome and introductions

Co-chair Craig Dirksen called the meeting to order at 9:08 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 Dirksen gave a brief overview of the today's meeting agenda items and stated that the committee would not be making any decisions today, therefore public comment opportunity would be held at the end of the meeting.

Co-chair Bob Stacey commented on the Metro Council's referral of a housing bond measure to the November ballot and how it relates to the need for affordable housing in the Southwest Corridor.

2.0 Consideration of the Steering Committee meeting summary from March 12, 2018.

Co-chair Craig Dirksen asked the committee for approval of the meeting summary from March 12, 2018. With all in favor, the meeting summary was accepted unanimously.

3.0 Draft Environmental Impact Statement (DEIS) overview

Mr. Chris Ford, Metro, started his presentation with a brief reminder of the 2040 Growth Concept and how high capacity transit plays a pivotal role in the region's planning and development. He explained that the Southwest Corridor project will help address mobility needs in the corridor to serve more households and jobs. Mr. Ford stated that the project started with several land use plans and a goal of connecting essential places together.

Mr. Dave Unsworth, TriMet, continued the presentation with a more detailed look at the initial route proposal connecting essential places such as Downtown Portland, OHSU, Hillsdale/Burlingame, Barbur Transit Center, PCC-Sylvania, Tigard Triangle and Downtown, and Bridgeport Village.

Mr. Unsworth pointed out project's benefits and elaborated on the elements that would be included in the proposed route:

- new walk and bike connector between Barbur and Marquam Hill
- 2-mile shared transitway (for buses and light rail) to allow buses to bypass traffic congestion in South Portland
- shuttle between PCC-Sylvania and nearby stations
- continuous sidewalks on Barbur Boulevard, and protected bike lanes where LRT is in Barbur

Mr. Chris Ford an overview of the DEIS which included its contents and key findings.

Mr. Dave Unsworth gave an overview of the project's cost which included:

- Full route options studied would cost \$3.27 to \$3.63 billion
- Design refinements could lower cost to \$2.64 to \$2.86 billion
- Needs FTA medium-high cost effectiveness to be competitive
- Minimum operable segment
 - Required by FTA
 - Lower cost but unclear cost effectiveness
 - Not an upcoming decision

He continued with an overview of transportation findings and explained transportation issues which included:

- Mitigation needed:
 - Locations throughout South Portland (mostly minor)
 - At Barbur/Bertha/I-5 off-ramp (minor)
 - At most park and rides (add turn lanes and/or signals)
- Safety improvements proposed to address existing high crash areas

Mr. Chris Ford discussed residential and commercial displacements within each segment of the proposed route (Segment A – PSU to Terwilliger, Segment B – Terwilliger to Tigard, Segment C – Tigard). He also directed the committee and public to review Appendix F for tables and maps of potentially affected properties.

Mr. Dave Unsworth presented a map of full acquisitions of potentially eligible historic resources and noted that additional details can be found in Attachment C. He reviewed historic impacts on Segment A and B, and introduced what various route stops and segments will look like with the proposed changes.

Mr. Unsworth reviewed route impacts on parks, conservation and protection areas, wetlands and floodplains. He briefly described noise and vibration impacts, stating that all options create many moderate noise impacts throughout the project. Mr. Unsworth concluded with an evaluation table that compares the initial route proposal to other alignment alternatives in terms of travel time, ridership, displacements, cost and other trade-offs.

The committee members deliberated and clarified that properties listed as potentially affected might not be affected by the final project designs or might have a lesser degree of impact. Additional comments included tackling project cost, requesting information on bridgehead reconfiguration, and commending staff and partners on the hard work of putting together the Draft EIS.

4.0 Preferred Alternative selection process

Mr. Chris Ford, Metro, started the presentation by reminding the committee that their next two meetings will be a public hearing scheduled on July 19 and a regular Southwest Corridor Steering Committee meeting on August 13, where the committee will recommend a Preferred Alternative to Metro Council.

Mr. Dave Unsworth, TriMet, continued the presentation with a brief explanation of what the Preferred Alternative is. He summarized that Preferred Alternative will include:

- Single light rail route for further design, study, funding
- Included (option to be defined)
 - Marquam Hill connection
 - PCC Sylvania shuttle
 - Operations & Maintenance facility
- Work to do:
 - Stations and Park and rides
 - Design refinements
 - Station access improvements

Mr. Unsworth gave an example of the Preferred Alternative using the initial route proposal and summarized route implications which included:

- All other alignments dropped
 - Clarifies adverse effects
- TriMet will begin advanced designs
 - Avoid or minimize impacts
 - Develop detailed cost estimates
- Environmental review
 - Final EIS to evaluate updated designs
 - Commit to mitigations
 - Address DEIS comments

Mr. Chris Ford continued the presentation with a brief overview of inputs for the committee action which included:

- Draft EIS – impacts, initial route proposal
- Comments on Draft EIS – public, agencies
- Staff input
- Community Advisory Committee recommendation

Mr. Ford concluded the presentation with an overview of the selection process and summarized the project's long-term timeline.

5.0 DEIS public review period – commenting and activities

Ms. Eryn Kehe, Metro, updated the committee on the current and upcoming public involvement activities and opportunities to comment on the DEIS. She stated that recent activities included meetings with the As-sabar women's group, the Southwest Corridor Community Advisory Committee and property owners. Ms. Kehe gave an overview of the DEIS comment period public engagement which included:

- Mailing
- Document online, at the offices and libraries
- Open houses

- “Information hours” with staff
- Public hearing
- Email and social media outreach
- Local newspaper advertisements
- Local associations/organization visits

Ms. Kehe informed the committee that the DEIS document can be found on the project’s website, printed copies are available for viewing at local libraries and several partner offices or can be requested at a cost, and executive summary is available at today’s meeting. She explained that notification to the public included:

- Postcard mailing to 11,000
- Email to 2,000
- Letter to 700 potentially impacted property owners
- Newspaper ads
- Social media posts

Ms. Kehe concluded her presentation with an overview of the comment opportunities and informational events where public can meet with project staff and ask questions.

6.0 Equitable Development Strategy update

Malu Wilkinson, Metro, updated the committee on the Southwest Corridor Equitable Development Strategy. She reminded the committee that the FTA grant total is \$895,000, its implementation timeline is 2 years, and its main goal is to ensure that the residents of the Southwest Corridor have access to the opportunities that light rail will bring and concurrently address the impacts associated with this major infrastructure investment. Ms. Wilkinson stated that a Project Oversight Committee, made up of various public, private, and non-profit partners from the Southwest Corridor, advises Metro and project partner staff on implementing the work and allocating resources to future Pilot Projects.

Ms. Wilkinson gave a brief overview of project’s timeline and presented Equitable Development Principles which included:

- Address residential and business displacement
- Reduce disparities and improve conditions for affected people
- Preserve and expand affordable housing
- Advance economic opportunity for all and build community capacity for wealth creation
- Promote transportation mobility and connectivity
- Develop healthy and safe communities
- Expand the breadth and depth of influence among affected people

Ms. Wilkinson introduced several stories of the current Southwest Corridor residents and the struggles they face. She presented goals and strategies which included:

- **Goal 1** –Commit early financial resources to address near-term housing crisis and long-term needs
 - Strategy 1 – Grow new resources for the long-term
 - Strategy 2 – Prioritize existing resources early on
 - Strategy 3 – Strengthen partners to steward the strategy
- **Goal 2** – Prevent residential and cultural displacement
 - Strategy 1 – Preserve existing unregulated affordable rental housing
 - Strategy 2 – Strengthen tenant protections and provide anti-displacement services
- **Goal 3** – Increase choices for new homes for all household types and incomes

- Strategy 1 – Secure and develop opportunity sites for new construction of equitable transit-oriented development (TOD)
- Strategy 2 – Regulate land use and zoning to create affordable and market rate housing

Ms. Wilkinson concluded her presentation with an overview of the awarded pilot projects which included:

- **Business and Workforce Awards** – Mercy Corps NW, IRCO & OHSU
- **Equity and Housing Awards** – Community Partners for Affordable Housing (CPAH), Home Forward, Proud Ground, Momentum Alliance

7.0 Public Comment

Mr. Ryan Sweeney, Village Inn restaurant owner in Tualatin, expressed concerns regarding negative impacts that Southwest Corridor light rail project would have on his business. He stated that the restaurant is listed in Appendix F and in any route option would have to be taken down. Mr. Sweeney urged the committee to explore alternatives that would allow him to avoid relocation and thanked staff for meetings to discuss available options. Document was provided and included as part of the meeting record.

Mr. Glen Macready, Lair Hill resident, expressed concern about potential destructive effects of the project on his neighborhood. He urged the committee to look for possible solutions to avoid pollution, traffic, and damage to historic structures in the neighborhood. Document was provided and included as part of the meeting record.

Mr. R. Fontes, Lake Oswego resident, noted that project staff overestimated ridership on the Southwest Corridor project as it did on previous projects. He urged the committee to verify information that is being provided to them. Document was provided and included as part of the meeting record.

Mr. William Terrill, small business owner on Beveland Street, urged the committee to review proposed design refinement route on Elmhurst Street instead of Beveland Street. He noted that it would prevent numerous negative impacts in the area. Document was provided and included as part of the meeting record.

Ms. Linda Nishi-Strattner, business owner on Beveland Street, urged the committee to select design refinement route on Elmhurst Street instead of Beveland Street. She stated that if the committee chooses route going on Beveland Street, it will destroy the small family enterprise, hurt the Tigard Triangle, eliminate disability and mental health services, and destroy small business community.

Mr. Roger Averbek, Oregon Walks, commended project staff for all the work on Draft EIS. He expressed concern on the lack of details for design refinements and stated that they would need careful consideration before selected and included in final design.

8.0 Adjourn

There being no further business, Co-chair Stacey adjourned the meeting at 11:07 a.m.

Attachments to the Record:

Item	Type	Document Date	Description	Document Number
1	Agenda	06/11/18	Meeting agenda	061118SWCSC-01
2	Summary	03/12/18	3/12/18 meeting summary	061118SWCSC-02
3	Document	June 2018	Southwest Corridor Light Rail Project – Draft Environmental Impact Statement - Summary	061118SWCSC-03
4	Postcard	June 2018	Help plan MAX light rail in the Southwest Corridor	061118SWCSC-04
5	Document	06/11/18	List of DEIS comment period public meetings	061118SWCSC-05
6	Email	06/11/18	Public comment from Harish Patel	061118SWCSC-06
7	Handout	06/11/18	Glen Macready – Traffic Congestion Solutions For the Corbett, Lair Hill, Terwilliger Neighborhoods (Old South Portland)	061118SWCSC-07
8	Letter	06/06/18	Letter from William Terrill	061118SWCSC-08
9	Handout	06/11/18	R. Fontes – The Hole Gets Deeper; AVs Get Closer	061118SWCSC-09
10	Letter, map	06/11/18	Letter from Ryan Sweeney (map included)	061118SWCSC-10

-----Original Message-----

From: harish <>

To: Southwest Corridor Plan <swcorridorplan@oregonmetro.gov>

Subject: Re: MEETING NOTICE & PACKET: 6/11/18 SW Corridor Steering Committee meeting

Sent: 11 Jun '18 05:21

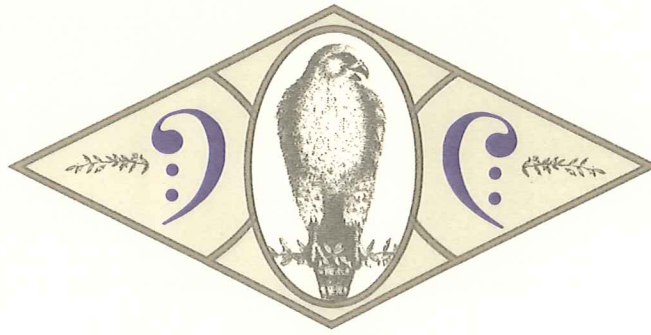
Good morning Yulia.

My name is Harish Patel and I own a building on 7615 SW Beveland Street. I cannot attend this morning's meeting but I urge the committee to select Elmhurst instead of Beveland. As you have heard before this option does not devastate Beveland businesses. It is a win win situation for following reasons;

1. Lower project cost because there is no need to buy out all the buildings on Beveland.
2. Elmhurst is underdeveloped and currently attracts garbage and wrong elements.
3. Moves the station location closer to Winco, Walmart, Costco and other places of high traffic.
4. Recognize the considerable investment of time and energy for those individuals that developed Beveland street over the last 25 years.
5. Protect the many small businesses on Beveland.
6. Protects the multifamily housing on 72nd during a time when affordable housing is scarce.

I appreciate the opportunity for our input.

Regards,
Harish

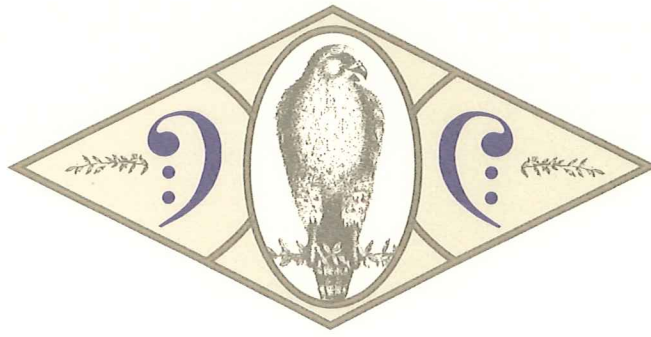


Glen Macready
Analog Recording and Production

Traffic Congestion Solutions For the Corbett, Lair Hill, Terwilliger Neighborhoods (Old South Portland)

The neighborhoods of Lair Hill, Corbett, and Terwilliger (John's Landing) also known as "South Portland" are among Oregon's oldest neighborhoods. "South Portland" was an enclave for the city's Jewish, Italian, and Eastern European immigrants; it was also home to a number of African Americans at a time when they were excluded from other parts of the city. Rich in this history, portions of these mid-19th century neighborhoods are recognized as historic sites by the United States Department of the Interior. A significant number of the homes in these neighborhoods are owner occupied, many by longtime residents. People have chosen to live in these neighborhoods because of their historic characteristics and their closeness to town, requiring little and sometimes no automobile usage to get where they need to be (work, play, shopping). Given our proximity to the city, many of us have a much smaller Carbon Footprint than most other regional residents, and yet "South Portland" and all of the neighborhoods it encompasses, are facing very serious problems related to increasingly bad traffic congestion. Out of area commuters use our neighborhood as a pass through or shortcut, while going to and from their places of habitation, work, and etcetera. It is important to reiterate that "South Portland" is a neighborhood, and a Historic Neighborhood at that. It is not simply a "transportation corridor" for those wishing to access Hwy 26, OHSU or other entities. Historically, the neighborhood has a history of (quite literally) being bulldozed in the name of progress, with little regard for the historic significance nor the people that have called it home. This is a history we would not like to repeat.

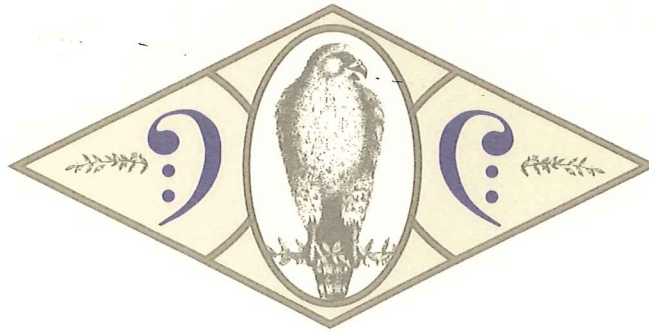
While it is this neighborhood's intent to try to work with City, State, and Regional entities to come up with creative, cost effective, and aesthetically appealing solutions to the critical congestion issues confronting the Portland Metropolitan area, we are becoming increasingly more



organized and activist in seeing that the our needs and concerns as a neighborhood are taken into consideration. As such, we would like to suggest the following long term solutions for resolving the congestion and resultant air pollution that our neighborhood faces:

(1) Mass transit. North south mass transit through the neighborhood is inevitable. The neighborhood is opposed to surface level Light Rail on Barbur or Naito Parkway; it would be aesthetically unappealing, noisy, and physically destructive to the neighborhood. Sub surface Light Rail would be acceptable on either route. In a preferred alternative, Portland Streetcar could be extended out Barbur Blvd (or Naito Parkway to Barbur) to the Burlingame area, where it could join up with Light Rail at a Transit Hub. Because Portland Streetcar would share the route with other modes of transit; it would help attenuate traffic congestion issues, while addressing the needs of both OHSU and NUNM. Additionally, it would have a much less detrimental impact on "South Portland". Streetcar would also ease problems crossing the two Barbur Blvd viaducts, while keeping the beauty of Barbur Blvd intact.

(2)The Ross Island Bridge. When the Ross Island Bridge first came to use around 1926, the population of Portland was approximately 250 thousand people. At this time, the Portland Metro area has about 2.4 million people. Many, many thousands of those people now traverse the Ross Island Bridge daily. Elegant in design, the bridge was a major accomplishment for the city and very well engineered for its time; however, the bridge was built for an era of limited usage compared to today's heavy traffic and weight loads. It would be safe to assume that if even a moderate earthquake were to occur, with a bumper to bumper traffic load on the structure, the structure would very possibly fail, and with very probable catastrophic results. Exacerbating this issue is the fact that the east and west sides of the bridge sit on opposite sides of a fault line; meaning any lateral earth shift would be problematic to the structure. Metal fatigue after nearly a hundred years of use should also be considered. While more immediate and topical solutions to the issue of traffic flow are needed and being explored, it is clear that the region is in need of a new, modern, more efficient bridge or tunnel that can handle the needs of the Portland area. One way to save and utilize the bridge would be to build eastbound and westbound structures immediately to the north and south of the bridge, at an elevation about 40 feet lower than the current structure. The two structures could then be structurally tied to the current bridge, thereby seismically stabilizing the current structure while adding more available lanes of traffic. This type of lane expansion would bring the bridge into a more realistic modern day usage functionality. In this



way, the original four lane deck could be repurposed to be used for bicycle, pedestrian, and emergency traffic.

(3) Covered Roads and Reconfiguration of Feeder Networks

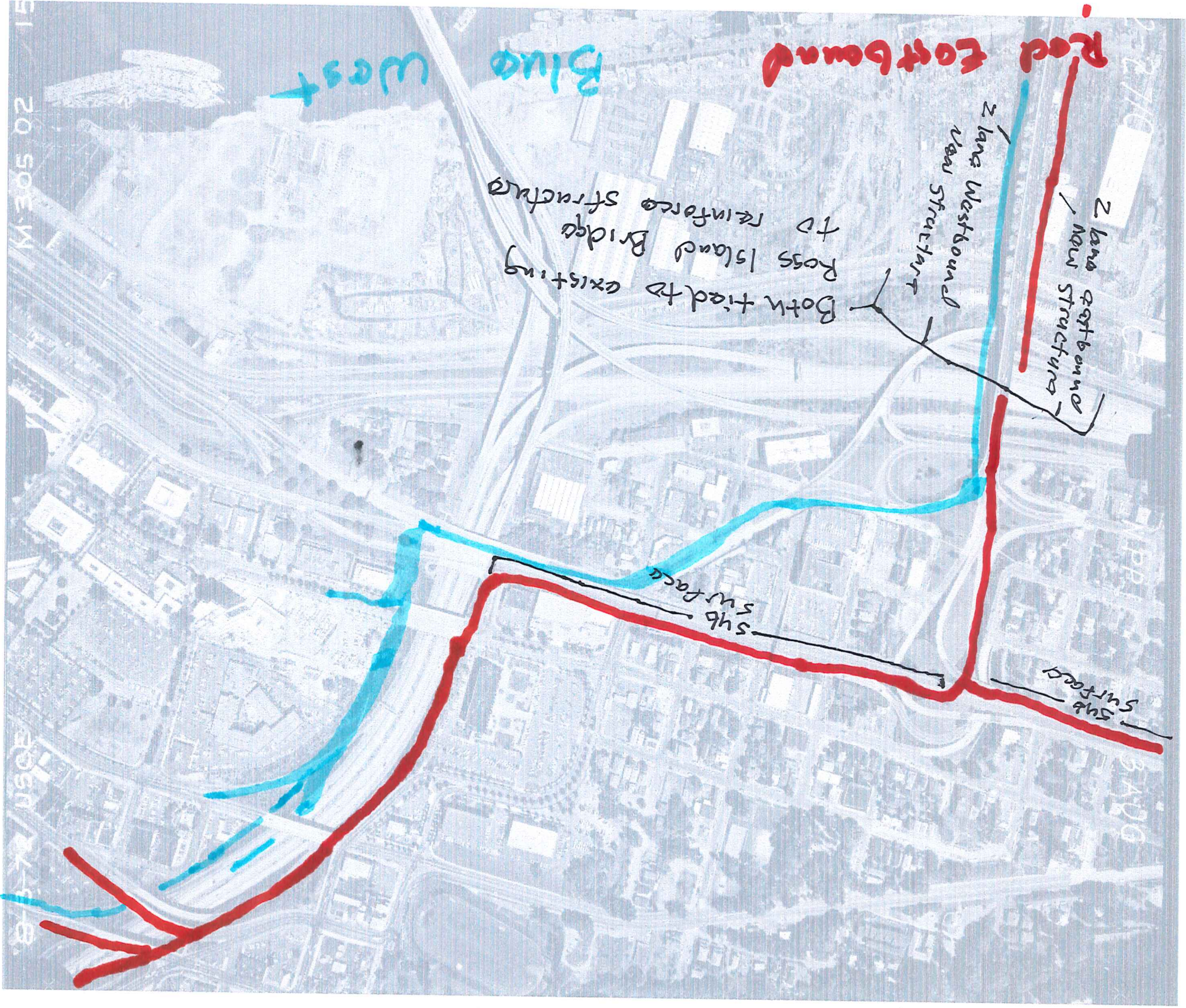
Lastly, and by far most critically, the most serious problem facing "South Portland" neighborhoods, is the Ross Island Bridge and its feeder networks. This feeder network not only divides the neighborhood into dangerous and difficult to navigate "dead zones" but it is also the source of serious environmental pollution and livability/safety concerns. Traffic jams throughout the neighborhoods cause erratic and dangerous driving, while air pollution caused by this outdated and inefficient transportation network greatly contributes to Portland's low scores for air quality. The Ross Island Bridge and its feeder networks back up and pollute the entire downtown area from the I-405 freeway to the Willamette river, from Burnside to Burlingame, and many if not most of the streets in between.

As proposed by our late Mayor Vera Katz, it is time Portland consider the use of covered roads to address the traffic congestion, by taking some of the feeder networks to the Ross Island Bridge underground, and/or re-routing some of them along the sides of the I-405 freeway; which would serve to simplify and streamline them. This could be done as follows (see Map A). In summary, we ask that you explore new ways of routing the key arterial corridors to the Ross Island Bridge, to be done in conjunction with the development of the Portland Streetcar and Light Rail. This would better serve the region, as well as the neighborhoods that are so heavily impacted by the current arterial feeder systems which feed this transportation network. In closing, we ask that those in leadership positions who are tasked with this project consider the long term solutions proposed in this paper, and allow those who will be most impacted by their decisions a seat at the table, so to speak. It is time that we come together to find a solution that will improve our neighborhood livability in not only the short term, but for generations to come.

We thank you for your consideration, and for your continued service to our community.

Respectfully submitted,

Melody Macready- Life-long Lair Hill Resident, Glen Macready – Resident of Lair Hill since 1976, Pamela Macready-Lifelong Oregon Resident



Red Eastbound

Blue West

2 lane eastbound / new structure

2 lane westbound / new structure

Both tied to existing Ross Island Bridge to reinforce structure

Sub Surface

Sub Surface



Wealth Strategy Partners

June 6th, 2018

Steering Committee Members
600 NE Grand Ave.
Portland, OR 97232

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

For more than two years, I have closely followed the SW Corridor Light Rail Project. I have attended almost every Community Action Committee meeting, consulted with individual committee members, reached out to my local representatives, attended Community Participation Organization meetings, attended numerous Steering Committee meetings, and discussed the details of the project at length with Metro and TriMet members.

I am a small business owner on SW Beveland St. As you probably know, Beveland St. has a very high concentration of small businesses, many of whom have been here for 20+ years and have personally invested in the infrastructure of this area. We are a community of small businesses who know each other by first name and have annual summer BBQs. We care about our neighborhood and we support mass transit.

As you evaluate the potential paths for the SW Corridor project, we encourage you to consider the Elmhurst St. Locally Preferred Alternative as a replacement for the Beveland St. Initial Route Proposal. The Elmhurst option offers several advantages over the original Beveland St. path:

- 1) TriMet has described that a lower travel time increases ridership and is an important attribute for successful mass transit. The Elmhurst St. route offers an opportunity to incrementally decrease the total travel time between Portland and downtown Tigard.
- 2) The Elmhurst St. route would avoid a transportation "hot spot" identified by Anthony Buczek of Metro. During the April 2nd, 2018 Community Advisory Committee Meeting, Anthony described two obstacles with the Beveland St. route: the freight traffic in connection with Lowe's and the impact on street parking heavily relied on for the small businesses on Beveland St. The Elmhurst St. alternative route would avoid both of these obstacles.
- 3) In conjunction with the Locally Preferred Alternative that would shift the proposed "Baylor/Clinton station" farther North towards Hwy 99, an Elmhurst station would provide a wider geographic range of access, or "walksheds", and far less overlap (without gaps) in station coverage than the original Initial Route Proposal (Beveland St.).
- 4) A max station on Elmhurst would provide greater access to mass transportation for employees of large employers in this area, including Walmart, Costco, and WinCo.
- 5) The Elmhurst St. route would avoid the destruction of the Hampton Park Apartments located at 12320 SW 72nd Ave. We are all familiar with the current shortage of affordable housing in Portland and surrounding area.
- 6) The Elmhurst St. route would be far less expensive to purchase the underdeveloped land than the well-developed buildings existing on Beveland St. We are literally comparing a dilapidated, graffitied covered barn and empty lots on Elmhurst St. to the millions of dollars spent to build commercial buildings on Beveland St.
- 7) The Elmhurst St. route would protect the type of development the City is trying to encourage in the Tigard Triangle. The buildings on Beveland St. are well maintained and owners continue to

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invest in their property. I have personally spent over \$100,000 in the last two years updating our building. I am on the brink of investing an additional \$40,000. The business owner across from me on Beveland St., Western Psychological & Counseling Services, has also spent more than \$100,000 in the past two years updating their building. Beveland St. business owners are actively investing in the future of this area.

- 8) The Elmhurst St. route would protect the wide range of small businesses that exist on Beveland St. Beveland St. has been an incubator for small businesses due to its unique access to highways and proximity to the people they serve. This diversified group of small businesses include mediators, therapists, architects, psychologist, financial advisors, attorneys, doctors, printers, optometrists, and accountants. Relocating these small businesses outside of the area would be disruptive and detrimental to the businesses.

We urge you to consider the Elmhurst St. option. It appears to be less costly than Beveland St. and offers several advantages which will positively impact the community. In addition, the Elmhurst St. option will avoid destroying a community of affordable housing and avoid negatively impacting many businesses along Beveland St. I appreciate your time and consideration.

Thank you,



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practitioner

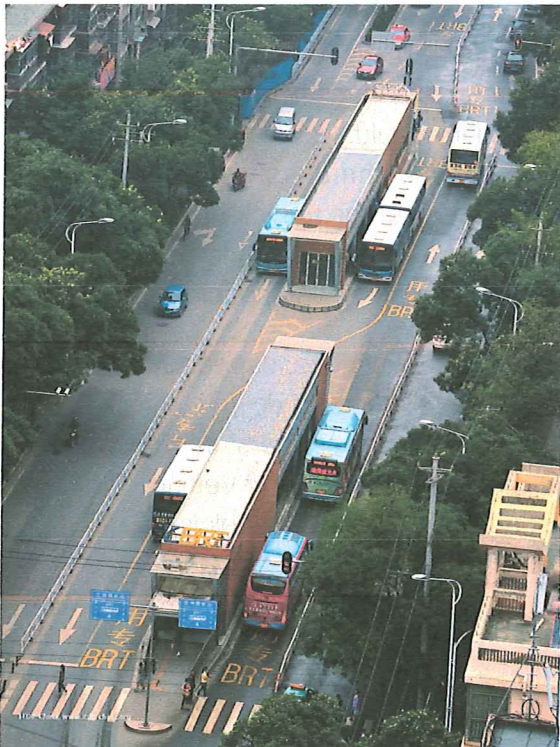
The Hole Gets Deeper; AVs Get Closer

R Fontes rfontes@Q.com

Staff's March 7 response:

Despite its positives, the response has new discrepancies while repeating false and misleading claims from earlier papers. Highlights show information missing in the response's rail ridership chart. These include three major rail projects, original and post-adoption ridership projection disparities, and where TriMet data conflicts with purported first year averages. Staff's initial ridership numbers appear to be from Before and After reports which can actually show peak ridership achieved during the first two years. The Lake Oswego streetcar project uniquely shows what can happen when an overhyped scheme isn't built.

Project	Opening year	Initial official first year projection, if later revised	First year projected from March 7 staff response {from Before & After report}	First year actual from TriMet data	"First year actual" from March 7 staff response {from Before & After report}
Eastside Blue Line	1986		19,000		19,225
Westside Blue Line	1998		20,470		24,130
Red Line	2001		11,060		11,280
Yellow Line	2004	----	13,900	Data missing	11,730
WES	2009	2,400	{1,600}	~1,180	{1,600}
Green Line	2009	30,400	25,250	~18,730	24,000
Streetcar Loop	2012	8,100	{3,900}	N/A	{2,500}
Orange Line	2015	??	?? 40% above actual	~10,800	??
Lake Oswego Streetcar no-build	Alternative Analysis: 2005 actual = 1,870, 2025 projected = 6,780. DEIS 2035 projected = 9,300. Fall 2017 actual = 1,654				



To offer advantages unavailable with Light Rail, BRT needs station-bypass capability. Staff's response states "This requires two dedicated bus lanes in each direction..." That's not true. What's needed is a way to load and unload passengers without blocking other buses. One solution is to use docking lanes so that stopping buses can leave travel lanes unblocked. There might be 'two dedicated bus lanes in each direction', but only at stations. Many TriMet stops allow buses to completely depart travel lanes. Exclusive four-lane busways would be overkill.

This station in Lanzhou, China minimizes extra lanes at the cost of longer station areas. By splitting the platform into two sections—one for each direction—the total cross-section never exceeds three lanes plus the platform. Note that this system permits median-based BRT systems to be served by standard buses with doors only on one side.

Relatively low ridership projections suggest that we might be able to avoid extra lanes entirely. At median-based stations with exclusive right-of-way, express buses could simply pass stopped buses using the opposite direction bus lane. It wouldn't be as efficient as passing lanes, but could work. It's just a matter of design.

All but one of the discrepancies stand unrefuted. The other is a matter of individual interpretation. It's that "Federal funding is more certain for light rail than BRT." Staff correctly pointed out that it did not specifically use those words. What the mode comparison does say on page 36 is that *"The absence of comparable high-level true BRT projects in the United States makes it more difficult to gauge likelihood of FTA funding."* If someone interprets that statement as not implying a higher degree of certainty for LRT federal funding then so be it.

Transit and AV technology:

Unlike WES and streetcar, which never penciled out, light rail has the potential to be cost-effective. It's just that demand remains too low to be cost-effective compared with BRT built to the same standards. In general, MAX ridership would have to double without requiring more runs or putting more stress on bottlenecks such as the Steel Bridge. While TriMet train operators receive higher pay than bus drivers, driver costs are a much lower portion of total operating expenses for MAX than for buses. Eliminating operator costs with AV technology will make buses even more cost-effective relative to light rail. We can expect MAX, with its two-car limit, to lose all possibility of being cost effective.

Big unknowns regarding AVs' effects on transit include the size of the drop in ridership, public reaction to the drop, and transit managers' ability to cope with the changes. Some advocates actually see the possibility of high capacity transit ridership growth if the public adopts AVs to get to HCT stations. TriMet's costly experience with WES—its fastest, most comfortable, and most reliable service—bodes poorly for such optimism. The multistate transportation consultancy Fehr and Peers models an average 29% to 35% drop in overall transit ridership, depending on how successful AV fleet operators are at getting riders to carpool. As travelers—especially commuters—get used to pooling rides in shared AVs, there becomes less and less reason to use heavily subsidized 19th-century-style fixed route, fixed schedule, big box transit.



The EasyMile EZ10 depicted here is the type of self-driving shuttle now beginning service at the 585 acre Bishop Ranch office park, east of Oakland, CA. Being electric and having neither hood nor trunk, the entire length is available to the passenger cabin. While less than 13 feet long and shorter than all but the tiniest of subcompacts, they sit six and have room for another six standees. So a vehicle the size of today's midsize sedans potentially could sit 12 in reasonable comfort. Even if a relatively small number of commuters were to pack such AVs, they could significantly raise average vehicle occupancy rates and we could avoid a lot of expensive major transportation projects

for decades to come. It all depends on how successful AV fleet operators are in getting people to share rides.

Remember that it is in AV fleet operators' own interest to encourage riders to pool rides, especially during high usage periods. This would minimize capital costs and maximize revenue while holding down individual fares. Up to now, travelers have always had to seek out others to share rides. Fleet AV operators' computers will have basic customer information, including requested trip criteria and at least minimal rider vetting. Portland's first official rules regarding AVs, TRN-14.34, specifically prioritizes shared fleet-operated vehicles.

If shared AVs live up to their promise and so many riders abandon transit that TriMet shuts down, this project will have just wasted three billion dollars or so. What happens if ridership drops a lot closer to the 29% to 35% predicted by Fehr and Peers? Wouldn't the drop consist mostly of those who are paying full fares out of their own pockets as opposed to those who are receiving super-subsidies? That would mean that farebox recovery would get an even bigger hit, perhaps 50% or more. What will be taxpayer/voter reaction be after seeing tax rate increases every year since 2004? Because of its relatively high fixed costs, light rail would become a disproportionate burden, making it worse for all riders.



Dear, SW Corridor Steering Team Member,

My name is Ryan Sweeney and I am writing to air my concerns regarding the SW Corridor Light Rail Project, of which, you are on the Steering Committee tasked with making final recommendations to the Metro Council.

My family and I own and operate the Village Inn Restaurant located at 17070 SW 72ND AVE. in Tualatin. We have been running the business as a family since my grandparents first opened the doors on June 19th, 1977. Last spring, literally 10 days before our 40th anniversary, we were informed by officials that the SW Corridor Light Rail Project has plans that would include a "total take" of the property that our restaurant sits on today.

Having that we have already relocated the business once in 2005 to make room for the development of Bridgeport Village, we are adamantly opposed to relocation once again due to the fact that a lot has changed since we last relocated and properties have since been taken up meaning that if we do relocate, it would most certainly be out of our current trade area that we have worked so hard to develop a regular customer base and goodwill in the community for the past four decades.

I urge you to recommend that Metro/Tri-Met re-consider another alternative, one that does not displace a local family owned and operated business.

Thank you so much for taking the time to read this and I would be more than happy to discuss further at your earliest convenience.

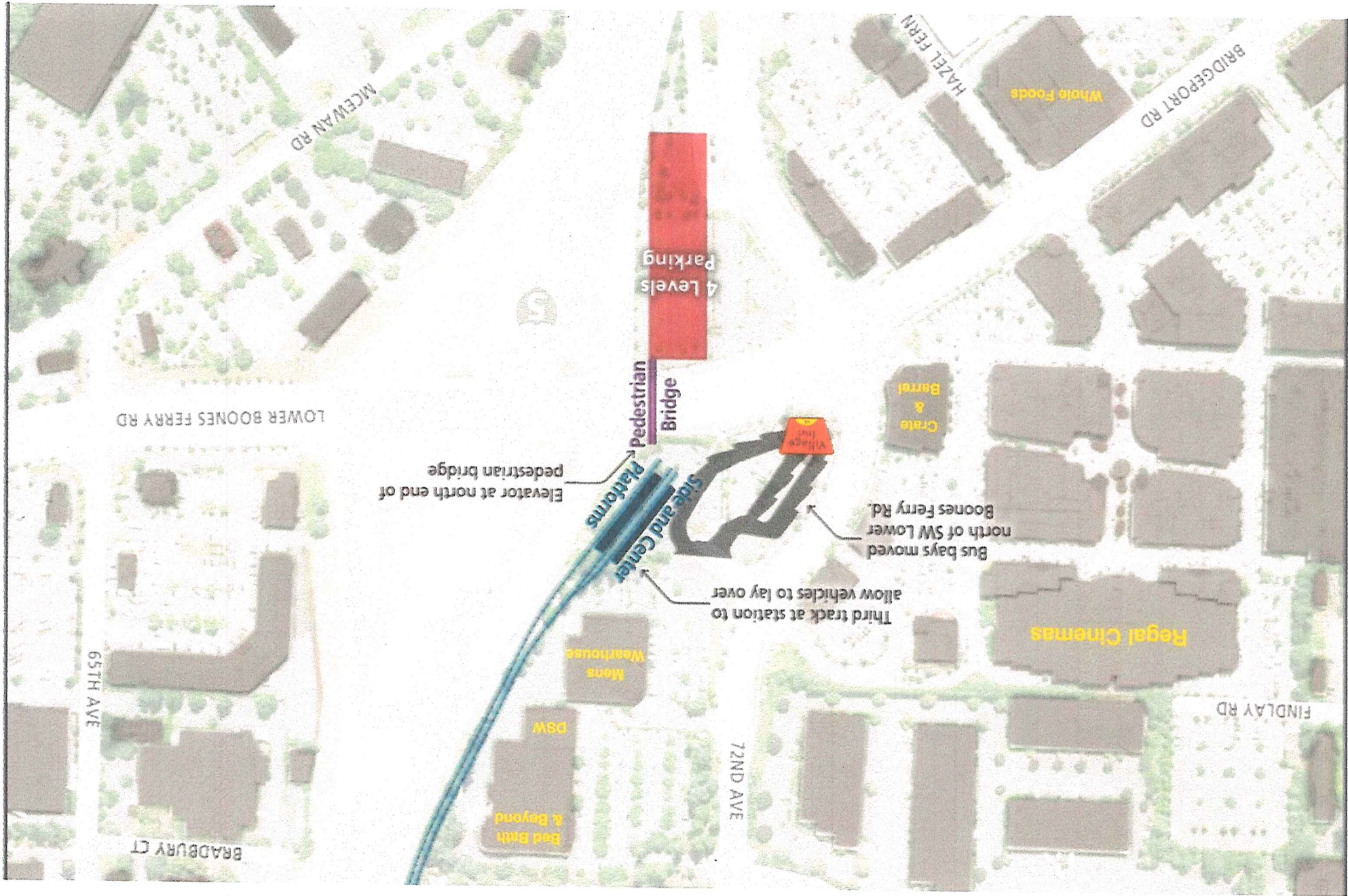
Sincerely,

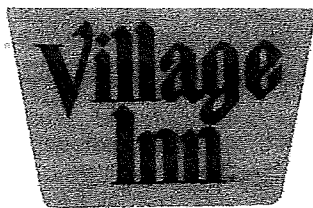
A blue ink handwritten signature, appearing to be "RS", with a long horizontal line extending to the right.

Ryan Sweeney

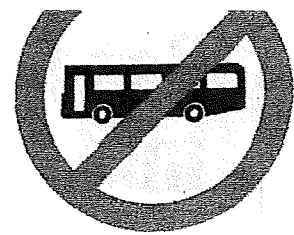
503-888-9690

VillageInnRestaurant@gmail.com





We Need Your Support



Metro is working on a
SW corridor project

A new 12-mile MAX line from downtown Portland to Tigard and Bridgeport Village in Tualatin

One of the proposed locations for the Max Station is right here which will
take your Village Inn AWAY!

Please tell us what coming to the Village Inn has meant to you
over the years and why they should choose another location for their station.

I HAVE LIVED IN TUALATIN FOR 20 YEARS, THIS IS
MY FAVORITE RESTAURANT IN THE AREA. I HAVE FRIENDS THAT
COME ALL THE WAY FROM BEACONTON & PORTLAND TO
EAT HERE. FORCING VI OUT IS CRIMINAL.
THERE HAS TO BE ANOTHER WAY VI IS FAMILY

take your Village Inn AWAY!

Please tell us what coming to the Village Inn has meant to you
over the years and why they should choose another location for their station.

THIS RESTAURANT IS CONVENIENTLY LOCATED. I DRIVE
FROM VANCOUVER TO TIGARD FOR WORK. I STOP IN
HERE IN THE MORNINGS TO GET BREAKFAST.
THEY HAVE GREAT FOOD & SERVICE. TAKING THIS
AWAY WILL NOT BE GOOD. PEOPLE DEPEND ON
THIS RESTAURANT TO FEED THEIR FAMILIES.
DON'T LET YOUR BOTTOM LINE TAKE FOOD OFF THE TABLES!

Nicole Miller - Vanc. Wa

well located at the place I prefer this address. Even
since they have been at this location we have come here
many times.
It would be a real mistake to close this restaurant.
Light rail needs to think of a different answer to the
problem.



We Need Your Support



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One of the proposed locations for the Max Station is right here which will
take your Village Inn AWAY!

Please tell us what coming to the Village Inn has meant to you
over the years and why they should choose another location for their station.

We've been customers of VI since 1974! Besides being a landmark it's been our go to place for breakfast - and it should stay that way!
--

Please tell us what coming to the Village Inn has meant to you
over the years and why they should choose another location for their station.

WE DON'T NEED ANOTHER MAXX STATION, BUT WE DO NEED THE VILLAGE INN. IT IS A REASONABLE PRICED RESTAURANT WITH EXCELLENT FOOD.
IF YOU TAKE THIS AWAY THE NEIGHBORHOOD WILL LOSE SOMETHING THAT CAN'T BE REPLACED.

take your Village Inn AWAY!

Please tell us what coming to the Village Inn has meant to you
over the years and why they should choose another location for their station. yes!!

We have been customers of Village Inn for over 30 years. We brought our children and parents and friends - to their family style restaurant - it's a Regional Family Gathering Place. Now, our children bring their children here. Our friends call their adult children in Atlanta, GA to brag that they are here - enjoying Eggs Benedict with the fabulous Sauce. As much as the food is great - the staff is wonderful!! They are friendly, honest and certainly "Customer Service"!



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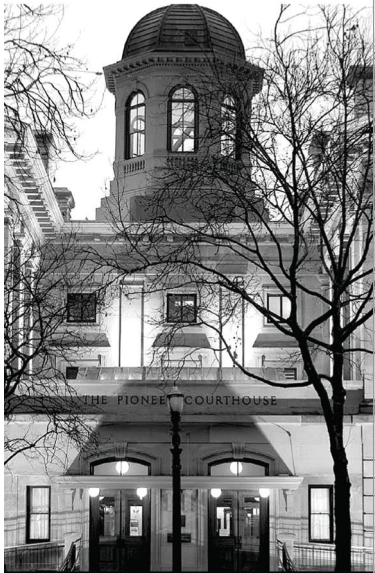
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SOUTHWEST CORRIDOR DEIS

PUBLIC MEETING

THURSDAY, JULY 19, 2018

6:00 P.M.



DEPOSITION AND TRIAL



(800) 528-3335

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TIGARD CITY HALL

13125 SOUTHWEST HALL BOULEVARD

TIGARD, OREGON 97223

APPEARANCES

John Cook, Mayor, Tigard

Chris Deffebach, Washington County

Craig Dirksen, Metro Councilor, Co-Chair

John Goodhouse, Tigard City Councilor

Doug Kelsey, TriMet

Dan Saltzman, Portland Commissioner

Gery Schirado, Mayor, Durham

Bob Stacey, Metro Councilor, Co-Chair

Rian Windsheimer, ODOT Region 1

SOUTHWEST CORRIDOR DEIS**PUBLIC MEETING****THURSDAY, JULY 19, 2018****6:00 P.M.**

COUNCILOR STACEY: I'm going to call the meeting to order. In the interest of everybody's time, I'm going to get us started. I know people are still signing up, still coming in, I chased people out of their chairs and now there seem to be enough chairs. I apologize for the inconvenience.

Hi, my name is Bob Stacey. I'm a Metro Councilor, and with Councilor Craig Dirksen, co-chair of the Steering Committee for the Southwest Corridor project. Welcome to our meeting.

The purpose of this hearing is laid out in Federal Statute. It's an opportunity to document oral comments on the project and the Draft Environmental Impact Statement, also called DEIS. We have a certified court reporter here to transcribe your oral comments, which will be submitted as part of the public comments on the draft EIS. Today is also a chance for the public to orally share comments with the committee members, these folks before you who will be introduced

1 shortly, tasked with recommending a preferred
2 alternative for this project.

3 Now that said, this hearing is not
4 intended to be a dialogue, Q&A, or information
5 gathering or giving session. The projects have been
6 holding open houses, information sessions and
7 presenting at community meetings for that purpose,
8 to get the word out about the issues and about the
9 options before us. Responses to comments and
10 questions that are posed either tonight or in other
11 testimony that you've given, are going to be part of
12 the final environmental impact statement. So we
13 describe possible impacts of our actions in the EIS,
14 you see those and question that. You see issues
15 that we didn't identify. Those issues get responded
16 to in the final EIS and should be reflected in the
17 decision that is made as a result of that EIS. There
18 are guidelines explaining today's process at the
19 check-in table.

20 Finally, the next and final Steering
21 Committee meeting will be held at the Metro Regional
22 Center, 600 Northeast Grand in Portland on Monday,
23 August 13, at 9:00 a.m. That will be the final
24 meeting of this committee. We will make its
25 recommendation on the final alignment for the

1 Southwest Corridor light rail project at that
2 meeting.

3 Now, I'd like to ask my fellow members to
4 briefly introduce themselves, starting with Mr.
5 Kelsey.

6 **MR. KELSEY:** Good evening, my name is Doug
7 Kelsey. I'm the General Manager of TriMet.

8 **MR. WINDSHEIMER:** Rian Windsheimer, I'm
9 the ODOT Regional Manager.

10 **MR. GOODHOUSE:** John Goodhouse, Tigard
11 City Councilor.

12 **MR. DIRKSEN:** Hi, I'm Craig Dirksen, Metro
13 Council District 3, which includes Tigard. And
14 before I was on the Metro Council, I was the Mayor
15 of Tigard. I'm sitting in my own seat, deja vu.

16 **MS. DEFFEBACH:** Hi, my name is Chris
17 Deffebach. I'm staff at Washington County and I'm
18 here on behalf of Commissioner Rogers.

19 **MR. SALTZMAN:** I'm Dan Saltzman, Portland
20 City Commissioner.

21 **COUNCILOR DIRKSEN:** Thank you all for
22 being here tonight. And to get us started, Metro's
23 project manager for the Southwest Corridor project,
24 Chris Ford, will now provide a quick overview of the
25 proposed project, the draft EIS, and the next steps.

1 Folks in the back, there's additional
2 chairs up here in the front if you'd like to come
3 have a seat.

4 **MR. FORD:** Hi everyone. So hopefully this
5 will work. So I'm going to give you a quick
6 overview to those members of the audience who are
7 new to our project and our process.

8 So Southwest Corridor Light Rail project,
9 it's been years of work. Planning started in 2011.
10 There is more work ahead, and the Steering Committee
11 has narrowed the options, as it says up there, from
12 more than 60 options, looking at a lot of different
13 destinations, ways to move throughout the corridor
14 as a way to provide additional travel options to
15 lots of traffic congestion.

16 And a decision that happened back in 2016
17 was also to select light rail over bus rapid
18 transit. What's circled up on the screen is a lot of
19 why we're here today, which is there are some
20 remaining route options, some of which may look like
21 small line changes, but which can be pretty
22 substantial within a local context, particularly in
23 south Portland, along Barbur Boulevard, and then
24 ways to -- how that train would travel through
25 Tigard and reach Bridgeport Village.

1 Working a process under what's called
2 NEPA, the National Environmental Policy Act of 1970,
3 and that's a process to do an evaluation of a
4 project such as this, and allows it to become
5 eligible for Federal funding. And so the Draft
6 Environmental Impact Statement is the reason we're
7 here today. As mentioned, Federal statute requires
8 us to have a public hearing for oral comments, and
9 there's other ways to submit comments as well, which
10 I'll let you know in a little bit.

11 So the types of comments that are useful,
12 these are all mentioned on the guidelines that were
13 posted online, and there's copies available here.
14 Basically, which route you feel like would be the
15 appropriate route, and the reasons why are also
16 helpful. There's an initial route proposal. This
17 was requested by Federal Transit Administration and
18 it's in the Draft Environmental Impact Statement.
19 Do you support that or not? Would you suggest
20 variations and what are the reasons? Are there
21 obvious errors in there or other information you
22 feel like is missing? Do you have different
23 conclusions and how it's presented? Here's the
24 information, but I see it differently.

25 And then one of the things that we're

1 compelled to do under NEPA is to find ways to avoid,
2 minimize, or otherwise mitigate adverse effects.
3 There are options suggested in the draft EIS. If
4 you have additional suggestions, this is a great
5 venue for providing those.

6 What happens to these comments? That's
7 always a great question. Staff is going to review
8 these comments for those that are relevant to the
9 route selection, and we will summarize those and
10 provide those to the Steering Committee in support
11 of their August 13th meeting. And so those will be
12 provided in a packet, which is available a week
13 before that. The co-lead agency to NEPA, which are
14 Metro, TriMet, and FTA, we will review all those who
15 work as project partners and figure out how to
16 address those in the further design and
17 environmental work.

18 There's something called the final ENIS,
19 that will be released in probably late 2019, and it
20 has a formal response to all comments. We're not
21 going to just look at it right before we publish it.
22 Actually, it forms a lot of the upcoming work.

23 What's next? Selecting a preferred
24 alternative. What is that? A preferred alternative
25 is a single light rail route and that's going to

1 include things that I do not anticipate decisions
2 coming up about.

3 The Marquam Hill connection, there's a
4 couple of options. That's something that, you know,
5 is within the bounds of the Steering Committee to do
6 a recommendation on, but there's probably more work
7 to be done. How exactly a shuttle system will work
8 to PCC Sylvania. Potentially, where are operation
9 maintenance facilities located. The initial route
10 proposal suggests a location. There's other options
11 that could leave that open. In general, there's
12 more work to be done in design and environmental
13 review beyond the decision that's coming up.

14 So this is the short map, the selection
15 process. The yellow arrow shows where we are today.
16 We're getting near the end of the 45-day comment
17 period. The EIS was actually released in early June.
18 It's more of a two-month comment period. And then
19 the Steering Committee will, on August 13th, make a
20 recommendation on a preferred alternative.

21 At that point it's up to the local
22 jurisdictions such as City of Tigard, City of
23 Portland, as well as TriMet board, ODOT to provide
24 comments, resolutions of endorsement, other
25 commentary on a preferred alternative. Metro

1 Council ultimately. What happens is that it's
2 adopted into the regional transportation plan, which
3 is in the process of being updated, and that will
4 occur by the end of the year. So it has some key
5 dates on the next slide.

6 So dates for you all to know, other bites
7 at the apple, July 30th, our committee advisory
8 committee is having their last meeting in which they
9 will provide a recommendation on a preferred
10 alternative. August 6th is when the materials will
11 be released for the Steering Committee meeting and
12 that would include staff recommendation as well as a
13 summary of comments. August 13th the meeting, as I
14 already mentioned. And as mentioned, not yet
15 scheduled, local jurisdiction councils or other
16 events, as well as Metro Council.

17 Not mentioned on there is in case you feel
18 like this is too long of a wait or a little busy,
19 we're also having another public hearing one week
20 from today at the same location, on the 26th, same
21 time. Steering Committee is welcome to attend, the
22 members are welcome to attend, but this will not be
23 set up the same way. It will be a smaller venue --
24 or it's going to be here, same venue, but it's going
25 to be a more casual attempt to also gather comments.

1 So for right now, if you're discouraged by the
2 numbers, you can come back in a week and those
3 comments will also be transcribed.

4 So finally these are other ways in which
5 you can comment on the EIS. And so as mentioned on
6 there, there is -- going to our website, which is
7 swcorridorplan.org will jump you there, and you can
8 at that place -- you can submit comments. There is
9 a little 1-to-5-star rating form that you can just
10 do a quick submission. You can also submit online
11 comments and you can add an attachment. So if you
12 have a letter you've written, you can attach that.
13 You can also send email and we can leave that up on
14 the screen, and there's also a couple of phone
15 options as well.

16 That concludes my presentation.

17 **COUNCILOR DIRKSEN:** All right. Thank you
18 very much.

19 Members of the committee, any questions
20 for Mr. Ford before we move on? All right. Thank
21 you very much.

22 Now is the opportunity for public comment
23 on the Southwest Corridor Light Rail project and the
24 Draft EIS. As mentioned, guidelines that explain
25 the process are available at the check-in table. To

1 provide comments, please fill out and submit a
2 speaker card at that check-in table. Speaker cards
3 must be submitted by 7:00. Once all speakers have
4 been heard, the meeting will be adjourned.

5 When it's your turn, please come up and
6 sit at the speaker's table. Each speaker will get
7 three minutes to introduce themselves and deliver
8 their comments. Staff will hold up a yellow sign
9 when you have one minute left -- who is going to do
10 that?

11 **MS. KEHE:** There's a blinking light on the
12 desk.

13 **COUNCILOR DIRKSEN:** Okay. There's a light
14 on the desk. And a red light will come on when your
15 time is up. Please let us know if you have a
16 multiple-party situation, such as one person
17 representing a large group or multiple speakers who
18 have the same comments, and we may allow -- if
19 that's necessary, to allow for additional time.

20 Also, if your comments that you want to
21 make are the same as ones who have previously been
22 made, please feel free to say I agree with something
23 that was already said. If you have handouts, please
24 provide them to Yuliya. She will keep a copy for
25 the record and pass additional copies to the

1 Committee. So I will read you off a couple at a
2 time who is going to come up first and then who will
3 be next as we go through this. And I have received
4 so far 31 cards of people who want to speak. So at
5 three minutes a piece, plus a little time for
6 transition, we're looking at a couple of hours, so
7 here we go.

8 The first up to speak is Dr. David
9 Schleich. And next up to speak, please come on up --
10 and the next to speak will be Ryan Sweeney.

11 **DR. SCHLEICH:** Thank you so much for the
12 opportunity to contribute to the DEIS comment
13 window. I represent as President of National
14 University of Natural Medicine and our stakeholders,
15 which include not only employees, who are faculty
16 and staff and support folks at the university, but
17 also, of course, our students and our patients.

18 The National University of Natural
19 Medicine is accredited by the regional accrediting
20 body of the Department of Education, and also, of
21 course, by the Higher Education Coordinating
22 Commission of the State of Oregon. We worked with
23 PBOT and Metro and ODOT for a dozen or years or so
24 to address safety and access issues caused by the
25 heavy and fast-moving traffic, which with we are all

1 familiar, that completely surrounds our campus
2 footprint, particularly Naito on our west side and
3 Ross Island Bridge to our east.

4 We support the Southwest Corridor Draft
5 Environmental Impact Statement and project, which if
6 approved and funded could finally remediate the
7 increasing congestion of commuter traffic build-up
8 on Kelly and Water, as well as provide traffic-
9 calming effects on Naito, all of which are directly
10 adjacent to our university property which is
11 evolving.

12 These proposed improvements to south
13 Portland have been needed for many years and the
14 proposal offers an opportunity to remedy those long-
15 standing difficulties. However, it's important that
16 we, for the record, indicate that the future of NUNM
17 in south Portland is affected by some of the
18 proposed changes. These property acquisitions, in
19 particular, that might be necessary for the bridge
20 gap really slam into our master plan, and
21 unfortunately create questions about the future
22 viability of the campus in south Portland.
23 Specifically, due to the proposed acquisition of our
24 clinic on Corbett and Water, and the potential
25 acquisition of a part of our larger parking lot

1 adjacent to the academic building. There would be
2 disruption not only to healthcare services, of
3 course, which include 20,000 patient visits now a
4 year, but also impact the medical training of our
5 students.

6 So without our Lair Hill health center,
7 we'd be obliged in the interest of our students and
8 patients to -- in particular, to rethink our master
9 plan. So we intreat planners and decisionmakers to
10 work closely and earnestly with us to leave us whole
11 so that we can continue our mission in Portland and
12 beyond. Thank you very kindly.

13 **COUNCILOR DIRKSEN:** Thank you very much.
14 For the benefit of the court reporter, the Doctor's
15 last name is spelled S-C-H-L-E-I-C-H.

16 Thank you. Next, Ryan Sweeney followed by
17 Steve Watt.

18 **MR. SWEENEY:** Good evening, I'm Ryan
19 Sweeney. I'm co-owner of the Village Inn Restaurant
20 located at 17070 Southwest 72nd Avenue, on the
21 border of Tigard and Tualatin.

22 My family and I have owned that restaurant
23 since 1977. It was my first job when I was 10 years
24 old. I worked there throughout high school and
25 college, and when I graduated college, I became a

1 general manager, and just last spring, I became an
2 owner.

3 I'm here tonight because I've had a chance
4 to review the Draft Environmental Impact Statement
5 and I have some objections and I've brought a couple
6 alternative options. Obviously, my first and
7 foremost concern is that the plan currently calls
8 for my restaurant to be relocated, and I am
9 adamantly opposed to that.

10 In lieu of relocating my business, I would
11 offer a few suggestions. One would be to look at
12 the property directly north of my property because I
13 feel that that property -- it's one tax lot. It's
14 much bigger. It can accommodate the parking garage,
15 the bus turnaround, plus it would shorten the length
16 of the terminus, which would save some money. Also
17 it would free up the south TriMet Park & Ride lot
18 for future development.

19 And I also feel like the businesses that
20 are there currently would have better opportunity
21 for successful relocation. To give you an example,
22 the Bed Bath & Beyond has six area locations and
23 they're headquartered in Union, New Jersey. DWS has
24 five area locations and they're headquartered in
25 Columbus, Ohio. Men's Wearhouse as seven Portland

1 area locations and they're located in Houston.
2 Whereas, Village Inn is owned by myself and my
3 mother and we live here in town. And also, I feel
4 like our business is more location-dependent than
5 the aforementioned businesses. That would be one
6 option.

7 The second option would be to move the bus
8 turnaround to south TriMet Park & Ride location to
9 be next to the parking garage. And as this would
10 preserve our property and just so you know, it's not
11 just me who is concerned about it. We have over 300
12 comment cards and we've collected almost 1,000
13 signatures within a couple weeks. And as I'm sure
14 you'll probably hear tonight, there are a lot of
15 people in the community who are concerned about it,
16 and they don't want to lose their favorite
17 restaurant. Thank you very much for your time, and
18 appreciate you letting me speak.

19 **COUNCILOR DIRKSEN:** Thank you.

20 Steve Watt and after that will be Ken Lee.

21 **MR. WATT:** Hello, I'm Steve Watt. I'm the
22 wife of the owner -- spent 40 years working there.
23 We recently did, last month, meet with TriMet and
24 they did have some overlays of different options for
25 the Village Inn. Our objective here is to save the

1 Village Inn. We're open to the alternatives. Light
2 rail is okay with us. It's saving the Village Inn
3 is what we want to do.

4 The Village Inn -- Ryan and I didn't
5 compare notes here, but it started 41 years ago when
6 on staff, Robert Bailey and his uncle, went together
7 and purchased that property and built the Village
8 Inn. At that time, there was a vacant rock quarry
9 across the street. For the first 23, 25 years,
10 that's what they were. They built this business.
11 They successfully built the business next to a rock
12 quarry. I think there was a truck repair shop
13 behind it. There was a motel there. All of that is
14 gone. The Village Inn has survived. It was a
15 business where we see the average restaurant that
16 starts up, 80 percent fail in the first five years.
17 She's been there 40. And I think that the proof of
18 that is they were 2016 franchise of the year for the
19 Village Inn. In '17, and even more incredible, they
20 got franchise of the quarter, which what that means
21 is we reset all the percentages against every
22 restaurant and she did that again, Ryan and her did
23 it again. So it's definitely a success story. They
24 have worked hard at that. They -- you know, they've
25 been there for a long time. Also where is the

1 Village Inn located? Is it in Tualatin? Is it in
2 Tigard? That's actually a trick question.

3 **COUNCILOR DIRKSEN:** Yes.

4 **MR. WATT:** The building is in Tualatin,
5 the parking lot is in Tigard, so we do represent
6 both cities. But I think that's long forgotten.
7 What we've developed there is a culture of this is
8 Bridgeport. The same -- I know it's hard to make
9 comparisons to the Pearl, to Mississippi, to
10 Hawthorne, I realize we're much smaller, but the
11 fact is, that's what we are. The Village Inn is the
12 community meeting gathering location. They meet
13 there. There's people that eat there every day, a
14 lot that are a few times a week. Many groups that
15 come in there and meet all the time. Bridgeport is
16 the Village Inn. I guess for me, it's the gathering
17 place. It's the meeting place for the town.

18 Lastly, I really would like to invite all
19 of you to come down there and look at the building.
20 Look at the landscaping. It's well taken care of.
21 It's a modern, new building. It fits in. And when
22 you're done, come stand at the front door and turn
23 around, and every building you will see is corporate
24 America except for the one you're standing on right
25 there. That's a family-owned piece of property and

1 business that's been there for 40 years, and no one
2 else has. Thank you. Save the Village Inn.

3 **COUNCILOR DIRKSEN:** Next is Ken Lee, and
4 then following him will be Michelle Cheng [sic].

5 **MR. LEE:** Good evening. My name is Ken
6 Lee, Way Lee General Contractor. My family owns two
7 properties on 68th Parkway, 99W or Pacific Highway.
8 Our tenants are Chick xx Fillet and Chang's
9 Mongolian Grill. I'm joined tonight by the owner of
10 Chang's Mongolian Grill, Tai Bon Chang (ph) -- Bon
11 will you stand, please.

12 Also joining us are our neighbors, how
13 Xujian Lu of Lu's Sport's Bar, and JD Dasye (ph)
14 owner of the Quality Inn. And we're all up there on
15 68th Parkway and 99W. And our properties are
16 located on design refinement 4 of IRP, which we
17 object to. We think the route should just continue
18 into Tigard triangle on route B2, which has already
19 been part of the route.

20 In the short time that we have, I'd like
21 to highlight a few problems with the refinement,
22 which I'll refer to as DR4. The first is according
23 to Appendix E, DR4 is supposed to reduce visual
24 impacts related to the presence of long segments of
25 aerial light rail on I-5. Well, first of all, it's

1 not unusual to see light rail structures along I-5
2 or freeways in general. I-205 has aerial guideways
3 and overpasses from the airport to Clackamas Town
4 Center. Otherwise, these structures are typically
5 hidden from view in industrial zones.

6 Last month I met TriMet on two occasions
7 and they were not ready to show me what DR4 would
8 look like. So last week we commissioned Fat Studio
9 Pencil in Portland to create some 3D visualizations
10 based on the information in the DEIS. And I think
11 those are being passed around here.

12 So the first view is eastbound on Pacific
13 Highway approaching -- pass that around. The second
14 is westbound at Pacific Highway and 68. And the
15 last view is the north side of 68th and Pacific
16 Highway looking south. So while DR4 eliminates the
17 visual impacts on I-5, it's just moving them to
18 Pacific Highway closer to cars in the first place,
19 and it's a bigger visual impact. That's the reason
20 they put in that table E1 and Appendix E.

21 The second problem we have with DR4 is it
22 adds a second crossing of a wetland in Tigard
23 triangle. Route C2 already crosses the wetland on
24 the west side of the triangle. Design refinement 5
25 was added to improve that but it still crosses the

1 same wetland. One of the goals of the DEIS is to
2 advance transportation projects that are sensitive
3 to the environment. Design refinements are supposed
4 to help avoid or reduce impacts. Instead when
5 you're adding DR4, you're adding a second crossing
6 of a wetland and additional impacts.

7 Then the final objection we have is moving
8 the Beveland station to north to 68th Parkway and
9 99, with the hopes of attracting more ridership this
10 late in the game. Ridership data should have been
11 determined before putting the DR4 in the IRP. So we
12 urge the Steering Committee to remove DR 4 from the
13 IRP and come into the Tigard triangle through B2.
14 Thank you.

15 **COUNCILOR DIRKSEN:** Thank you.

16 Next Michelle Cheng followed by Debi
17 Mollahan.

18 Is it Cheng or Cheney?

19 **MS. CHENEY:** Cheney. Thank you. Good
20 evening. My name is Michelle Cheney and I am the
21 Clinic Manager for the Portland Clinic south office.
22 We are located in Tigard along I-5, between Bonita
23 Road and Carmen Drive. Our address is 6640
24 Southwest Redwood Lane. I've been a proud Tigard
25 resident for 14 years. I also serve on the Board

1 of Directors for the Tigard Chamber of Commerce.

2 The Portland Clinic south location has
3 7,000 primary care patients. We serve between about
4 150 and 200 patients per day. We have 15 specialty
5 departments, including primary care. We have also
6 have an overnight sleep center. We have 1,500
7 patients who are over 65. They come to our clinic
8 from nearby communities. The south clinic is one of
9 six clinics in the Portland area and we have about
10 600 employees.

11 We are big proponents of public
12 transportation and offer half-price TriMet passes to
13 all of our employees. We also know that many of our
14 90,000 patients depend on public transportation to
15 seek medical care at clinics.

16 The Portland Clinic is a member of a
17 coalition of Tigard businesses called the Coalition
18 for Southwest MAX Railroad Options. Members of the
19 Steering Committee, the Portland Clinic and the
20 coalition support the initial route proposal as it
21 appears in the DEIS. With the IRP, the partner staff
22 recommended through route travels alongside rail
23 tracks. The railroad route C2, which the coalition
24 has been a proponent of all along, is the best route
25 for the following reasons.

1 Faster travel time, most cost effective to
2 operate, lower capital costs, most comprehensive
3 multi-modal transportation plan with the Tigard-
4 Tualatin connectivity, and the best route to support
5 the Tigard triangle strategic plan most accessible
6 to the residents of Tigard. We feel it displaces
7 fewer businesses and employees, and provides for a
8 significant economic development. It also maintains
9 projected ridership as anticipated. Our support is
10 in alignment with Metro, TriMet, and other
11 jurisdictional planning staff and engineers for this
12 important project for the region.

13 On behalf of the Portland Clinic and
14 coalition members, I request that the Committee
15 support the IRP to DEIS findings and making the IRP
16 the preferred alternative in August, moving this
17 work from the final EIS and the regional transit
18 plan. Thank you.

19 **COUNCILOR DIRKSEN:** Thank you.

20 The next up is Debi Mollahan, and she will
21 be followed by Steve Deangelo.

22 **MS. MOLLAHAN:** Good evening, I'm Debi
23 Mollahan, I'm CEO of the Tigard Chamber, and I'm
24 here on behalf of our member businesses, the larger
25 business community.

1 I would like to speak in support of the
2 southwest corridor light rail overall. We've been
3 actively engaged with this project for the three or
4 four years through participation of various metro
5 committees. And particularly in the last 18 months,
6 as I've been a member of Southwest Corridor Light
7 Rail Community Advisory Committee, also known as
8 CAC, as well as working on local ballot initiatives
9 to support this in Tigard.

10 Since I'm on the CAC, I will not comment
11 directly on the IRP, since our committee will be
12 recommending a locally preferred alternative to the
13 Steering Committee shortly.

14 While the implementation of light rail
15 into and through Tigard will not reduce our current
16 congestion, it will help mitigate future congestion
17 modeled into 2035. Without implementation of
18 alternative transit options, congestion is modeled
19 to change from more kind of normal work hours, two
20 to three hours in the morning and evening, to
21 congestion 13 to 17 hours per day. That was
22 startling to me. So doing nothing is really not an
23 option, and based on years of study, this project
24 seems like the best option. I get constant feedback
25 from residents and business about increased

1 commuting times, increased traffic, congestion and
2 more, which affects quality of life. It impacts our
3 businesses' bottom line and service delivery.

4 It is disheartening that a transportation
5 project of this size will impact residential and
6 commercial business properties. Any large
7 transportation improvement, whether it's light rail,
8 dedicated bus lanes, or new road construction,
9 unfortunately, will have this impact due to our
10 density and build-up.

11 As a member of Southwest Corridor CAC,
12 I've gotten feedback from both business and property
13 owners. I've met with many, and I've directed them
14 to appropriate contacts at Metro. In the process,
15 I've been pleased in the responsiveness and concern
16 that I've seen by Metro and TriMet. Even as the
17 DEIS was being developed, they began work
18 mitigations to reduce impact where possible. This
19 has resulted in the proposed design modifications,
20 which are currently part of the IRP. And I realize
21 those design modifications haven't had the same
22 level of study, so there may be things that get
23 unearthed, as you just noted, with the change in the
24 station.

25 However, we like the proposed design

1 modifications at a high level, given what we know at
2 this point in time, as they appear to reduce the
3 overall impact to business as well as naturally
4 occurring low-income housing, which is a concern for
5 Tigard, while improving transit times and resident
6 access. A shift of that station up on 68th moves it
7 closer to residents on the other side of 99W.

8 I would encourage both TriMet and Metro to
9 continue to listen to impacted property owners,
10 businesses, and residents, and where possible,
11 continue to modify design.

12 High capacity transit in Tigard and the
13 south metro are vital to managing the future growth
14 that's projected. Multiple modes of transportation
15 are important to commerce and a healthy society.
16 This project is both critical to Tigard and the
17 region to manage our growth and provide our
18 employers, employees, and residents with transit
19 options. Thank you for your time.

20 **COUNCILOR DIRKSEN:** Thank you.

21 Next is Steve Deangelo followed by Carol
22 Krager.

23 **MR. DEANGELO:** Good evening. My name is
24 Steve Deangelo. I'm a downtown business owner. I'm
25 a commercial property owner. I've been a resident

1 since 1989, and I'm President of the Tigard Downtown
2 Alliance.

3 I have serious concerns on our congestion
4 and traffic impacts for now and in the future. One
5 of the major impacts for me and my business, I'm in
6 the catering event business and I have timely
7 deliveries. So now the cost of my goods and services
8 are going up based on the fact that I have many
9 times trucks that are on the road just sitting in
10 traffic for 20, to an hour and 35-45 minutes. We
11 can charge port-to-port charges, that's one
12 solution, but the simple fact is congestion in
13 traffic will raise the costs of the goods and
14 services that we sell to our customer.

15 Transportation planning for the future is
16 a must and it was underplanned in the early days,
17 and that's no one's fault today. But it's certainly
18 important that we plan for the future and look for a
19 multi-style transportation. Southwest corridor will
20 connect the fastest growing parts of the state to
21 many areas of the metro region with new
22 alternatives. It's somewhat intriguing to me that
23 one of the fastest growing population areas is the
24 last to be improved.

25 One of the things we do annually with

1 Tigard Downtown Alliance is we take a field trip.
2 Last year we took the opportunity to go to our
3 neighbors in Milwaukie and study the impacts of the
4 orange line. When I set up the trip, I asked the
5 leaders of that tour to tell me the good, the bad,
6 and the ugly. And interestingly enough, there
7 wasn't a lot of bad and ugly. There was a lot of
8 really positive effects from the orange line.

9 I'm most excited about the economic
10 development opportunity within our downtown region
11 and the things that the Southwest Corridor will
12 bring. The revitalization of our downtown is a
13 personal passion of mine, and I think you've been
14 able to see some of the impacts that our
15 organization has made and the City's commitment to a
16 revitalized downtown. So I believe southwest
17 corridor is going to help us with that.

18 Of course, the other impacts that are
19 positive include all safety, pedestrian/bike
20 improvements, which we still badly need in this
21 area. And the opportunity to create more affordable
22 housing, I think, could also be a byproduct of this
23 project. I do have some concerns. I certainly
24 would urge the Steering Committee, Metro, and TriMet
25 to really value the displacement of the businesses

1 and the impacts that it takes. I know it's never
2 easy. I know it's part of the process, but please
3 be sensitive to all these businesses and those
4 impacts.

5 And lastly, as I look at the DEIS, I have
6 some deep concerns about the size of the Park & Ride
7 lots at this end of the terminus. It appears those
8 numbers are dramatically down. My business aligns
9 with the commuter rail parking lot, 110 spaces
10 there. I looked over the fence today at 3:00 just
11 to double-check, and that thing was full. Parking
12 challenges continue to impact our downtown here, so
13 I urge you to consider those Park & Ride size
14 locations as well. Thank you so much for your time.

15 **COUNCILOR DIRKSEN:** Thank you.

16 Next Carol Krager followed by Lonnie M.

17 **MS. KEHE:** She's left.

18 **COUNCILOR DIRKSEN:** Carol left. Okay.

19 Lonnie M. come up please, followed by
20 Rachel Dawson.

21 **RONNIE M.:** Good evening. Time is money,
22 my Pop always used to tell me, and no one likes to
23 waste money. I'm a Tigard resident and a property
24 owner. I became involved with my city as a
25 committee volunteer giving my precious time to

1 various committees here. I'm a frequent transit
2 user daily. Our household is a single-car
3 household. So I still own a car. Transportation is
4 an economic issue. It allows us to get to and from
5 work, shopping, leisure, appointments, and others
6 where we earn money and spend money. You know,
7 economics.

8 Growth is inevitable. We cannot escape it
9 or its impact on our lives unless we, ourselves,
10 move away from it, and we're running out of places
11 to move. I sit here today to voice my support for
12 the Southwest Corridor Light Rail project. I'm
13 interested in effecting change through
14 participation. I'm giving my time to serve us, the
15 citizens and the City of Tigard, on the Tigard
16 Transportation Advisory Committee, the Transit
17 Subcommittee, and the Fanno Creek Trail Committee.
18 And yes, I also serve the region with Metro on the
19 Community Advisory Committee or CAC, for the
20 Southwest Corridor Light Rail project for the last
21 16 months. That's because I believe in this
22 project.

23 There are pros and cons for reaching
24 alignment and for the project as a whole. Because
25 I'm on the committee, I'm not going to get specific

1 on my opinion. Some I agree with. Some I don't
2 agree with. The decision on alignments are going to
3 be a consensus and not a one-person recommendation.

4 In my effort to be part of the solution
5 rather than part of a problem, I'm looking forward
6 to the future for Tigard. I hope to be part of a
7 legacy that shows future generations that we were
8 forward-thinking and intentional in our actions and
9 planning. So I ask if not this project now, when?
10 If not this project at all, what is your solution?
11 Thank you.

12 **COUNCILOR DIRKSEN:** Thank you.

13 Rachel Dawson followed by Jakob Puckett.

14 **MS. DAWSON:** So during my testimony, I'll
15 be referring to these graphs that are being passed
16 down the line currently.

17 So just briefly, I'll introduce myself
18 before you receive those graphs. My name is Rachel
19 Dawson. I'm a resident of West Linn. Now, I had
20 some concerns regarding the Southwest Corridor DEIS,
21 specifically in regards to projections concerning
22 the ridership as well as capital costs. Now, the
23 first graph that I'm going to be referring to is
24 average fiscal year weekday boarding rides, and I've
25 included the 2035 DEIS prediction so you can compare

1 what is happening now, what has happened in the
2 past, and what is being predicted in the future.
3 And notice that I included the year 2018, but that's
4 fiscal year to date in May
5 Notice between the years 2000 and 2018, a span of 18
6 years, ridership has increased by around 85 percent,
7 with the inclusion of four light rail rides.
8 However, between 2018 and 2035, a span of 17 years,
9 this is a shorter span with the inclusion of one
10 light rail ride. The DEIS predicts that boardings
11 on light rail will increase by 174 percent. Now,
12 given that boardings have been decreasing since
13 2012, these predictions seem implausible to me in
14 the DEIS currently.

15 Now, additionally, historically, light
16 rail project capital costs, as well as other capital
17 costs, such as WES, have been underestimated,
18 meaning that the predicted costs in the SDI's,
19 DEIS's and FDIS's have been lower than what the
20 actual capital cost has been. And I have noted this
21 in the second graph there. You'll see it includes
22 the blue line, the green line, WES, and the orange
23 line, and at the end included the southwest corridor
24 line.

25 Now, in 2016, the cost of the southwest

1 corridor line was predicted to be \$1.8 million, 2016
2 dollars. This has been increased to around up to
3 \$2.8 billion in the DEIS. Now, this accounts for
4 inflation as well as increases in property.
5 However, that's a difference of a billion dollars.
6 And if this pattern continues that we've seen with
7 past capital costs, that price is only going to
8 increase by the year of expenditure.

9 So decreasing ridership, increasing
10 capital costs seem -- seem more like an economic
11 disaster than a successful project as the DEIS
12 proposes that it will be. So I ask that you
13 reevaluate the predictions that you have in the
14 Southwest Corridor DEIS, looking at what has
15 happened in the past and what is happening now.
16 Thank you.

17 **COUNCILOR DIRKSEN:** Thank you.

18 Next is Jakob Puckett followed by Miranda
19 Bonifield.

20 **MR. PUCKETT:** Members of the Steering
21 Committee, my name is Jakob Puckett, and I'll also
22 be referring to a handout that's going around. I
23 want to highlight a couple aspects of the Southwest
24 Corridor Light Rail project that I find concerning.

25 Two of the state's reasons for this

1 project that we've heard mentioned so far are to
2 reduce traffic congestion and to increase
3 transitability for residents of the southwest
4 corridor. To begin, the Draft Environmental Impact
5 Statement predicts more traffic congestion in the
6 southwest corridor if we build this rail line than
7 if we didn't. I went through the projected levels
8 of traffic congestion in 2035 for the effected
9 intersection under both the build and no-build
10 alternatives, which are provided in Attachment B,
11 parts 8 and 11 of the DEIS.

12 There were 44 intersections studied for
13 the a.m. peak period and 85 for the p.m. As you can
14 see on figure 1 on the handout, traffic is expected
15 to be more congested at a greater number of
16 intersections under the build alternative than under
17 the no-build alternative.

18 Building the light rail would lead to
19 greater congestion at 30 out of 44 a.m. peak
20 intersections, and 46 out of 82 p.m. intersections.
21 On top of this, I-5 ramps along this route would
22 also be more congested, which you can see in figure
23 2. In the morning, the build alternative would be
24 more congested at five out of six I-5 ramps along
25 the route, and the afternoon would be six out of

1 nine. So by the project's own numbers, traffic is
2 expected to be more congested under the build
3 alternatives in 2035 than the no-build alternative.
4 You could reasonably call it, based on this, the
5 Southwest Congestion Project.

6 Concerning ridership, the proposed line is
7 currently covered by nine TriMet bus lines. Now, I
8 calculated the ridership trends for each of these
9 bus lines since 2001, which you can see in Figure 3.
10 The ridership increases for a couple of years. It's
11 been trending down since 2009, and is now 3.5
12 percent lower than it was in 2001. Further,
13 according to annual reports from the City of
14 Portland Auditor's Office, the percentage of people
15 in the southwest corridor who use public transit as
16 their main mode of transportation has dropped over
17 50 percent since 2001, which you can see in figure
18 4.

19 So my question is this: Why would you spend
20 \$2.5 billion to knowingly make traffic congestion
21 worse? Why would we spend \$2.5 billion on another
22 transit option when the majority of the people do
23 not want this transit option, as you can see from
24 figure 4.

25 I think the answer is that we shouldn't.

1 And for that reason, I urge you to support the no-
2 build alternative. Thank you, again, for the chance
3 to testify.

4 **COUNCILOR DIRKSEN:** Thank you.

5 Miranda Bonifield followed by Justus
6 Armstrong.

7 **MS. BONIFIELD:** Hi, my name is Miranda
8 Bonifield. I live in Hillsboro, but I've spent
9 enough time in this area to know that I really love
10 it. I also love using the MAX. I love using the
11 bus. I think it's tremendously fun and convenient.
12 Whenever I travel to other cities like Atlanta,
13 D.C., or New York, I utilized public transport all
14 the time.

15 That being said, I share some concerns of
16 previous individuals who have talked about the
17 decreasing ridership of public transit overall, the
18 high capital costs, et cetera, et cetera. So I'd
19 like to talk a little bit, really quickly, firstly
20 about the way the EIS is structured, and then about
21 another example of flaws within the EIS.

22 From the moment I began reading the EIS,
23 it became clear to me that this document is overly
24 optimistic in pretty much all of its predictions.
25 For instance, the document states on page 6 of

1 chapter 1, you don't really have to dig for this,
2 that demand for public transit is slated to increase
3 between now and 2035. The only warrant that's
4 provided for this is increased population in the
5 area, and the fact that there's supposed to be not
6 enough public transit available.

7 However, the EIS fails to provide any
8 numbers on previous trends in transit, the EIS fails
9 to give any sort of justification for its projected
10 increase in ridership. So, you know, that doesn't
11 look like good scholarship to me. I've had some
12 pretty good college professors and pretty good Econ
13 professors when I was in school, and they all told
14 me that you need to actually look at the metrics.
15 You need to look at the actual data, and you can't
16 just have some wild guess out there that it seems
17 like the EIS is giving. It's just one more example
18 of flawed reasoning in the EIS. Page 8, literally
19 two pages later, argues that a new light rail line
20 would be good for future high-density development,
21 and provide greater mobility to and from jobs in the
22 Portland area and city attractions, and things like
23 this. But there are several issues with that.

24 First of all, a heightened state of
25 development doesn't necessarily correlate with, for

1 instance, the decrease in energy or vehicle usage.
2 David Brownstone, who is an economist from the
3 University of California, did a study on this and
4 found that a high-density development and urban
5 planning, things like light rail didn't actually
6 have any kind of impact that was great enough to be
7 useful.

8 Additionally, despite the billings that
9 we've spent on the MAX line projects and transit
10 development in the past, despite improvements in the
11 job market so more people are commuting to work,
12 despite the fact that the numbers of walkers and
13 cyclists commuting to work has actually grown by 79
14 percent, and despite the increases in our area's
15 population, ridership per capita continues to
16 decline, while automobile commutes have increased by
17 21 percent.

18 So with all of this on the table, how is
19 spending \$2.5 billion on another light rail line
20 that people aren't going to use as frequently as we
21 would hope a good idea for our taxpayer -- for our
22 use of resources, for our region, for congestion in
23 the area? The answer is, it isn't. So thank you
24 very much.

25 **COUNCILOR DIRKSEN:** Thank you.

1 Justus Armstrong followed by Roger
2 Averbeck.

3 **MR. ARMSTRONG:** Take in a moment just to
4 pass those graphs out for a second.

5 Good evening Members of the Committee. My
6 name is Justus Armstrong. I am a resident of
7 southeast Portland. Thank you for having me. I'd
8 just like to talk a little bit about some of the
9 projections for the frequency of transit service
10 proposed in the DEIS for the Southwest Corridor
11 Light Rail project.

12 So the DEIS states that throughout
13 configuration would include nine trains per hour
14 traveling to downtown Portland -- downtown Tigard
15 that is, during peak periods in 2035, with headways
16 as low as 6.7 minutes between the operation of the
17 trains. However, when you consider the performance
18 of the current MAX lines, this is highly
19 implausible. So I calculated the actual headways or
20 the time -- average time in between stops of the MAX
21 trains at each line, from the blue line to the
22 orange line today, based upon the schedule available
23 on TriMet's website. As you can see in the first
24 graph, figure 1, the current time between stops of
25 train operation at each line compared with the

1 projections in the EIS for each line, and the
2 projections down the road as well as the projections
3 for the opening year.

4 So for instance, as you can see the orange
5 line was projected that there would be 7.5 minutes
6 between trains by 2030, and 10 minutes between
7 trains in the opening year, 2016. But currently,
8 that number is actually at 13.1 minutes. You can
9 see the same thing with the green line, which is
10 actually at 15.1 minutes to when it's promised to be
11 at 10 minutes in its opening year, as well as the
12 yellow line. It appears that the only MAX line that
13 has lived up to its projections is the red line,
14 which has a much lower bar of 15-minute headways or
15 four trains per hour.

16 And now in the second graph, figure 2, you
17 can see the same information in terms of trains per
18 hour and how that service frequency has been
19 consistently short of the projection in the EIS.
20 And so the record of current MAX operations shows a
21 consistent pattern of offering service at a level
22 less than what was predicted in the EIS's. So how
23 can we expect light rail in the southwest corridor
24 to operate nine times per hour when most of the
25 other lines haven't even been able to reach six

1 trains per hour?

2 Perhaps a more accurate projection for the
3 final EIS of the project will be written on the
4 basis of five or six trains per hour, not nine. If
5 somehow we saw a drastic increase in the speed of
6 light rail in Portland, we might be able to possibly
7 reach the 2035 projections for the southwest
8 corridor. But given the transfer speed of the light
9 rail, this is also highly implausible. You can see
10 in figure 3 on the next page, the average speed of
11 light rail in Portland has been trending downward
12 consistently since the year 2000. This is data
13 available from TriMet's annual ridership reports.

14 So overall, MAX has a consistent track
15 record of over-promising and under-performing, and
16 it's likely to be no different if the southwest
17 corridor plan moves forward. Given the failure to
18 deliver effective service, we can clearly see that
19 expanding light rail in the southwest corridor would
20 be a faulty transit investment. Thank you.

21 **COUNCILOR DIRKSEN:** Thank you.

22 Roger Averbeck followed by Matt Engen.

23 **MR. AVERBECK:** I am Roger Averbeck. I
24 trust it's a coincidence that I am the 13th speaker
25 tonight. I am representing Oregon Walks --

1 **MR. DIRKSEN:** Fourteen. We had one person
2 who left. You're 14 on my card.

3 **MR. AVERBECK:** Thank you. So I am
4 representing Oregon Walks, the statewide pedestrian
5 organization. We do appreciate the opportunity to
6 comment tonight as well as the representation on the
7 CAC. Due to the time limits tonight, I am forced to
8 use acronyms, and for that I apologize.

9 We do want to provide you with written
10 comments as well my verbal testimony. And we will
11 just go through these very quickly by segment. In
12 segment A, which is inner Portland, we recommend
13 alignment A2/BH, which is Naito with the bridge head
14 configuration. We'd prefer that, because the Naito
15 Parkway and the western interchange Ross Island
16 Bridge is long overdue for safety and accessibility
17 improvements.

18 We believe that this alignment better
19 serves the NUNM and Portland south waterfront. We
20 expect that much of the future growth of OHSU
21 research training facilities will be in south
22 waterfront. And their faculty, staff, and students
23 are more likely to use light rail than actually the
24 medical patients and families trying to access the
25 facilities at OHSU and the VA on Marquam Hill.

1 Oregon Walks will support either of the
2 proposed Marquam Hill connections, connection 1B and
3 1C, which need further study to sort out how those
4 are going to work. If alignment A1 is selected,
5 which is on Barbur, it definitely should include the
6 Ross Island bridge head option, A1/BH. The locally
7 preferred alternative must include a recommendation
8 that the Ross Island bridge head project becomes a
9 regional priority to initiate the additional
10 planning and design work in the south Portland focus
11 area to be competitive for funding and successful in
12 meeting the city, county, regional, and state goals.
13 A1/BH must also include crossing safety improvements
14 in that bridge head area.

15 Also in segment A, it must include
16 complete active transportation facilities throughout
17 the wooded section of Barbur, even if design
18 refinement 1, which is the Barbur eastside running
19 advances. Since the Newbury and Vermont viaducts
20 will need eventual replacement, we've asked ODOT to
21 provide what their useful life is. You should
22 consider adding the northbound vehicle lane as well
23 as a multi-use path to the light rail bridge on the
24 east side, which would create space for active
25 transportation on the existing viaducts.

1 In segment B, Portland Oregon Walks
2 recommends alignment B1 on Barbur. This alignment
3 best supports the City's land use vision embraced by
4 the Barbur concept plan and the City's comp plan
5 designation as specific corridor offers the
6 opportunity to transfer Barbur Boulevard into a
7 complete street. If alignment B2, I-5, Barbur TC to
8 60th is selected, then we need active transportation
9 safety improvements in the crossroads area. And if
10 designing refinement Taylors Ferry advances, the new
11 crossing over I-5 must include a multi-use path for
12 bikes and pedestrians. The rest of my testimony is
13 in the letter, and I appreciate you considering
14 that. Thank you very much.

15 **COUNCILOR DIRKSEN:** Thank you.

16 Matt Engen followed by Mark McGirr.

17 **MR. ENGEN:** Good evening, ladies and
18 gentlemen. I appreciate you giving us the
19 opportunity to speak. I know some of you, and I am
20 here in my official capacity as a Tigard resident
21 and someone who lives within about a mile of the
22 proposed terminus of this extension.

23 I'd like to talk about something that
24 isn't directly related to right-of-ways or
25 alignments or whatnot, but something that has come

1 up historically for not only this line but other
2 lines as TriMet has expanded, and that being the
3 topic of public safety. And specifically, the ways
4 in which this project can address crime and the
5 perception of crime and issues around misbehavior on
6 the MAX. And I suggest just a couple of things that
7 I think will not only improve the area, but also the
8 line, and honestly, as a voter would make me more
9 comfortable and other residents in supporting this
10 when it comes time to fund this project.

11 Quite simply it's this; that TriMet should
12 embrace the same strategy they did with the green
13 line when it terminated in Clackamas Town Center,
14 and at that location, they included a transit police
15 person and anchored policing resources at the end of
16 the line dedicated specifically to addressing issues
17 in and around that location.

18 Currently, for TriMet-related issues and
19 crimes specifically in this part of town, your
20 resources come from Hillsboro, and if they are
21 unavailable, they come from downtown Portland. It
22 would seem to me that having a specific, dedicated,
23 proactive police presence at the end of the line
24 would be most efficient. And to the degree you
25 could save the Village Inn, it would be a fantastic

1 spot for them to spend their local resources for
2 both coffee and pie.

3 My second point is -- it gets a little
4 more into the alignment. It's a little more to cost
5 intensiveness, to the degree in which the alignment
6 cannot have active crossings at the major
7 thoroughfares now on Barbur, and coming up downtown
8 will not only save future lives as in MAX versus
9 pedestrian impacts, but also MAX versus car impacts.
10 And every time you can elevate those crossings, much
11 like through the orange line into Milwaukie out to
12 the southwest, you will prevent future crashes.
13 Whether it's this year or next near, just a factor
14 of running trains at grade. And not only does that
15 impact also involve people, but also the operators
16 as well as impacts on time performance. Just those
17 two thoughts towards public safety. Thank you.

18 **COUNCILOR DIRKSEN:** Thank you.

19 Mark McGirr followed by Kevin Watkins.

20 **MR. MCGIRR:** Good evening. I'm Mark
21 McGirr, President of Atiyeh Brothers Rugs and
22 Carpets, and our business is located at 6750
23 Southwest Bonita Road, which is by Sequoia Parkway
24 near I-5. I'm also the co-chair of a coalition of
25 businesses named Coalition for Southwest MAX

1 Railroad Options. Most of our study -- and I've
2 been involved and the coalition has been involved
3 since May, and we've met with several of each of you
4 and partner staff, and really focused more of our
5 study on the decision that you have ahead on August
6 13th in deciding, you know, what's the best route to
7 push forward in the FEIS.

8 Since mid-June when the DEIS was made
9 available, I have poured through all 3900 pages of
10 the DEIS, the six chapters, the appendices and the
11 attachments. I didn't study them quite to the
12 extent that others have, but mainly just picking the
13 right route with looking at environmental factors
14 and other items. And what a body of work that DEIS
15 is, it's an eye opener. I found the detailed maps,
16 the tables of data, the comparisons made in all the
17 areas and resulting evaluation of alternatives and
18 the way of routes to be very informative. And it
19 fully documents, in my opinion, why the IRP has been
20 chosen by the project partner staff.

21 Atiyeh Brothers and the coalition fully
22 support the IRP as it's laid out with its
23 modifications and mitigations. It's very affirming
24 for the coalition that the engineers and the
25 planning staff did conclude that the through

1 railroad route, choice C2, is the best route to be
2 included in the IRP. It's faster, lower costs, has
3 better access. Traffic impacts are the least
4 disruptive of the six choices that were put out in
5 that C section, and it will have much lower impact
6 on businesses and employment and provides the most
7 robust transportation plan, and fully includes
8 Tigard in that plan.

9 On behalf of Atiyeh Brothers and the
10 coalition members, I request that the Committee
11 swiftly approve and adopt the IRP and its
12 mitigations so it can be made the PA, the preferred
13 alternative, in the FEIS and adopt it into the
14 regional transit plan. Thank you very much.

15 **COUNCILOR DIRKSEN:** Thank you.

16 Kevin Watkins followed by Les and Kathy --
17 I'm not sure.

18 **MRS. ALBERQUE:** Alberque.

19 **MR. WATKINS:** Thank you. We have been
20 residents of Tigard since 1984. We moved here in
21 March. That means we've been here over a third of a
22 century. And it's been real dramatic for us to see
23 the changes in the past 30 to 40 years to now,
24 specifically with transportation. My wife taught at
25 Fowler Junior High and there used to be a four-way

1 stop there. Now it's a major intersection with turn
2 lanes. We even have eight lanes on 99W going
3 through Tigard just south of McDonald's. It's
4 startling.

5 All those lanes are used. That's
6 necessary. We need this because of increased
7 traffic. So if you look at the present into the
8 future, I think it's in a word, sobering, if you see
9 the transportation challenge that's in front of us.

10 In my view, light rail in general, and the
11 IRP specifically -- now, granted, some fine-tuning
12 needs to be done, I think it'll represent a very,
13 very good solution to the transportation challenges
14 facing the city and the region. I think it is
15 generally well thought out. I think it's well
16 planned. I think there's a lot of fine-tuning that
17 needs to be done. I wasn't aware how passionate
18 these folks were about the Village in, and I hope
19 that a solution can be made for that. I've never
20 been there, but it seems like a nice place to go
21 have breakfast, so we'll probably go. Maybe we'll
22 get a free breakfast. You never know.

23 I think I would urge the Council to
24 proceed with this. I think these -- these long-
25 range, capital intensive, fraught-with-uncertainty

1 infrastructure projects are daunting. And I think
2 the staff has been really very good about involving
3 the community. I've served on the Transportation
4 Advisory Committee for the City of Tigard for the
5 last five years. I don't represent them. I'm just
6 representing myself. But we have seen all the
7 planning, all the analysis that has been done, and
8 that TriMet and Metro have been very good about
9 including us. And they -- I've seen their community
10 outreach. So again, I think that's how you deal
11 with all of this. I think the staff needs to be
12 commended for a very thorough and comprehensive
13 planning process so thank you.

14 **COUNCILOR DIRKSEN:** Mr. Alberque.

15 **MR. ALBERQUE:** My remarks are going to be
16 very quick. Just two questions that have come up.
17 I'm Les Alberque. I'm retired from the Air Force.
18 I've lived here in Tigard since 1990, and I'm not
19 really familiar with this project but two obvious
20 things popped up.

21 First of all, downtown, it's fine, has
22 light rail. It's all through town. If something
23 goes wrong, it impacts quite a bit of traffic. They
24 can take care of it. Now it's going to run along
25 the highway, which seems to be some distance form

1 any other resource. Is there something in the plan
2 or will there be something in the plan to deal with
3 a massive system failure? You know, if for some
4 reason the thing just doesn't move, there has to be
5 some way to deal with those people other than leave
6 them on the highway.

7 The second thing I came across, this is
8 from OregonLive and I don't know how current it is,
9 but it seems like something that should be dealt
10 with before we get too far. It says that Tigard
11 doesn't commit city or its taxpayers to help pay for
12 the new light rail, but that could end up happening.
13 Now, I'm assuming there would need to be an election
14 before it's found out whether that's going to go or
15 not. It doesn't seem we should get into spending a
16 whole lot of money that we will not be able to
17 finish up, if we cannot get -- if, in fact, this is
18 going to involve a tax for the people from Tigard,
19 first of all, how much? And also if the project is
20 kind of dependent on that, that's seems to need to
21 be looked at before we get going. Thank you.

22 **COUNCILOR DIRKSEN:** Edward Smith followed
23 by Brian Christensen.

24 **MR. SMITH:** Hello, my name is Edward
25 Smith. I'm in the Crestwood neighborhood. I'm south

1 of Taylors Ferry Road. I've lived there since 1989.
2 I appreciate the opportunity to speak here. I'd
3 like to speak primarily about design refinement 2,
4 and I would like to urge the Steering Committee not
5 to adopt the IRP featuring alternative B2 with
6 design refinement 2.

7 This plan has been in development since
8 about 2011 and this design refinement wasn't made
9 public until April of 2018, as part of the
10 publication of the DEIS. It stated in the DEIS the
11 design refinements have not been analyzed at the
12 same level of detail as the alignment alternatives
13 in the draft EIS, and so I believe this is still
14 evolving and in need of further study before it
15 would be adopted as the IRP.

16 The purpose and need statement in the DEIS
17 notes a limited street connectivity, and gaps in
18 pedestrian and bicycle facilities create unsafe
19 conditions for traffic access, and the travel is
20 slow and unreliable on congested roadways. Rather
21 than being redressed, I think these conditions will
22 be exacerbated by design refinement 2. The
23 intersection at Capital Highway and Taylors Ferry is
24 already dangerous for motorists, pedestrians, and
25 bikers and well above capacity during peak hours,

1 with queues up to half a mile long.

2 Add a light rail crossing with additional
3 traffic created by assumed storage lanes added to
4 Capital and Taylors Ferry, and assumed adoption of
5 the proposal will increase congestion and slow
6 traffic even further. Additional storage lanes
7 along with retaining walls and sound mitigation
8 measures may make it more difficult to construct the
9 sidewalks and bicycle lanes which must be included
10 in this project regardless of what configuration is
11 selected as the locally-preferred alternative.

12 The planned station expansion of the
13 Barbur transit center, including additional parking,
14 makes it mandatory that station access improvements
15 as stated in 16, are concurrent with project
16 construction, not postponed until after project
17 completion.

18 From a more personal perspective, the
19 property potentially affected by acquisition
20 described in figure F10 in the DEIS, as number
21 20716, this would be the one that is dissected
22 diagonally by the proposed route, is more familiar
23 to me as my backyard. Although, a separate tax lot,
24 it is conjoined to my property 4542 Southwest
25 Taylors Ferry Road, which is occupied by my 108-

1 year-old house, and therefore, should be considered
2 a potentially eligible historic property. A portion
3 of the property lies in an environmentally-protected
4 overlay zone, as does the lot adjacent to the east
5 that surrounds headwaters and woods creek. It's an
6 environmentally-sensitive area and a vital part of
7 the Fanno Creek watershed.

8 This lot is one of few privately-owned
9 greenspaces of its size remaining in the aftermath
10 of relentless infill development. Given its
11 proximity to the creek, it has provided habitat and
12 refuge for many varieties of birds and animals. The
13 foliage provides a buffer against noise and
14 emissions from nearby I-5. It's alternatively served
15 the community as a garden, dog run, snow park,
16 chicken range, and even hosted a wedding. The
17 bride's choice of locale based on her childhood
18 memories there.

19 With Memorial Park and the community
20 garden on the north side of Taylors Ferry Road, and
21 these large tracks on the south side, not
22 necessarily a rural feel, they should be allowed to
23 remain at least until infrastructure improvements
24 make further development logical. If the goal is to
25 avoid major reconstruction of the crossroads

1 intersection, a network of seven intersection which
2 include Capital Highway, Taylors Ferry, the better
3 solution would be alternative B2 in its base design
4 without design refinement 2. I believe this design
5 would have less impact on residential property and
6 wouldn't likely increase congestion that we've seen
7 lately.

8 **COUNCILOR DIRKSEN:** Brian Christensen
9 followed by Tom Thorpe.

10 **MR. CHRISTENSEN:** Good evening. I'm a
11 resident of Summerfield in Tigard, and I just had a
12 few concerns that's already been discussed very well
13 by others that are more verbal than I am. Anyway,
14 I'm just concerned about a few of these things such
15 as this four years of construction on Barbur
16 Boulevard along with the rest of the project. And
17 this is at the same time that I-5 is considering
18 being a tow road, and Barbur is a nice option. So I
19 was wondering if that is going to be coordinated and
20 not happen at the same time.

21 And I'm concerned about the over-
22 projection of the use of it also. The whole system
23 -- the existing system is not being used as they say
24 it would have been used. It costs more money than
25 they say it would. I don't have all the facts, it's

1 already been discussed, but my concern, too, is a
2 maintenance facility in Tigard that's supposed to
3 maintain and take care of 42 to 60 train vehicles.
4 That's going to take a lot of traffic for the
5 employees, and it's going to increase traffic in
6 Tigard and that area, which is already increasing.

7 So the woman earlier talked about how this
8 would be more traffic because of this system, and I
9 think she may be right. You should look into that.
10 The last thing was the Park & Ride at Bridgeport
11 terminal, it seems like it's going to increase an
12 already terrible intersection to try and get on that
13 freeway or to get through that area, and to bring
14 950 parking spots at the end of the train terminal
15 and a four-story building. That just seems like it's
16 going to be a nightmare. That's all I have to say.
17 Thank you.

18 **COUNCILOR DIRKSEN:** Tom Thorpe followed by
19 John Charles.

20 **MR. THORPE:** Hi, Tom Thorpe here. First
21 of all, I just want to say no collusion with the
22 Village Inn. I am a patron. Not a relative of --
23 or a relative of the employees, just a patron. And
24 it's one of my favorite places to go get a good,
25 light breakfast before I hop on the MAX train. Oh,

1 wait, MAX isn't there yet, but it's going to be.
2 And do I want to get up early in the morning on a
3 gray, drizzly Portland day and go have a cup of
4 shoes or buy a suit? No. But I might like a hot
5 cup of Joe and a slice of apple pie, and then get on
6 the MAX train and go to work or go to the airport.

7 Coming back from the airport, I'm usually
8 hungry. When I get off the MAX train at Bridgeport,
9 I'm going to grab a bite to eat. I don't want to go
10 cook food. I've been on a long trip.

11 The Village Inn is an anchor and it's been
12 that way despite TriMet -- it's -- I don't know if
13 there would be Bridgeport without the Village Inn.
14 There's so many people that come there, even during
15 off hours, which is when I go because there's so
16 many people there during on hours. I'm wondering
17 about comparing the amount of employees that will be
18 displaced compared to other locations.

19 If you're thinking about eminent domain
20 issues, I think there's some other properties in
21 that locale that are more close to where the station
22 would be that might be considered. I don't want to
23 put anybody at risk, but I think there's a lot more
24 employees and a lot more community attending the
25 Village Inn.

1 Which someone else brought up, and I've
2 been thinking about it too, there have been some
3 concerns -- when I turn on the 11:00 o'clock news
4 and I hear Gresham and the MAX station out there,
5 murders, rapes, awful stuff going on out in
6 Hillsboro at the end of the line. Do we want
7 Bridgeport to -- I don't know what's going on out
8 there. I haven't been out there, but I know if you
9 get off a train at night and there's a warm,
10 welcoming restaurant there, it's going to add
11 security. Consider that while we work together on
12 making this right. Thank you.

13 **COUNCILOR DIRKSEN:** John Charles and then
14 Linda Monahan.

15 **MR. CHARLES:** Thank you, Mr. Chairman. My
16 name is John Charles, President of Cascade Policy
17 Institute, a non-profit policy research
18 organization. I'm also a homeowner here in Tigard.
19 When I came before you started, you were running the
20 loop of the PowerPoint slide above. And one of the
21 slides was a standard talking point that's been
22 going on about 30 years suggesting that light rail
23 is so much more reliable than bus service. And
24 that's intuitive, I get it. It has its own reserved
25 right-of-way and buses are stopped on those roads

1 that are all getting more and more crowded. So I can
2 understand how you might think that if you really,
3 really have to get somewhere on transit, you better
4 take light rail not the bus.

5 Sadly there's very little evidence to
6 support that long-time assertion. TriMet itself
7 produces monthly performance reports measuring
8 hundreds of metrics quite assiduously. If you read
9 your own performance reports and you plot them, you
10 can see about 15 years ago light rail did have a bit
11 of an advantage for on-time performance over buses.
12 And for me as a transit user, on-time performance is
13 a pretty important metric.

14 Since 2003, the on-time performance of
15 light rail has more or less consistently gone down
16 to the point where three years ago, bus and light
17 rail had the exact same on-time performance. Both
18 have rebounded recently, but as of today, light rail
19 is on time 88 percent of the time, and the bus 86
20 percent of the time. Okay. Seriously, \$2.5 billion
21 for a tiny fraction of a gain? I mean, that's
22 highly questionable.

23 Second common assertion is the light rail
24 doesn't require very many people to operate it
25 because, of course, you see one person up front

1 operating it, two cars pulling people. It must have
2 a labor advantage over buses. Again, very
3 intuitive. I've heard Neil McFarland say on more
4 than one occasion over the last decade, we can't --
5 "we" -- TriMet -- we can't afford not to build more
6 light rail because we save so much money in
7 operating costs.

8 Sadly, there's very little evidence to
9 support that claim. Reports show that light rail
10 has about 80 percent more demands for full-time
11 equivalent operators per peak vehicle than buses,
12 and again, the gap is growing. It's going in the
13 wrong direction. So you might have some
14 rationalizations ultimately for picking one of the
15 build alternatives, but in terms of reliability and
16 savings in operations costs, those are not reasons
17 to go forward with this light rail project. Thank
18 you.

19 **COUNCILOR DIRKSEN:** Linda Monahan followed
20 by Philip Thornburg.

21 **MS. MONAHAN:** My name is Linda Monahan, M-
22 O-N-A-H-A-N, and I'm a candidate for Tigard Mayor.
23 I'll be very brief.

24 I have some remarks about light rail
25 generally and DEIS specifically. I do not support

1 the further expansion of light rail in the metro
2 area and specifically Tigard. Light rail tends to
3 support business and industry and not public transit
4 users. Some may say light rail is an economic
5 development engineer. I tend to think it reshapes a
6 community, not always favorably, and drives up the
7 cost of housing.

8 If TriMet and Metro are committed to
9 getting drivers off the road and on to public
10 transit, then service, convenience, and safety needs
11 to improve. A fare system where everybody pays
12 prior to boarding needs to be installed both for
13 revenue and public safety reasons.

14 Regarding DEIS, I was surprised to see the
15 Tigard transit center along with a maintenance
16 operations facility and a 300-car parking structure
17 was planned for what is now the Archer property on
18 Hall Boulevard. This takes yet another valuable
19 industrial property off the tax rolls. This
20 property is smack dab in the downtown redevelopment
21 area. Further, the light rail land adversely
22 affects too many small businesses and low-income
23 housing by the sheer proximity along the line with
24 noise and vibration.

25 Finally, given the adverse impacts on

1 residents and business, I believe that the idea of
2 rapid bus transit from Barbur to Bridgeport should
3 be explored more seriously. Ultimately, though, it
4 will be the citizens who decide to pony up \$2.6
5 billion, plus whatever the southwest corridor system
6 is in place. I hope you take into account the
7 public comments you've heard here tonight, because
8 the voters will. Thank you.

9 **COUNCILOR DIRKSEN:** Philip Thornburg and
10 then Janelle St. Pierre.

11 **MR. THORNBURG:** Hello, my name is Phil
12 Thornburg, and I'm the President of Winterbloom
13 Incorporated. We're a landscape design installation
14 and gardening company employing 15 people in Tigard,
15 the Portland Metro area and Yamhill County. We've
16 created employment opportunities and jobs for 35
17 years. I've lived in the area since 1978. I grew
18 up overseas but I graduated from OSU, and during
19 that time in 1972, I lived, worked and attended
20 college for 13 months in Lausanne, Switzerland.

21 I had very little discretionary money to
22 enjoy Europe, I found, however, that I was able to
23 go anywhere I wanted in 1972 without the purchase of
24 a car or keeping it up. I used the mass
25 transportation. I used light rail between the Swiss

1 cities, rail between European cities, trains to take
2 me up to the mountains to hike and ski. And
3 finally, I used the electric trams and buses inside
4 of Lausanne.

5 Europe is not car-centric as we tend to
6 be. It is people-centric. It's important to
7 Europeans to preserve the farms and create beauty
8 for all to experience, and not to asphalt all their
9 countryside for the sake of their cars. Their mass
10 transportation system is considered an important
11 investment for their children, their grandchildren,
12 and great grandchildren, their countries, and, of
13 course, their tourists. They want those who follow
14 them in life to inherit a country which is available
15 all to gain access to jobs. But at the very same
16 time, to enjoy the beauty of their land.

17 With mass transportation, their people and
18 the masses of tourists who visit from the United
19 States of America can enjoy and have access to their
20 countryside and beautiful villages as well as the
21 major cities.

22 I'm going to jump over some things as we
23 don't have a whole lot of time. To those who say
24 that light rail is a waste of money or who say that
25 it creates an inconvenience, or who say that it will

1 change our community for the worse, I say, do you
2 remember when 217 and I-5 were built? Remember the
3 expense and the inconvenience it was for everybody?
4 Many people complained and were fearful about
5 creating those freeways. They said it would change
6 Washington County, the community of Tigard and the
7 Portland metro area forever. Actually, it did. The
8 whole process was described as being too
9 progressive. There were many who did want their
10 taxes spent on what they thought was a big waste of
11 money. In addition to the taxes needed to be raised
12 for that large financial investment, creating those
13 freeways required many local Willamette Valley
14 farmers to sell their land, and many nice ones too,
15 for the future good of those who one day drive on
16 those freeways, which, of course, we do.

17 So listening to all these different
18 things, you know, maybe we should go underneath.
19 That way we're not impacting anybody's properties,
20 and, yes, it would cost more, but, you know what, it
21 might work better.

22 And then lastly, I have two things, maybe
23 go underneath like moles. And the then last one
24 would be, you know, maybe we should change our
25 society because we're focused on cars and what do we

1 do to help us become thinking about mass
2 transportation. How do we get all of us to think
3 about getting on mass transportation rather than
4 taking our cars? Because we're getting more cars
5 and more people, and we all know logically that does
6 not work. So maybe we should go underneath
7 everything and encourage everybody to do that. So
8 there you go. Thank you.

9 **COUNCILOR DIRKSEN:** Janelle St. Pierre
10 followed by Tom Sanders.

11 **MS. ST. PIERRE:** Good evening. My name is
12 Janelle St. Pierre, and I'm a natural resource
13 ecologist, and I am part of the West Willamette
14 Restoration Partnership and we are a group of folks
15 that do restoration work, including public agencies,
16 non-profit partners, community partners. And we're
17 trying to be able, essentially, to create viable
18 nature in the city between Tryon Creek State Park
19 and Forest Park. And so I wanted to bring a couple
20 of concerns today about potential impacts to
21 Terwilliger Parkway and George Himes and a number of
22 the natural areas that are being looked at for the
23 Barbur section, and particular for the Marquam Hill
24 connection.

25 The Marquam Hill connection, depending

1 upon, like, what options you're looking at would
2 actually, like, cut straight across a wildlife
3 habitat corridor and that's really not adequately
4 addressed in the draft environmental assessment.
5 Also, Terwilliger and Marquam are landslide prone,
6 highly active, steep slope, unstable slopes areas.
7 And I feel like the assessment does not adequately
8 do enough investigation to be able to address what
9 would be the impacts.

10 So I'm really essentially asking for
11 future work that additional work be done to be able
12 to really look at what's going to happen to that
13 area. Because right now, the way the assessment is
14 listed, it doesn't even acknowledge that Terwilliger
15 is a natural area. And also part of that is that it
16 doesn't reference that there is the Terwilliger
17 Parkway Corridor Plan, which is a Portland City
18 ordinance that requires that we maintain the natural
19 features and the kind of viewshed, and to keep that
20 as a place that people can really be able to use as
21 a parkway.

22 So one of the things that we're going to
23 have with population growth is a lot of new people
24 in the area, and I think it's important to be able
25 to preserve and protect the places that people can

1 actually access. And so light rail will improve
2 access to the natural area, but a lot of places, you
3 can walk downtown in 15 minutes. So it's kind of
4 important that we really look at the impacts of
5 what's going to be, you know, a benefit as compared
6 to what's going to happen with the resource.

7 So I feel like what's been looked at so
8 far for the Marquam Hill connection really doesn't
9 address the natural resource access that we have in
10 that section. That's what I have and thank you for
11 your time.

12 **COUNCILOR DIRKSEN:** Thank you.

13 Tom Sanders followed by Kathy Alberque.

14 **MRS. ALBERQUE:** I'll pass.

15 **COUNCILOR DIRKSEN:** You'll pass. Then the
16 next will be Kevin Guinn.

17 **MR. SANDERS:** Hi, my name is Tom Sanders.
18 In 2010, I retired from 40 years of driving all over
19 the United States with around three million safe
20 miles. All over the U.S. and Canada for that
21 matter. I went back to school and I'm a graduate in
22 gerontology from Portland State and I have used the
23 WES, the bus, and MAX considerably over that period
24 of time. And if you know anything about the age-
25 friendly initiative in Portland, I'm one of the

1 chief investigators in research assistance on that
2 program.

3 My two main things to comment was already
4 brought up. One is the parking at the -- for
5 instance, at the Tigard transit center, if you don't
6 get there by 6:00, you won't get a park, There is
7 no parking. That's one of the major problems. Two,
8 in a eight-year period, I have seen transit police
9 probably five times. And that's on all of the
10 different systems I've been on. So there is a
11 problem about having transit police on the systems.

12 The buses, I love the buses. The only
13 thing is getting to them. The second part is we're
14 doing a study -- or have been working on a study at
15 Portland State and one of the major demographics
16 that is happening is the over-65 moving into our
17 area from all different states. And the people over
18 65 want transportation that comes to them, that they
19 don't have to go to. And that's one of the primary
20 problems with light rail is you have to go to light
21 rail, whereas bus comes to you. So I want that one
22 to be considered a lot more because we have the
23 increase -- that's why we have the increase in
24 assisted living buildings that are going on all over
25 the metropolitan area.

1 So the major things I would like to have
2 considered is better police on the system, and two,
3 that you consider better bus system that the people
4 can use that goes out to them so that they can
5 actually transport back and forth.

6 And I have to admit I, also, in the past
7 40 years have been going to the Village Inn. That's
8 one of the places I've always gone. I was going
9 there when it used to be a rock pit. Okay. Thank
10 you very much for this time. And like I said, the
11 important thing to me is I do support mass transit.
12 I love it. I mean, after all those miles, I never
13 drive if I can get out of it so -- but it's the kind
14 of system is what's important as far as I'm
15 concerned. Thank you.

16 **COUNCILOR DIRKSEN:** Kevin Guinn followed
17 by Michelle Peay, is that correct?

18 **MR. GUINN:** Hi, I'm Kevin Guinn. I'm
19 Director of Property for the Girl Scouts of Oregon,
20 Southwest Washington. We have the property at 9620
21 Barbur Boulevard. I'm here this evening to provide
22 testimony as it relates to our property in the
23 Southwest Corridor Light Rail project. Our property
24 is found on page F15, Southwest Corridor DEIS,
25 Appendix F document with the identification numbers

1 6933 and 6934.

2 We are impacted and yet we still support
3 the project. GSOSW's preferred option is
4 alternative B2, I-5 Barbur TC to 60th, which would
5 locate the Barbur Transit Center station in the
6 center of Barbur Boulevard. This option seems to
7 have the least negative impact to our Portland
8 service center. We understand that we will be
9 contacted about the purchase of some property along
10 the Barbur right-of-away, and we'll have further
11 questions at that time.

12 In closing, we'd like to share with you
13 that the Girl Scouts have both a commitment to
14 science, technology, engineering, and math
15 programming, as well as a non-partisan civic
16 engagement initiative called the Girl Agenda. As
17 such, we would like to plant a seed with Metro and
18 TriMet and ask you to consider engaging local Girl
19 Scouts in the appropriate phase of planning and
20 design. For example, perhaps we can have processes
21 surrounding the selection of public art or landscape
22 architecture. We'd also be happy to partner with
23 you to provide girls with the opportunity to help
24 shape the future of their community. Thanks a lot
25 for your time and consideration, and good evening.

1 Good luck.

2 **COUNCILOR DIRKSEN:** Thank you.

3 Michelle Peay followed by Chris Carpenter.

4 Peay, is that correct?

5 **MS. PEAY:** It's "Pay." My name is
6 Michelle Peay and I am a resident of the
7 neighborhood just north of refinement 4. Just to be
8 completely transparent, I'm also the manager of Lu's
9 Sport's Bar and Lounge, and I've also been a 40-year
10 customer of the Hi Hat -- formerly the Hi Hat, now
11 Lu's.

12 A couple of problems that I have with the
13 proposed route, not only that it will acquisition my
14 bar, that I'm not the owner of, I just worked really
15 hard to get it where it is. To reduce the traffic
16 congestion, it says that this will reduce the
17 traffic congestion. And unfortunately, I live
18 within two blocks of it, 3,000 feet, and I drive
19 that probably 20 times a day. And drawing more
20 drivers to 68th in a Park & Ride is not going to
21 decrease traffic in any way. I know that there's
22 low-income or affordable housing going in underneath
23 in the upper part of the triangle behind the bar.
24 If the station was lower within walking distance
25 with sidewalks down below, it would be more

1 accessible to those people. I have talked to my
2 neighbors and a lot of them are older demographic,
3 and they are completely unaware that the refinement
4 was going in at all. So I ask that you retract
5 refinement 4 from the proposed plan and thank you.

6 **COUNCILOR DIRKSEN:** Thank you.

7 Chris Carpenter followed by Serge
8 Killingsworth.

9 **MR. CARPENTER:** Good evening, Members of
10 the Committee. I'll keep it pretty brief. My name
11 is Chris Carpenter. I'm the Political Director for
12 the Oregon and Southern Idaho District Council of
13 Laborers. We focus primarily on construction, but we
14 have a lot of public employees that are a third of
15 our membership -- public employees for the City of
16 Portland and the metro. We have about 3500 members
17 within Oregon and Southern Idaho. Most of them are
18 based in Oregon.

19 I just want to start off, we strongly
20 support the proposal. I will focus more, though --
21 there's obviously a couple pieces that impact our
22 members, but I want to focus a little bit more on
23 how it directly impacts our members' lives. Within
24 Washington County and Multnomah County, we have just
25 shy of 2,000 of our 3500, so they're primarily based

1 here. There's kind of two ways that this impacts
2 them.

3 One is that our public employees obviously
4 -- transportation to and from the city, the county
5 or the metro facility is pretty important so they
6 might actually use the light rail system. On the
7 other end of it, though, our construction members
8 with the growth in the Portland metro area -- it's
9 not looking like it's going to slow down anytime
10 soon -- do have to get to and from job sites. I'm
11 not sure how familiar most of you are with the
12 construction industry, but they are long hours and
13 they are often unpredictable hours.

14 So when you spend 10 to 12, potentially 14
15 hours a day getting the job done on time, and then
16 you have to potentially sit in traffic for three or
17 four hours just to get home, that makes for kind of
18 a long commute. We're really focused on making sure
19 that not only can they be at the job on time
20 wherever it is, but also so they can get home and
21 see their families as quickly as possible. We do
22 think the light rail, adding it into the southwest
23 corridor, is going to help relieve a lot of that
24 congestion that they face, as well as adding on
25 alternative methods for those members who might be

1 able to use it. Again, less so on the construction
2 site, but very true on the train.

3 Outside of that, we do believe it is a big
4 opportunity for the area, and if we are able to move
5 forward pretty quickly, we are also excited to build
6 it for you. Appreciate all you're doing. Thank
7 you.

8 **COUNCILOR DIRKSEN:** Thank you. Sergio
9 Killingsworth -- or is it Serge?

10 **MR. KILLINGSWORTH:** Serge.

11 **COUNCILOR DIRKSEN:** I've known people with
12 both spellings. Thank you for coming.

13 **MR. KILLINGSWORTH:** Good evening. My name
14 is Serge Killingsworth. I'm a member of the
15 Southwest Corridor Citizen's Advisory Committee and
16 a member of the City of Tigard Pedestrian and
17 Bicycle Subcommittee of the Transportation Advisory
18 Committee.

19 I support the IRP and I would like to draw
20 attention to some benefits this project provides to
21 the citizens of Tigard, who might not even use the
22 light rail. First, the IRP stipulates a bridge
23 across Highway 217, that is to include a pedestrian
24 and bicycle path. This bridge will allow cyclists to
25 avoid the difficult and dangerous crossing on

1 Pacific Highway. Motorists, too, will be benefited
2 by not having to interact with cyclists where
3 Pacific Highway bike lanes cross the 217 onramps.

4 Second, the extension of Ash Avenue across
5 the railroad tracks of downtown Tigard will provide
6 a better alternative to Hall Boulevard or Main
7 Street for cyclists to get across the tracks, as
8 well as provide additional passage for motorists.

9 Third, the IRP stipulates an extension of
10 75th Avenue across Dartmouth, providing cyclists and
11 pedestrians a safe option for crossing Dartmouth.

12 So these three projects are generally overshadowed
13 by the big picture of the light rail, but these
14 kinds of things are very important to our
15 pedestrians and cyclists and motorists as well.

16 Thank you.

17 **COUNCILOR DIRKSEN:** Thank you.

18 Next is Gale Vorhis followed by Mark
19 Rockwell.

20 Is Gale Vorhis still with us? Perhaps
21 not. So Mark Rockwell. Mark will be followed by
22 Craig Hopkins.

23 **MR. ROCKWELL:** Good evening, I'm Mark
24 Rockwell. I've lived in the Lake Oswego/Tigard area
25 since 1984. And I'm here just to make very brief

1 comments on behalf of saving the Village Inn.

2 There are really three reasons why I think
3 that should occur. First, I am convinced that there
4 are superior alternatives. I am absolutely
5 convinced there are. Secondly, the Village Inn was
6 relocated once before to accommodate another
7 transportation need. So they are currently sitting
8 where they are because they were moved once before.
9 I think that is something that we should not forget.
10 This is a local business. A local business that has
11 been around for 40-some years. It should not be
12 treated like a punching bag. And lastly I would
13 say, that at a time when we all need to be
14 considered -- or considerate of community, the
15 Village Inn is part of the culture and fabric of
16 this community. It should not be treated like a
17 piece of dirt. Thank you.

18 **COUNCILOR DIRKSEN:** Thank you.

19 Craig Hopkins followed by John Gibbon.

20 **MR. HOPKINS:** My name is Craig Hopkins. I
21 live in Tigard and I've lived in Tigard for
22 sometime, and have had the pleasure of interacting
23 with the city government in terms of citizen
24 advisory activities.

25 I'm a small business owner. I run a

1 service business that covers the metro area. We
2 have roughly a dozen and a half employees that work
3 out of our business, and they come from all parts of
4 the region. The biggest encumbrance to the efficient
5 function of our business is traffic congestion.
6 There are other encumbrances but in terms of the
7 efficiency of movement, in order to do what we do
8 well, is affected significantly by traffic
9 congestion.

10 None of our employees have consistently
11 used public transportation. A few have tried; it
12 doesn't work for them, try as they might to make it
13 work. Public transportation, in my opinion as a
14 small business owner with a service business that
15 needs to use conventional transportation with
16 service vehicles, looks upon light rail as a system
17 that will not do anything to help alleviate or
18 mitigate or have a positive effect on traffic
19 congestion. Growth will come. People will bring
20 their vehicles. And what we need to do with the
21 money that's available to improve transportation is
22 to improve the systems that work, and that's roads.
23 Thank you.

24 **COUNCILOR DIRKSEN:** John Gibbon?

25 He must have had to leave. He does

1 indicate on his card, if he had to leave that he
2 would leave written testimony.

3 Has that been received?

4 **MS. KEHE:** It's been received.

5 **COUNCILOR DIRKSEN:** Thank you.

6 David LaPorte followed by Austin.

7 **MR. LAPORTE:** Good evening, Steering
8 Committee. Thanks for the opportunity to speak and
9 thank you for your patience. I hope nobody is
10 getting tired yet. My name is David LaPorte and I
11 live in northeast Portland and I work in Tigard.
12 And put yourself in my shoes, my commute every day
13 is putting my bike on the No. 12, riding the No. 12
14 for 45 minutes to Tigard, and then biking the last
15 two miles to my office on Greenburg Road. And I can
16 tell you that my fellow No. 12 commuters and I are
17 very excited for this project. They couldn't be
18 here because they had to catch the bus home. But
19 I'm definitely giving this five stars, the Draft
20 Environmental Impact Statement is great. I'm really
21 excited.

22 I did want to point out some things about
23 the bike part of it. You mentioned talking about
24 improving bike access to the stations. I think
25 that's really important, especially out on this end

1 in Tigard. I don't know how many of you bike
2 regularly in Tigard, but most of the bike routes are
3 on pretty fast roads, and the bike lanes have a lot
4 of debris and glass. Even getting here was a little
5 dicey on a bike two miles from my office. And so
6 improving the infrastructure to stations is a great
7 idea, but I would also advocate that you do some of
8 the things like the City of Portland does with their
9 neighborhood greenways, to try to make it easier for
10 bikes to be on lower-traffic, residential streets
11 instead of just a bike lane on a busy street.
12 Because it's a lot less daunting, especially to
13 people who don't bike in traffic often, if they can
14 bike to a station on a residential street with
15 traffic-calming measures than if they have to get on
16 a busy road with bike lanes. So thanks a lot for
17 your time.

18 **COUNCILOR DIRKSEN:** Thank you. Next up
19 is Austin. It says just Austin. Anybody?

20 Okay. Followed by Kate Rogers. Good
21 evening.

22 **AUSTIN:** Good evening. It's an honor to
23 be in your presence, especially TriMet Doug Kelsey
24 and Metro members of the Board and the City of
25 Portland, Donald Saltzman. I do really believe in

1 this project because it will help. I hate it when
2 people say they're against it, but they don't have
3 an alternative. Like what happened in Nashville
4 when they had an ambitious plan for a new light rail
5 and bus rapid transit, but they overwhelmingly
6 turned it down, but not have an alternative. So we
7 can't just say no and not do this. It's not like
8 ODOT can build five more lanes of freeway on the I-5
9 and that will solve congestion. It simply won't.
10 Look at Houston, Texas. I believe this will work.
11 Sorry, I'm a little nervous.

12 **COUNCILOR DIRKSEN:** You're doing fine.

13 **AUSTIN:** Thank you. We need to look at
14 other transit agencies. Sound Transit and King
15 County Metro up in Seattle are amazingly successful,
16 becoming a bus-loving community, while also
17 expanding their current light rail. I think it
18 would not hurt to follow other transit agencies,
19 especially those of Los Angeles and Seattle because
20 they somehow manage to have high ridership and we
21 need to follow their example. So even after
22 building this light rail project, we should shift
23 our focus to improving our current bus network and
24 more bus rapid transit because it is cost effective
25 and will still help alleviate congestion in the

1 short term. And that's all I have to say. Thank
2 you.

3 **COUNCILOR DIRKSEN:** Thank you.

4 Kate Rogers followed by Tim Esar. Kate?

5 Tim Esar followed by Carine Arendes.

6 **MR. ESAR:** Members of the Steering
7 Committee, do I have your attention? I spoke
8 several years ago; I did not. You guys -- it wasn't
9 necessarily the same crew, but basically, the group
10 sat there half asleep hoping to wait for the
11 citizens' committee to be over and not heard.

12 My name is Tim Esar, a 30-year resident of
13 Tigard, and one of the citizens who fought to give
14 Tigard a voice in the rail decision. We did vote on
15 it. It was far from overwhelming. I'm opposed to
16 light rail in Tigard. It just doesn't make sense
17 for Tigard or this southwest corridor area. It does
18 nothing to address our already onerous burden of
19 vehicular traffic trying to flow through our area.
20 I reject this anti-vehicular stance that as a way to
21 manage traffic, to restrict it with -- as ODOT is
22 doing with fees on the I-5 and further congestion
23 measures. It's blocking our way to get vehicle
24 traffic through our area. And it doesn't even serve
25 the outlying areas that are trying to feed in

1 because they can't get to the end points of this
2 rail system anyway. So they're still going to have
3 flow in and there's nowhere to park when they get
4 here.

5 I think this is a gross misallocation of
6 public funds that would be better spent on more
7 flexible bus lines. Bus driver transit still
8 consumes too much of the roadway we use. This is a
9 rural, suburban area. And I myself have lived in
10 Europe. I've used the rail systems there. It is
11 fantastic because it has high density. We do not
12 have the clusters of high density that support that.

13 I don't think the neighbors around here in
14 our community want that. It's not an urban place.
15 It's a rural place. This rail system does not serve
16 that. Barring no other alternative to putting in
17 this rail system, I would urge that we do pursue
18 options that bring rail closer to the corridor of
19 Tigard into the transit center just so that it does
20 actually serve the purpose of connecting people and
21 getting them around. Dropping it in outlying areas
22 is futile. I'm opposed to light rail in Tigard and
23 in the southwest corridor. I just think this is not
24 the right time for it here. Thank you for your time.

25 **COUNCILOR DIRKSEN:** Thank you. Carine

1 Arendes.

2 **MS. ARENDES:** Good evening. I am Carine
3 Arendes and I want to share my personal thoughts
4 with you about this project and its importance.
5 I've been following plans for MAX for quite
6 sometime. And, you know, it's emblematic of the
7 decision we made as a region to make significant
8 investments in transit. And it's the right thing to
9 do for a number of reasons. We need to reduce
10 vehicle miles and carbon emissions. Humans with
11 active lifestyles are healthier. We serve more
12 people per dollar spent on transit than highway
13 construction. And by planning today for transit
14 tomorrow, we work to benefit our future selves, our
15 family members and our neighbors.

16 As with any large project, there will be
17 trade-offs. There will be impacts. There's going
18 to be change. And even desirable change can be
19 really difficult. And these are really hard
20 conversations to have. You're going to hear about
21 some very real impacts in these comment periods and
22 beyond. It's important that these are understood so
23 they can be addressed.

24 You're also going hear from people who
25 don't want transit, don't use transit, won't ever

1 use transit. You're going to hear from people who do
2 use transit on a regular basis who have different
3 expectations than those who don't. It's important
4 we keep in mind who we're planning this transit line
5 for. We must think about today's transit users and
6 transit users 20 years from now, 50 years from now.

7 We do need to be realistic. It's not
8 going to be a perfect system. No public transit
9 system is ever going to be able to meet all of
10 everybody's desires and still be affordable. We
11 cannot let unrealistic desires derail years of
12 planning. A plan that affords our community with
13 choices that affords our commuters with options.
14 That affords those most vulnerable in our community
15 with access to places and people they cannot
16 otherwise reach.

17 About 15 years ago I bought a home in
18 Tigard thinking there was going to be a light rail
19 coming any day now. I mean, I read about the 2040
20 concept plan. Now, however, 2040 isn't looking so
21 far away anymore. So you know I'm excited we're
22 here. This is a lot of work and it's been tough and
23 a lot of people have worked on it really hard. I'm
24 sure you folks have too. It's so important that we
25 get this right and consider the needs of our whole

1 community, even the needs of people who aren't here
2 tonight some who may have never participated or
3 engaged in the process at all.

4 But in order for our planning efforts to
5 succeed in connecting the southwest communities and
6 supporting our local community land use vision, it's
7 imperative that you, the Steering Committee and each
8 of the ratifying communities adopt a locally
9 preferred option that's both cost effective and
10 meets the needs of a wide a range community members.
11 Thank you.

12 **COUNCILOR DIRKSEN:** Thank you very much.

13 Ms. Arendes was the last speaker to sign
14 up to speak. And so I just want to thank you,
15 everyone, for being here tonight. I want to commend
16 you. I want to thank you for the input that you've
17 provided. Also I commend you on your courtesy and
18 comments, and also compliment you on your
19 efficiency. We got through 40 speakers in under two
20 hours. Congratulations. Thank you. Well done.
21 With that I believe we are complete. So I declare
22 that the meeting is adjourned. Thank you.

23 **(Whereupon, meeting adjourned at 8:00**

24 **p.m.)**
25

CERTIFICATE

I, Kimberly R. McLain, do hereby certify that I reported all proceedings adduced in the foregoing matter and that the foregoing transcript pages constitutes a full, true and accurate record of said proceedings to the best of my ability.

I further certify that I am neither related to counsel or any party to the proceedings nor have any interest in the outcome of the proceedings.

IN WITNESS HEREOF, I have hereunto set my hand this 30th day of July, 2018.



Kimberly R. McLain



Summary of Public Input on Route Selection for Southwest Corridor Light Rail

August 6, 2018

SUMMARY OF PUBLIC INPUT ON ROUTE SELECTION FOR SOUTHWEST CORRIDOR LIGHT RAIL

This document is intended to inform the Southwest Corridor Steering Committee in its consideration of the final route (called the Preferred Alternative) for the proposed Southwest Corridor light rail line. It summarizes input that relates to route selection gathered from:

- Comments submitted upon release of the Draft Environmental Impact Statement (EIS) on June 7, 2018 through the public review period which ended July 30, 2018.
- Input heard at hearings, open houses, information sessions and other meetings (not including the Community Advisory Committee's recommendation, which is included in a separate document)

A summary of the outreach and notification conducted during this period is provided in Appendix A.

Input unrelated to route selection is not summarized below, including comments on routes or transit modes previously considered but not recommended for study in the Draft EIS by the Steering Committee. Additional summary of commonly mentioned themes beyond the route proposal is summarized in Appendix B.

All comments submitted on the project during the Draft EIS review period will be published in the Final EIS, which will include responses to substantive comments.

SOURCES OF PUBLIC INPUT

Comments were received online through comment forms on the project website, by mail, through email, by phone, on comment cards and through oral testimony. A summary of demographics and feedback from participants in the project's two open houses is provided in Appendix C.

Approximately 1,015 comments were received including:

- 482 web comments (109 web comments were received through a star rating survey that allowed participants to rate the initial route proposal on a scale of one to five; the remainder were open ended comments)
- 146 emails
- 33 letters (includes 3 letters/petitions signed by multiple individuals)
- 354 comment cards

All of the input received was read by staff and tagged for relevant content. Since participants decided what information to share, not every comment discussed the initial route proposal or indicated support or opposition for alignment alternatives under

consideration. For this reason, it is impossible to summarize what all participants think about any particular topic. Instead, this summary identifies the topics raised most by participants and how many times an issue was discussed. Any assumptions about the level of support for an alignment are based on the number of participants who mentioned that choice in their comment, not a percentage of total comments received.

Demographic information was received from some participants. A summary is provided in Appendix D.

GENERAL SUMMARY OF INPUT ON LIGHT RAIL ROUTE OPTIONS

Much of the public input relates to the initial route proposal presented in March 2018 and included in the Draft EIS. In general, input was supportive of the Initial Route Proposal. However, there are three portions of the alignment where concerns were raised. In Southwest Portland, people who commented on the choice between an in-Barbur alignment and an I-5 adjacent alignment. In this same area, concerns were raised to the initial route proposal Refinement 2 (Taylors Ferry I-5 Overcrossing). The input also includes concerns with Refinement 4 (Barbur Undercrossing) in Tigard. Concerns about the refinements are explained further in the “Summary of Input by Segment” section below.

A notable amount of public input is related to concerns about traffic flow on Barbur Boulevard, especially where light rail would be located in Barbur. Some of this input advocates for an alignment adjacent to I-5 instead, and some opposes the project altogether. Several of the comments incorrectly base their opposition to Barbur alignments on the claim that the project would remove lanes on Barbur; the project retains four through lanes on Barbur south of Naito. Others incorrectly based their opposition on the assumption that the I-5 adjacent alignment would have fewer business impacts; DEIS analysis indicates more residential and business displacements with the I-5 adjacent alignment (B-4) compared to the initial route proposal.

Many comments addressed the potential displacement of the Village Inn restaurant located at Bridgeport Village. That issue does not affect route selection and so is not discussed in this document, but is addressed in staff’s recommendation on the Preferred Alternative.

GENERAL SUPPORT

Since many who commented were not asked their position on the project, we can’t say with certainty how many people support or oppose the project. However, approximately 25 percent of participants clearly indicated support for the initial route proposal or for light rail in general. Some participants used a star system to rate the project on a scale of 1 through 5 (one is lowest rating and five is the highest). Of the 109 participants in the rating survey, 47 percent rated the initial route proposal five or four stars.

Participants who supported light rail mentioned environmental benefits, improvement to individual commute times and congestion reduction and the primary reason for support.

Many supporters of the initial route proposal mentioned the need for light rail in the Southwest Corridor.

NO PROJECT

The Draft EIS includes an evaluation of the proposed project in comparison to a “No Project” alternative. Since many who commented were not asked their position on the project, we can’t say with certainty how many people support or oppose the project. However, approximately 20 percent of comments submitted during the public review period clearly stated opposition to the project (either in this location or to light rail generally), and that position was also heard at public events. Some participants used a star system to rate the project on a scale of 1 through 5 (one is lowest rating and five is the highest). Of the 109 participants in the rating survey, 45 percent rated the initial route proposal one or two stars.

The reasons given for opposition to the project include:

- Avoiding direct effects to residences or businesses
- Traffic impacts
- General opposition to light rail
- Lack of support for project need
- Disagreement with SOUTHWEST Corridor as a location for light rail; preference for a different location
- Preference for an entirely different route, investment in other transportation options such as bus service and/or freeway expansion, or waiting for future technology such as autonomous vehicles
- Concerns about local increases in crime
- Concern with the project cost

SUMMARY OF INPUT BY SEGMENT

Segment A

The initial route proposal calls for light rail on Barbur (Alternative A1), applying Refinement 1. Input in full support of the overall initial route proposal is advocating for that alignment.

Specific input received on Segment A route selection was primarily supportive of the Barbur alignment as well, predicated on an improvement to the Ross Island Bridgehead also occurring. Suggestions on the Bridgehead improvement range from safer pedestrian crossings of Naito Boulevard to a full reorganization of the bridge access system. Some

input supports Alternative A2-BH (Naito with Bridgehead Configuration), with little input in support of Alternative A2-LA (Naito with Limited Access). Reasons for supporting a Naito alignment were proximity to the National University of Natural Medicine (NUNM) and South Water Front, desire for improved pedestrian and bike infrastructure on Naito, opportunity for redevelopment and concerns about traffic impacts in the vicinity of SW 4th Street and Caruthers St.

Ross Island Bridgehead project

Approximately 20 percent of all comments received support a Ross Island Bridgehead improvement project, separate, but coordinated with light rail. They were supportive because of the project's potential to reduce traffic, increase pedestrian safety, and reconnect the adjacent Lair Hill neighborhood. The vast majority of these comments were received from students or faculty at the National University of Natural Medicine (NUNM). These comments indicated that NUNM would benefit from the bridgehead reconfiguration through increased accessibility and safety, especially for pedestrians. They also voiced strong support for a Naito improvement project.

Design Refinement 1

Input on Refinement 1 is complex. The input is mostly focused on how bikes, pedestrians and traffic would navigate through the area with light rail moving out of and back into Barbur, with the balance of input opposing the Refinement but suggesting that those circulation concerns are the main issue. Those who support the Refinement mention concern about construction impacts to the Highway 10 overpass at Barbur and historic significance of the viaducts.

Marquam Hill connection

Input on the Marquam Hill connection options will be summarized in a future document before that decision is made.

Segment B

The initial route proposal calls for light rail in Barbur until Barbur Transit Center, where it switches to running adjacent to I-5 until the city limits (Alternative B2), applying Refinement 2 so that the light rail uses a separate structure north of the Barbur-Capitol bridge ("Crossroads") instead of south of Crossroads in order to cross I-5. Input in full support of the overall initial route proposal is advocating for that alignment.

In-Barbur/I-5 Adjacent options

Comments specific to the Segment B route selection were split between support for an in-Barbur alignment (B1, B2, B3) and an I-5 adjacent choice (B4), with a slight majority supporting I-5 adjacent. Input includes concerns about how traffic will function in the Barbur/I-5 corridor.

Comments received in support of in-Barbur alignments cited improved infrastructure and safety for cyclists and pedestrians most often as their reason for support. Other reasons included, improved livability in the area, improved access and visibility of stations

(including ADA accessibility), redevelopment potential in the corridor, and this choice being supportive of Barbur Concept Plan.

About 2/3 of comments were specific about the in-Barbur alignment option preferred. Most of those supported staying on Barbur for the entirety of the outer Portland segment of the route (B1). It received four times as much support as the option to depart from Barbur at the Barbur Transit Center (B2), and the option to leave Barbur at 26th was not specifically mentioned in the comments received.

Comments indicating support for the I-5 alignment (B4) cited traffic concerns as the reason for this preference. Other reasons cited were increased noise, higher cost, negative impacts to the streetscape of Barbur and the livability of adjacent neighborhoods and higher displacements of property owners relative to the I-5 alignment. Unfortunately, some of these concerns were based on incorrect information. Several comments indicated that traffic on Barbur would worsen after construction of the system because of a reduction in travel lanes on Barbur Boulevard. Designs studied in the DEIS do not include a reduction of travel lanes on Barbur in section B. The DEIS also indicates that the I-5 adjacent alignment (B4) results in more business and residential displacements than the initial route proposal. Similarly, option B4 has a longer transit travel time than the initial route proposal.

Design Refinement 2/Crossroads

Robust input was received on the Crossroads area, with Refinement 2 in particular the subject of major concerns or explicit opposition:

Overall the public input on Refinement 2 highlights the existing circulation problems in the Crossroads with its complex street pattern and high volumes of auto traffic already creating congestion, difficulty in making desired movements and conflicts with pedestrians and bicycles. Specific concern was raised about function of the Taylor's Ferry and Capitol Highway intersection with this refinement. In general public input does not clearly support a desired option at the Crossroads, instead conveying a longstanding desire for a major overarching improvement. Some input expresses an interest in maintaining the southern structure in the unrefined Alternative B2 and some input supports staying in Barbur through Crossroads as in Alternative B1. Others point to the need for a new bicycle and pedestrian bridge over I-5 in this area. Little of the input opposes the unrefined Alternative B2 design.

Comments in opposition to Refinement 2 site anticipated residential and business relocations as a reason for their position. Another concern expressed frequently was the design's potential impact to Woods Creek park and the headwaters of Woods Creek. Others mention the height and visual impact of the light rail structure over I-5 and the potential for cold weather closures due to ice. Several of the comments submitted incorrectly base their opposition to Refinement 2 due to a misunderstanding that light rail would run in Taylors Ferry Road from Capitol Highway westward to Tigard or would displace businesses on the south side of Taylors Ferry.

Comments in support of Refinement 2 mention reduced costs, construction impacts, business impacts and visual impact. Others suggest greater opportunities for redevelopment in the West Portland Town Center.

Portland Community College (PCC) connection

Input on the PCC Sylvania connection options will be summarized in a future document before that decision is made.

Segment C

The initial route proposal is based on Alternative C2 (Ash to Railroad) with three refinements applied. It calls for light rail to cross from north to south under Highway 99W around the Portland-Tigard city limits, then travel to a station on 68th Avenue before turning south along the 70th Avenue alignment (Refinement 4), before turning west along Elmhurst (Refinement 5) and traveling along the east side of Hall Boulevard to a station near the freight tracks (Refinement 6), then continuing southeast along those tracks to the terminus at Bridgeport Road. Input in full support of the overall initial route proposal is advocating for that alignment.

Most specific comments on route selection in Segment C are in support of the initial route proposal, with notable opposition from property owners directed affected by Refinement 4 as well as the Village Inn.

Design Refinement 4

Some input supported Refinement 4. By the numbers, a significant number of people indicated their opposition. A petition received against Refinement 4 contained 226 signatures.

The most common reason cited in comments supporting the refinement was improved access to the proposed light rail line with a station at 68th and Pacific Highway. Many comments also expressed a need for pedestrian and bicycle infrastructure to support access to this station from the north and west. Other comments noted development opportunities, cost and time savings, fewer visual and noise impacts, improved station spacing, and preservation of residential property as reasons for supporting this refinement.

Input in opposition pointed to existing business displacement and impacts to property owners. Some mentioned potential noise, vibration, visual and habitat impacts. Others identified increased traffic, access to stations and a concern that a station near 99W is less compatible with the City of Tigard's vision for the Tigard Triangle.

Design Refinement 5

Comments received specific to Refinement 5 center around the impact to existing homes and businesses. Input in support sites the negative impacts that Ash alternative (C2) would have upon Beveland area businesses and recent public and private investments in SW Beveland Street. Input also mentions lower cost and improved travel time with Refinement 4. Input in opposition discusses the impacts to the residential community and individual

properties as well as concern about tree removal, loss of habitat, noise and vibration impacts.

Design Refinement 6

Input also includes concerns about how the station location in Refinement 6 will relate to Main Street and WES, including pedestrian connectivity across Hall, and on the amount of business and employee displacement that it would create. Such input generally does not advocate for the Ash Avenue alignment, due to its displacement of unregulated housing, but rather advocates for minimizing the adverse effects of Refinement 6 on the existing industrial district. Other priorities mentioned in comments received about the downtown Tigard area included preserving existing affordable housing, minimizing residential displacement, protection of wetlands, downtown redevelopment opportunity, and reducing construction cost and traffic impacts on Hall Blvd.

Railroad/I-5 options

Input received was supportive of the Railroad alignment options primarily because of the impact to the businesses along I-5 incurred by the alternative. Other reasons for this support include reduced cost, access by Tigard residents and transit dependent people and support for the Tigard Triangle Strategic Plan. Input opposed to the railroad alignment also emphasized business displacement concerns and traffic impacts on SW Bonita Road.

Bridgeport Station

A considerable amount of input was received in support of the Village Inn and redesign of the Bridgeport station to keep this business in its current location. A total of 340 comment cards voicing support for the Village Inn were received in addition to a petition containing approximately 3,850 signatures.

APPENDIX A:

DISTRIBUTION, NOTIFICATION AND OUTREACH EVENTS

Physical distribution

Wire-bound copies of the Draft EIS, including appendices, were placed in 11 locations in and around the project area:

- Metro's office
- TriMet (downtown ticket office)
- City of Portland Bureau of Planning and Sustainability (Development Services Center)
- Seven libraries throughout the project area (Hillsdale, Capitol Hill, Tigard, Tualatin, Portland State University, Portland Community College – Sylvania, National University of Natural Medicine)
- St. Anthony's Catholic Church in Tigard, which serves as a gathering place for the Spanish and Vietnamese speaking communities

Physical notification

A notification postcard was mailed to letter carrier routes covering physical addresses approximately one-quarter mile of the alignment options studied in the Draft EIS, which went to around 11,000 mailboxes. The postcard included the website address, the times and locations of open houses and the public hearing, and the closing date of the public comment period. The postcard included a message in Spanish.

Letters were sent to the listed owners of properties that could experience a full or partial acquisition under any alignment studied, including those affected by design refinements only. The letter provided the electronic and physical locations of the Draft EIS, and a special phone number for them to contact Metro with questions. The letter included a message in Spanish, Vietnamese, Russian, Chinese and Korean with a number for a multilingual hotline.

Newspaper advertisements announcing the Draft EIS availability plus the time and location of a public hearing ran for several weeks after the June 15 Notice of Availability (NOA) date in eight local newspapers. Three papers were culturally specific periodicals and two advertisements (Tilde Noticias and Phuong Dong) were published in other languages (Spanish and Vietnamese).

Outreach activities

During a period starting just before the Draft Environmental Impact Statement (EIS) release, and continuing through the close of the public comment, staff attended or hosted 33 community meetings and events attended by over 650 people, including:

- Two open house events

- Two public hearings
- One multilingual event/hearing
- Four information hours with staff
- 24 association, commission or organization visits

In addition, staff fielded approximately 35 phone calls from the public during this period.

Public hearings

The following is a summary of testimony received at the two public hearings held during the DEIS comment period.

The July 19th public hearing hosted 36 speakers. 15 of the speakers directly stated they were in support of the project moving forward. A major theme amongst supporters of the project were the benefits of public transportation beyond the mode itself - including the active transportation infrastructure, access to jobs, and the provision transportation options for future generations. There were an array of concerns expressed in opposition to the project as well, the most prominent being a suspicion that ridership was overestimated in the DEIS and in many cases; concerns about high project costs accompanied this view. Another common assertion of speakers who were opposed to the project was that Southwest Corridor light rail would not relieve traffic issues. Both supporters and people opposed to the project voiced concerns for the preservation of community gathering places. Several speakers voiced their support for the preservation of the Village Inn restaurant.

The July 26th public hearing hosted 11 speakers. The majority of speakers were generally supportive of light rail as a transportation option. Only one speaker was directly opposed to the proposed route. A few speakers expressed support for heightened WES operations in lieu of a new MAX rail line. The most prominent theme of the hearing was the opposition to negative impacts on small businesses; the Village Inn was called out specifically in three separate testimonies. Other concerns included gentrification and housing affordability, traffic, and active transportation infrastructure to improve safety.

Open house events

Two open house events were held during the DEIS public comment period. A summary of those events and information about participants is included as Appendix C.

APPENDIX B: OTHER AREAS OF DISCUSSION

A significant number of comments suggested more improvements to support safe cycling and walking in the Southwest Corridor as well as comments about property acquisition, traffic and communities. A number of comments received in opposition to the initial route proposal or to light rail in general identified alternative transportation investments or different destinations/routes. That nature of input is summarized here.

Active Transportation

A significant number of the total comments received, about 17 percent, requested improvements for pedestrians and cyclists in the Southwest Corridor. Many of these comments asserted that the DEIS's consideration of these modes of transportation was inadequate and that they call for more upgrades to bike and pedestrian infrastructure in project designs. Some were specific to alignment choices like Refinement 2, others specific to geography, like connection of Tigard Triangle to downtown Tigard. Comments frequently noted that current conditions are unsafe for these modes of travel in the southwest corridor, and the light rail project should include upgrades along the proposed route and in station areas.

Suggestions mentioned most included:

- Continuous, upgraded bike lanes and sidewalks along the entire length of Barbur, as well as streets leading to Barbur
- Bike and pedestrian upgrades on the Barbur-Capitol bridge ("Crossroads")
- A new multimodal connection from the Crestwood neighborhood in Southwest Portland across I-5 to Barbur.
- Upgraded bicycle and pedestrian connections to PCC, Multnomah Village, Hillsdale, and the area north of 99W near the proposed 68th St station
- Improved pedestrian connectivity between the Hall St. station and Main St. in Tigard
- Multimodal connectivity between the Tigard Triangle and downtown Tigard as well as within the Triangle

Acquisitions, Displacements, and Relocations

Comments frequently expressed concerns regarding property acquisitions, displacement, and relocation of current tenants and owners who would be impacted by the light rail alignment. Concern was expressed about a variety of locations in all route segments and included both residential properties and businesses. Because acquisitions would be required at many points along all of the proposed route options, this concern was widespread. Three locations that received the most attention in comments were the terminus of the line in Bridgeport Village, the area around Refinement 2 (Taylor's

Ferry/Crossroads), and the area along Highway 99W near Refinement 4 (Barbur Undercrossing).

Communities

Many comments addressed the effects light rail might have on communities in the southwest corridor. Many comments expressed the need to maintain affordability in communities, especially affordable housing. There were also comments that suggested prioritizing equitable outcomes for groups like people of color, the elderly, and people living with disabilities. Preserving the feel or atmosphere of the neighborhoods that the proposed line would pass through was another topic some comments addressed.

Comments that expressed support for the project often cited increased community livability, urban design, and improved connectedness. Other comments noted the belief that access to amenities and services would improve in their community with a new light rail line.

Some comments were opposed to the project because they were worried that the light rail line might divide neighborhoods bisected by the route. Others were concerned that light rail would have a general negative impact on their community or hurt livability.

Traffic: Other

Several specific locations were mentioned when participants expressed concern about the light rail project creating worse traffic conditions. Those streets and locations mentioned most are listed below:

- Barbur Blvd.
- Taylor's Ferry
- Capitol Highway
- Highway 99W
- South Portland area (SW Moody, SW Kelly, etc.)
- Bridgeport Village
- Lower Boones Ferry Rd
- Terwilliger Dr
- Hall Blvd
- 72nd Ave
- Traffic beyond the terminus in Tualatin

Prefer Other Investments

There were numerous comments that indicated a preference for different transportation investments. Many comments focused on the cost of building light rail. The most common alternative proposed was expanding and improving existing roadways or building new roadways. Others felt that expanded bus service or bus rapid transit would be more cost effective or that improving existing public transit should be a priority. A few people preferred additional cycling or pedestrian infrastructure or addressing social issues.

Comment reasons cited for preferring a different transportation investment:

- The belief that light rail would increase traffic congestion and that driver behavior was too hard to change
- The notion that dwindling ridership and changing transportation technology, including autonomous vehicles and ride-sharing, will make light rail obsolete
- The belief that light rail is an inflexible investment
- The prospect of displacements and gentrification caused by light rail construction
- A concern that the proposed light rail line would not be fast enough to attract riders
- The concern that light rail would result in increased crime and that it is incompatible with the demographics of those living in the southwest corridor
- A position that not enough evidence was presented to demonstrate positive outcomes from the investment
- The prospect of environmental hazards, like snow and ice, being greater in the southwest corridor than in other parts of the Portland Metro region

Prefer different destination

Some participants suggested a different destination or route for light rail. The vast majority of comments requested a southern extension of the proposed route down to Wilsonville or Woodburn. Others requested that the route to continue to Sherwood or deeper into Tualatin beyond Bridgeport Village. An eastbound Kruse Way route alternative was also suggested by a few respondents. There was one respondent who felt the terminus should be in Tigard. The majority of respondents in this category were proponents of light rail as a whole but wanted to expand service locations.

APPENDIX C:

DEIS OPEN HOUSE - MEETING EVALUATION AND PARTICIPATION

Two open houses were held during the DEIS Comment period. The first event was at a local elementary school in Southwest Portland on June 2, 2018. The second event was held at the Tigard Public Library on July 12, 2018. Both events were in the evening from 6 to 8:30 p.m. to support the most local participation. Approximately 80 individuals attended the two events.

Between fourteen and eighteen staff members attended each event. This resulted in a high staff to attendee ratio. Staff interviewed after these events said they were well organized and offered opportunity for individual attendees to ask questions and engage in prolonged conversations with staff.

A meeting evaluation form and demographic questioner was provided to every meeting attendee upon their arrival. These forms provide an opportunity to understand who attended and how they felt about the events. There were a total of 67 evaluation forms submitted, which is an approximately 84 percent participation rate.

Demographics

Of the respondents who shared their age, 4% were between the ages of 18-24, an additional 4% were between the ages of 25-34, 11% were between the ages of 45-54, the majority were between the ages of 55-64 (47.1%), 21.6% were between the ages of 65-74 and 5.9% were 75 years or older.

There were a total of 11 unique zip codes represented by respondents. 97219 (SW Portland and Lake Oswego) represented a major majority at 50% of respondents indicating that as their zip code. 97233 (North Tigard, Metzger) was the second most popular selection at 18.5%. 97224 (Tigard, Durham) and 97239 (South Portland) each accounted for 8% and the other 7 zip codes had 2 or fewer respondents.

95.9% of evaluation respondents identified as being White. One respondent identified as Asian or Asian American and one additional identified as Hispanic, Latino, or Spanish origin.

52.3% of respondents identified as Female and 47.7% identified as Male.

7.5% of respondents stated they had a disability and 92.5% said they did not.

Meeting Evaluation

95.2% of respondents either Agreed (50%) or Strongly Agreed (45.2%) that the meeting was worthwhile. Three respondents (4.8%) cited their experience as Neutral.

Respondents were also asked if they felt encouraged to share input and if they felt listened to. 47.5% of respondents said they Strongly Agreed, 34.9% said they Agreed, and 17.5% responded they felt Neutral.

Meeting announcement

Respondents heard about the meeting in an array of unique ways. The most popular forms were through community announcements, E-mail, and newspaper publications.

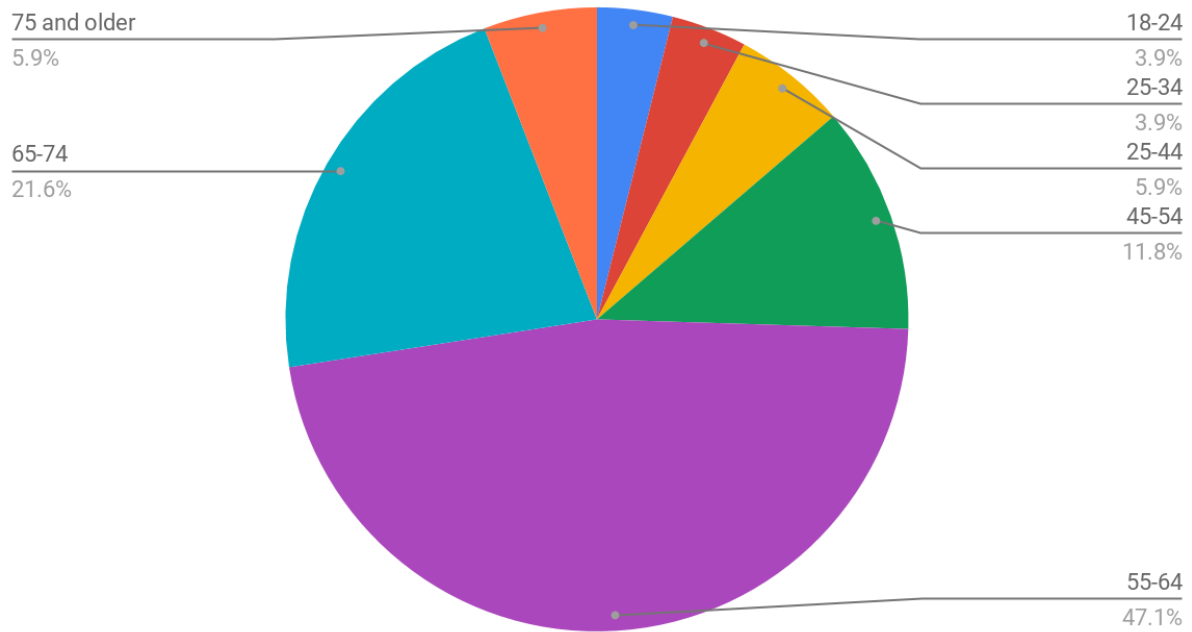
Suggestions for future meetings

The most common suggestion was to have a presentation. Many people asked for heightened map detail and generally more information. Verbatim comments provided below:

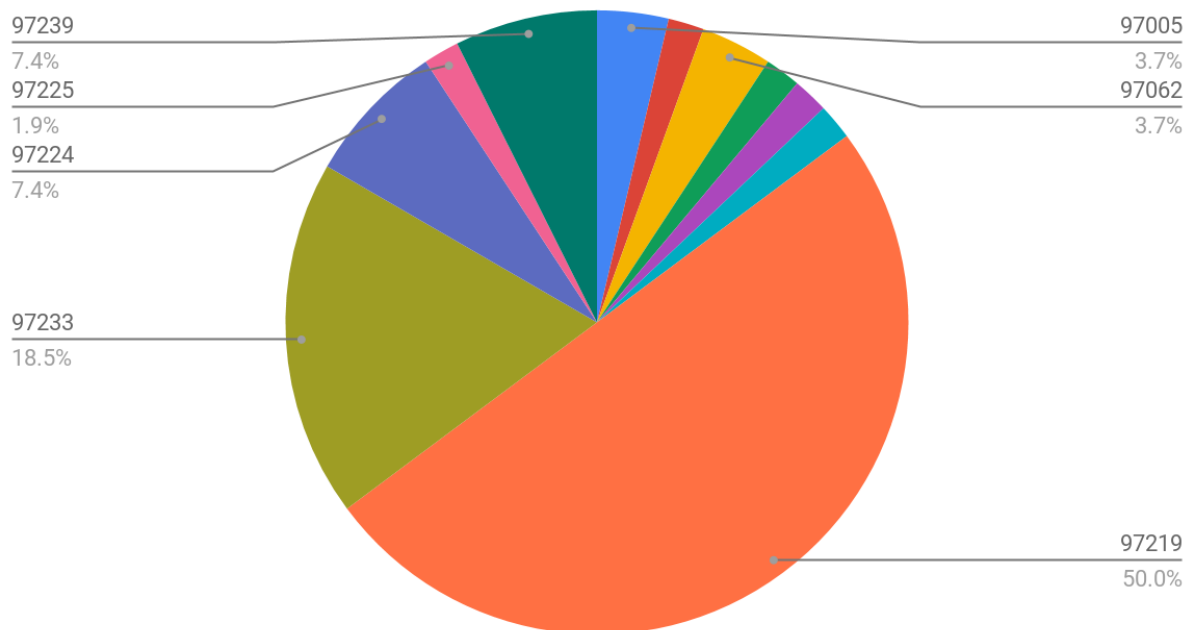
- A timeline for next steps
- Graphics easier to understand, a presentation perhaps?
- Would be good to have short presentation as overview prior to setting the crowd free to wander around
- I would like speakers to speak in a group presentation. Also, I would like a space/fence in front of the easels to keep us a little further away. When one person stands in front - no one else can see.
- A presentation of speakers - 2 or 3 - to refer to displays and brief Q&A. Then, break up to let staff mingle and chat one-on-one, which I liked
- Better Maps (more surface detail)
- Having someone on hand with specific info on the Ross Island Bridgehead portion of the project.
- Better labeling of streets on map exhibits - hard to orient locations
- Need more duplicate exhibits to alleviate crowding
- If the plan includes subsections, bring information on all of the subsections
- I would like the planned route elevated so many people could see. Maybe a mini explanation that repeats
- Overall, good visuals. Need better explanation/display of on-grade vs. overpass impacts representatives were informed, approachable (especially Rory) got questions answered and good discussion - Thank you
- More information on all possible routes

Graphs:

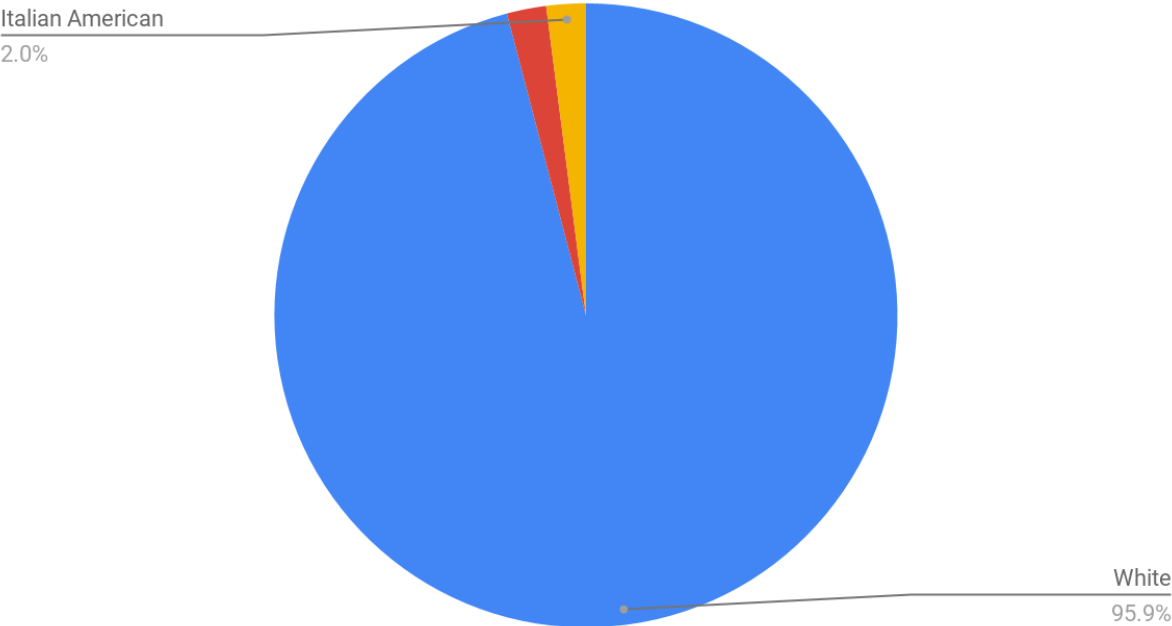
Age



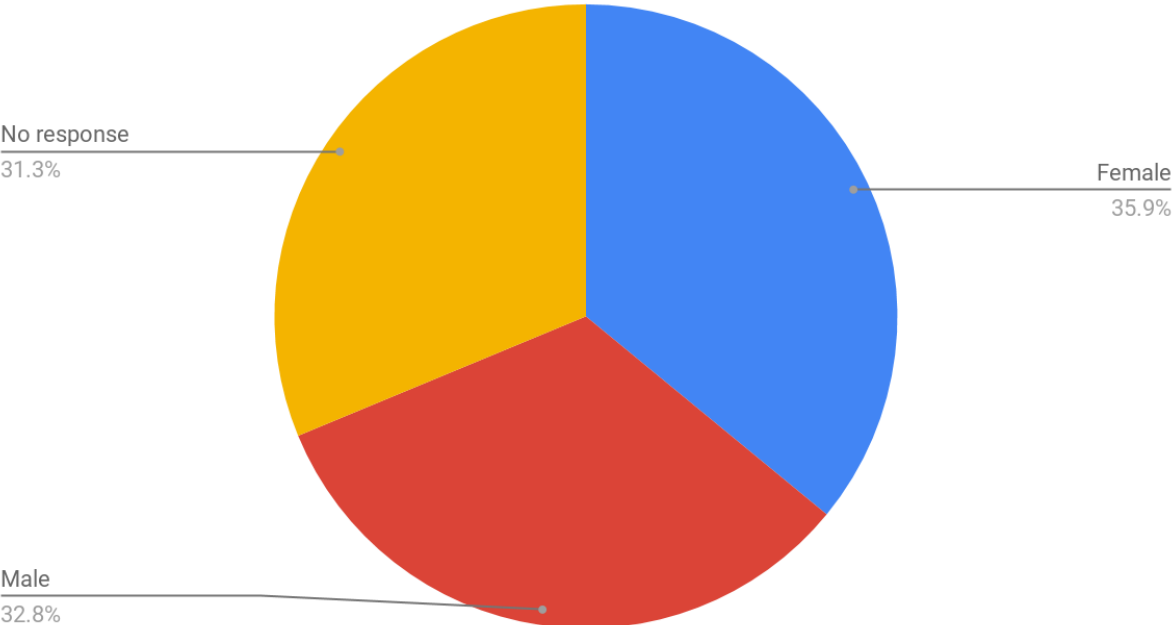
Zip Code



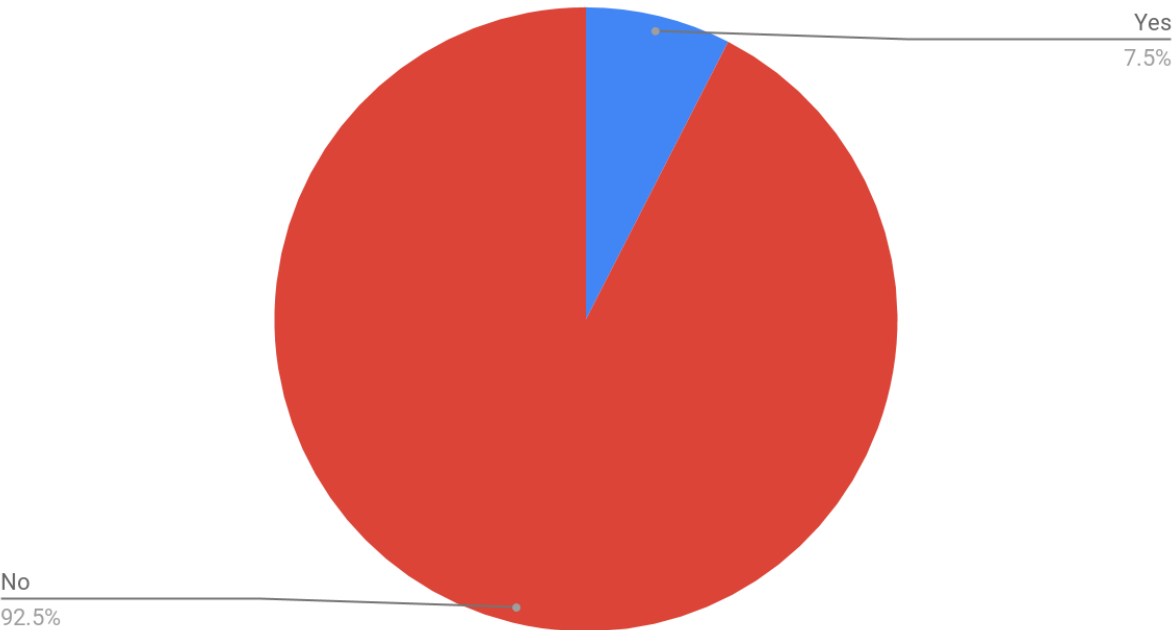
Race/Ethnicity



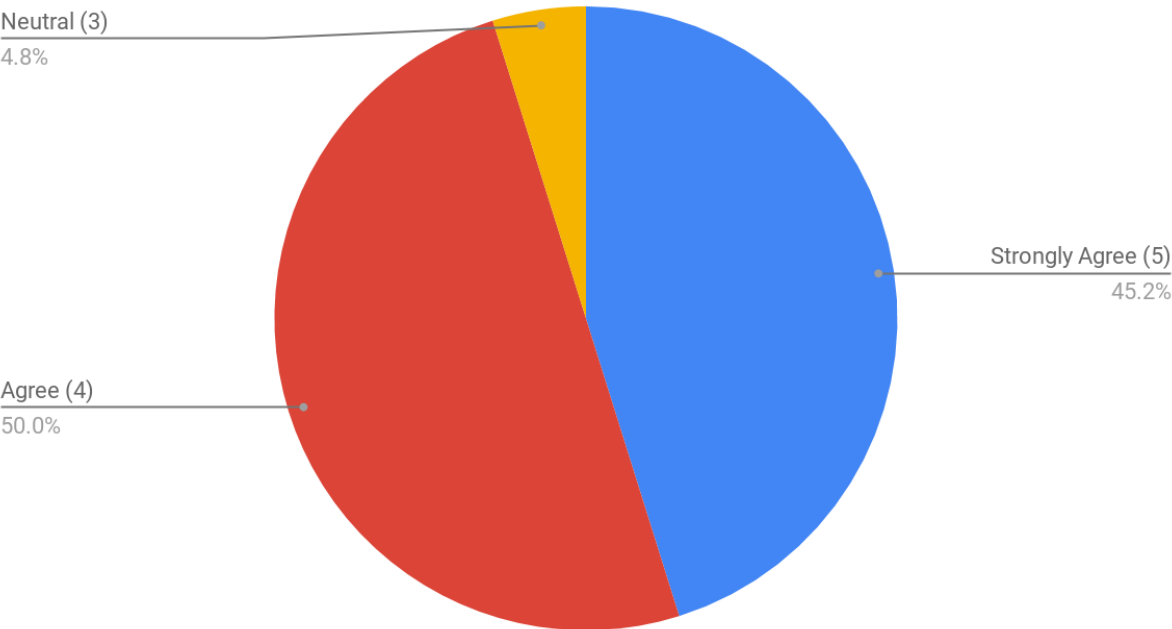
Gender



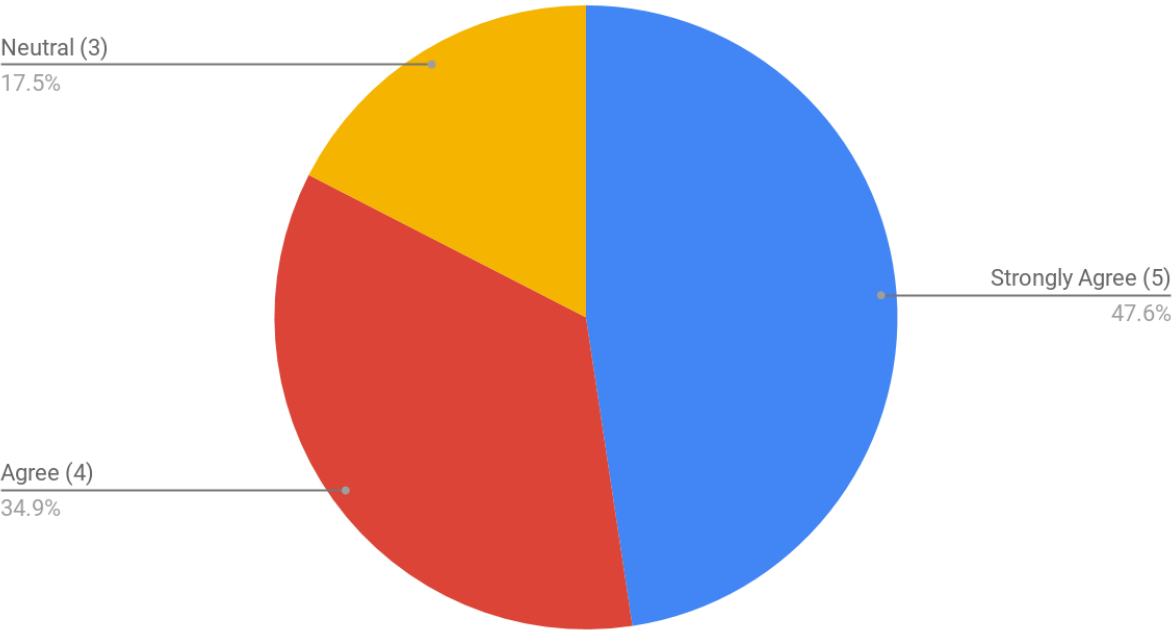
Disability



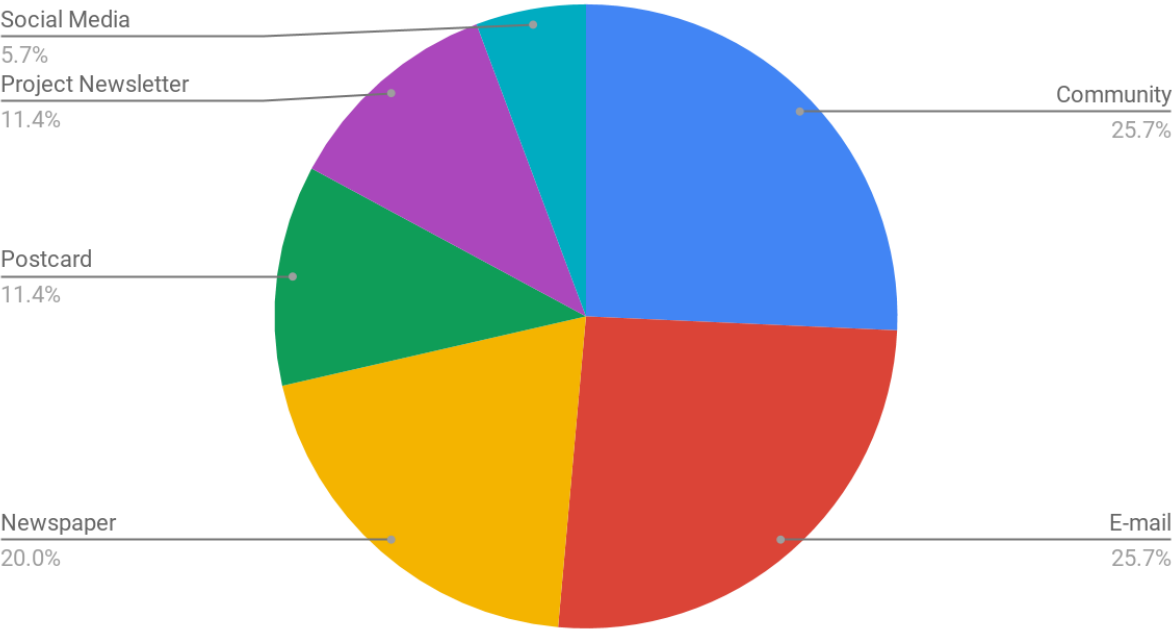
Overall, I believe the meeting was worthwhile:



I felt the meeting encouraged my input and I felt listened to:



How did you hear about today's event?

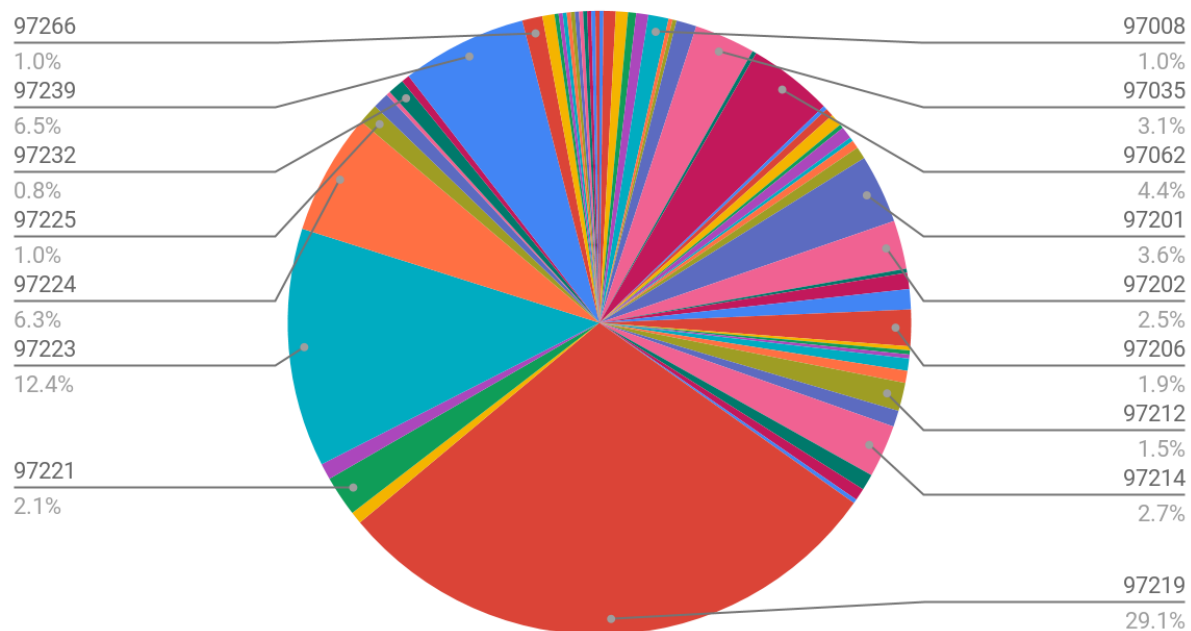


APPENDIX D: DEIS COMMENT PERIOD PARTICIPANT DEMOGRAPHICS

Geographic distribution

There were a total of **62 unique zip codes** provided by participants. The largest share was 29.1% of participants who indicated **97219 (SW Portland/Dunthorpe)** as their zip code, the next closest was **97223 (Tigard/Metzger/Garden Home)** at 12.4% and the others of noticeable size were **97239 (South Portland/Hillsdale)** and **97224 (Tigard/Durham/King City)** at 6.5% and 6.3% respectively. (N=477)

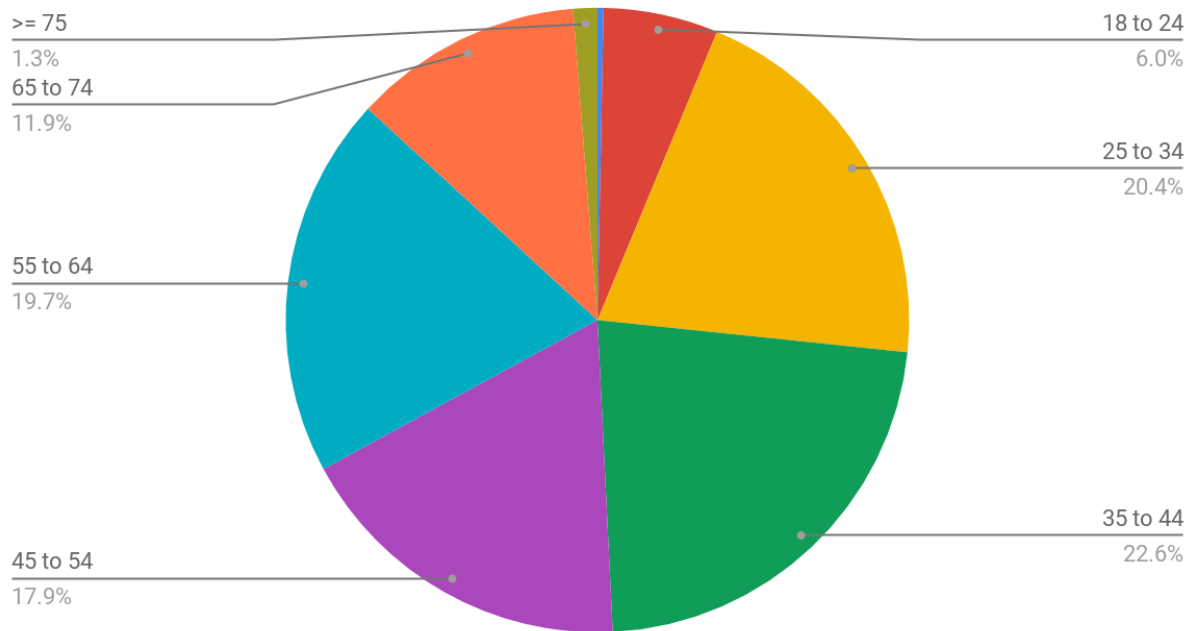
Zip Codes



Age

The age demographics were fairly evenly distributed. The most populous group were individuals between the ages of 35 and 44 at 22.6%, the next largest was 55-64 at 19.7% closely followed by 45 to 54 at 17.9%. There was only one participant (0.3%) who selected <18 for their age. 4 participants (1.3%) were 75 years or older and 6% (19) selected the 18-24 age range. (N=319)

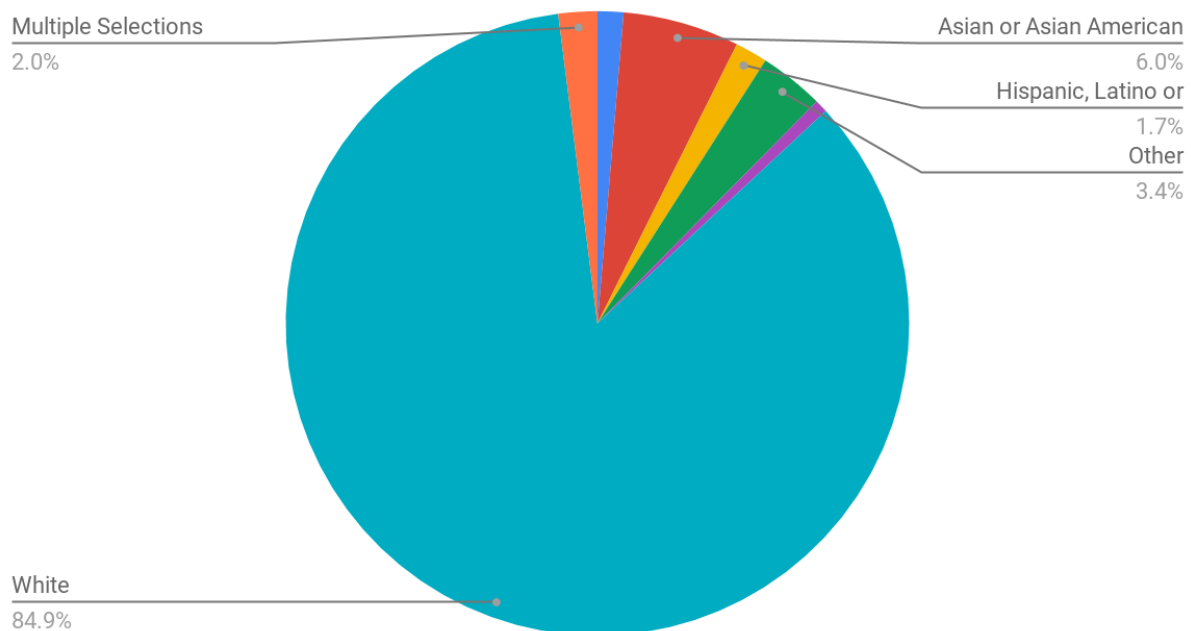
Age



Race/Ethnicity

298 participants indicated their race or ethnic background - 84.9% identified as White, 6% identified as Asian or Asian American, 3.4% identified as Other, 1.7% identified as Hispanic, Latino, or of Spanish origin, 2% of participants selected 2 or more categories, and 1.3% identified as American Indian/Native American or Alaska Native. (N=298)

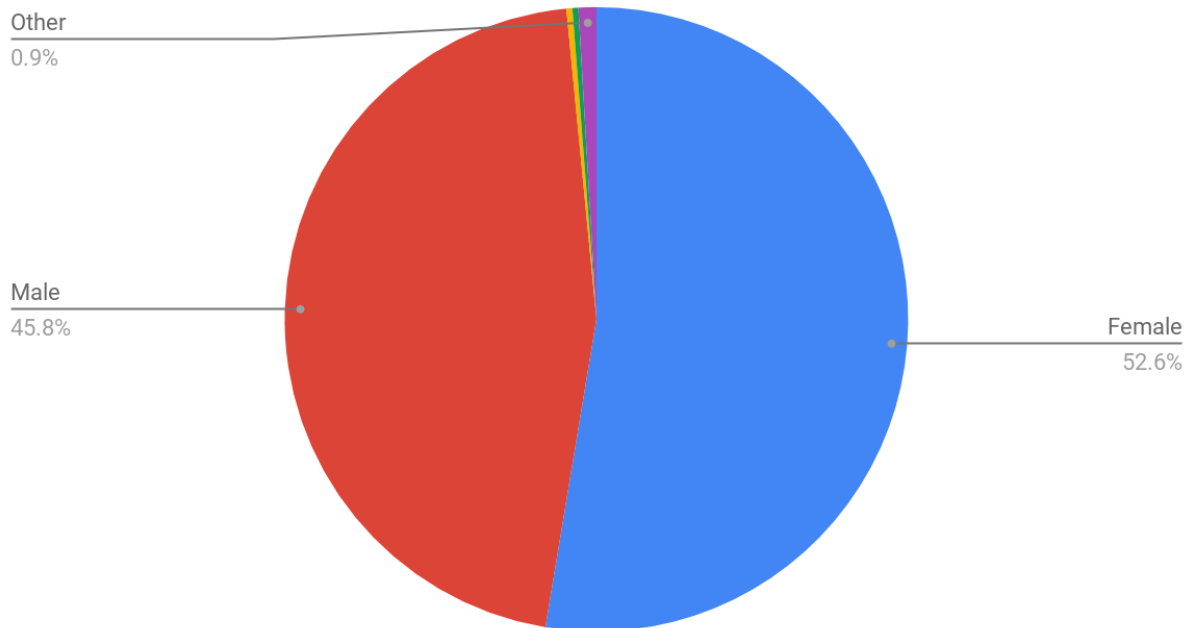
Race/Ethnicity



Gender

52.6% of participants identified as Female and 45.8% identified as Male. One participant identified as a Transgender Female, and another as Transgender Male. 3 (0.9%) participants responded as Other. (N=325)

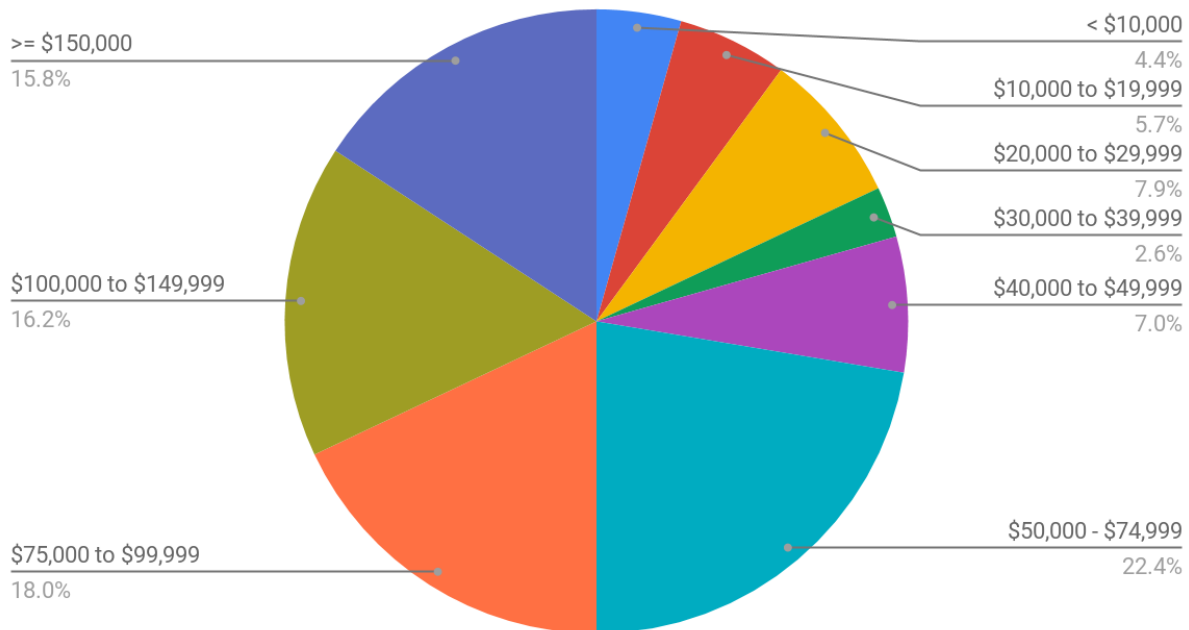
Gender



Annual income

The largest portion (22%) of respondents reported having an annual income between a \$50,000 and \$75,000. 18% reported between \$75,000 and \$99,000. 16.2% reported between \$100,000 and \$149,000 and 15.8% reported an annual income greater than \$150,000. 7.9% of respondents reported between \$20,000 and \$29,000, 7% between \$40,000 and \$49,000, 5.7% between \$10,000 and \$19,000 and 4.4% reported less than \$10,000 of income annually. (N=228) Note: Oregon's Median Annual income is ~\$50,200.

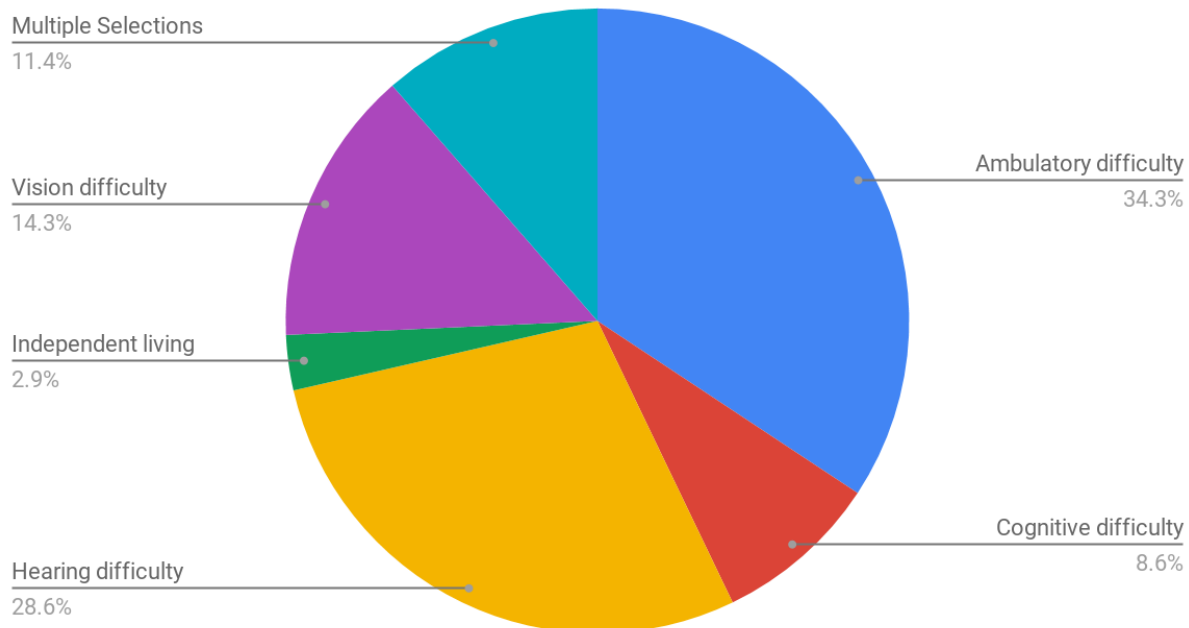
Annual Income



People with a disability

Of the 35 respondents who responded to the disability question 34.3% identified as having Ambulatory difficulty, 28.6% identified as having hearing difficulty, 14.3% identified as having vision difficulties, 11.4% identified as having difficulties in 2 or more of these areas, 8.6% identified as having cognitive difficulties, and 2.9% identified as having independent living difficulties. (N=35)

Disabilities



*The (N) value denotes the total number of respondents to each question**



Southwest Corridor Light Rail Community Advisory Committee Preferred Alternative recommendation

The Southwest Corridor Light Rail Community Advisory Committee (CAC) is a group of community members appointed by the Southwest Corridor Steering Committee in December, 2016 to represent neighbors, businesses, institutions and advocates in a decision-making process to choose a preferred route for the new Southwest Corridor light rail.

The CAC made their recommendation by consensus at their July 30, 2018 meeting.

The CAC recommends the Southwest Corridor Steering Committee select the initial route proposal as defined in the Southwest Corridor Project Draft Environmental Impact Statement (DEIS) as the Preferred Alternative.

The Preferred Alternative recommended includes the DEIS route alternatives A1, B2 and C2 with Design Refinements 1, 2, 4, 5 and 6. The CAC also recommends the following considerations:

1. New viaducts constructed under Design Refinement 1 shall include integrated pedestrian and bicycle facilities.
2. Support pursuing the separate Ross Island Bridgehead project.
3. Consider the "Smith Proposal" to Design Refinement 2, shown in the attached Figure 1, in an effort to reduce residential, business, visual, wetland, storm water, and traffic impacts; to reduce costs; and to improve multimodal access across the Crossroads intersection and to the Barbur Transit Center.
4. Work with the Tigard community to reduce the business and visual impacts of structures in Design Refinement 4, and support pedestrian crossing of 99W and redevelopment.
5. Work with the community and business/property owners at the terminus to design the future Bridgeport Station, and develop additional designs that keep businesses in their current location.

Figure 1: The “Smith” proposal (shown in green)



Southwest Corridor Light Rail Project

Staff Preferred Alternative Report

1. RECOMMENDATION

This report presents project partner staff's recommended Preferred Alternative for the proposed Southwest Corridor light rail project. The Preferred Alternative must include the transit mode (light rail), route, stations and termini.

Summary of alignment chosen

This recommendation represents staff's commitment to identifying a cost-effective transit project that extends from downtown Portland to Bridgeport Village and meets the adopted project Purpose & Need. It is based on analysis documented in the *Southwest Corridor Light Rail Project Draft Environmental Impact Statement* (EIS) plus input from the public and agencies, and also takes into consideration the Federal Transit Administration's (FTA) rating criteria for large transit projects.

The recommended Preferred Alternative is shown on Figure 1 and includes the following alternatives and refinements described in the Draft EIS:

- Alternative A1, Barbur
- Alternative B2, I-5 Barbur Transit Center to 60th
 - Refinement 2, Taylors Ferry I-5 Overcrossing, which modifies Alternative B2*
 - Refinement 4, Barbur Undercrossing, which modifies Alternative B2
- Alternative C2, Ash to Railroad
 - Refinement 5, Elmhurst, which modifies Alternative C2
 - Refinement 6, Tigard Transit Center Station East of Hall, which modifies Alternative C2

*Staff recommends a preference for Refinement 2, but with Alternative B2 as studied in the DEIS remaining in consideration.

In addition, staff shall work together to evolve and finalize the work plan for further design and environmental review, keeping members of this or a subsequent steering committee informed on its progress and contents. If the design and environmental review finds a "fatal flaw" with any project component, staff will present the issue to TriMet's future project steering committee for guidance.

This Preferred Alternative would provide a number of benefits to the SW Corridor and the Portland region. These include:

- Providing a reliable, fast travel option between Bridgeport, Tigard, SW Portland and downtown Portland that will maintain its travel time even as the population grows by 70,000 in the corridor by 2035.
- Serving a projected 43,000 average weekday riders in 2035.
- Carrying 1 in 5 southbound commuters leaving downtown Portland in the PM peak in 2035.
- Connecting existing and future jobs and homes, along with Portland State University (PSU), Oregon Health & Science University (OHSU), National University of Natural Medicine (NUNM) and Portland Community College-Sylvania (PCC).
- Providing a new transit “backbone” for the local bus system in southeastern Washington County, including new transit centers and park and rides to enable people to easily switch between travel modes.
- Creating a new pedestrian connection to the jobs, medical services and educational opportunities on Marquam Hill at OHSU, the Veterans Administration and Shriners hospitals.
- Creating an improved bike and pedestrian link to PCC Sylvania campus and a quick shuttle connection between the campus and MAX.
- Building a shared transitway in South Portland to allow buses from Hillsdale to bypass congestion to more quickly reach downtown Portland, and vice versa.
- Building continuous sidewalks and bike lanes where light rail would be located within an existing roadway, such as on SW Barbur Boulevard and SW 70th Avenue.
- Creating the required transportation infrastructure to support local and regional plans such as the Tigard Triangle Strategic Plan, Barbur Concept Plan and 2040 Growth Concept. These plans aim to accommodate continued population and job growth without a proportionate increase in traffic congestion by supporting transit-oriented development.

Implications

The Preferred Alternative will be evaluated in the Final EIS, which will document the significant beneficial and adverse effects of the project, commit to mitigation strategies and document their effects, and respond to comments submitted on the Draft EIS. Appropriate review and analysis of the Preferred Alternative will also be undertaken under Sections 106, 4(f), 6(f) and 7, which address historic resources, parks and endangered species.

This recommendation would end further analysis of Alternatives A2-BH (Naito with Bridgehead Reconfiguration), A2-LA (Naito with Limited Access), Design Refinement 1, B1 (Barbur), B3 (I-5 26th to 60th), B4 (I-5 Custer to 60th), C1 (Ash to I-5), C3 (Clinton to I-5), C4 (Clinton to Railroad), C5 (Ash and I-5 Branched) and C6 (Wall and I-5 Branched), as well as Refinement 3 (I-5 Undercrossing). This recommendation would also end further work on aspects of Alternative B2: a new light rail bridge near the Portland/Tigard city boundary crossing over I-5 and Pacific Highway to enter the Tigard Triangle, and traveling adjacent to SW Atlanta Street to connect to SW 70th Avenue; and of Alternative C2: the east-west alignments along SW Baylor and SW Beveland Streets and SW Ash Avenue.

Further action recommended

In preparation for the Final EIS, staff will continue work to identify ways to avoid, minimize, or mitigate the adverse effects documented in the Draft EIS, including:

- The relocation of households and businesses along the alignment. TriMet will update designs to avoid or minimize property effects but when that is not possible then property owners, tenants and businesses will receive fair market financial compensation and relocation assistance.
- Increased traffic congestion and queuing at several locations throughout the corridor. Additional traffic analysis will be performed where necessary, including at highway ramp terminals, park and ride accesses, and at-grade light rail crossings of streets. Specific locations may include:
 - South Portland in the vicinity of the Bridgehead Reconfiguration
 - The Barbur/Bertha/I-5 off-ramp
 - The Crossroads area in the vicinity of Refinement 2
 - Downtown Tigard in the vicinity of Refinement 6
 - The SW Upper Boones Ferry at-grade crossing area, with consideration of a grade-separate crossing
 - The greater Bridgeport area
- Routing over wetlands and floodplains in Tigard, and the generation of additional storm water runoff. These effects must be mitigated to levels that meet federal and local requirements.
- Various effects on historic resources and public parks, largely in South Portland. These properties receive special federal protection and extra public engagement and analysis will be undertaken on these impacts.
- Tree removal along the route, particularly in Segment A.

Design work on the Preferred Alternative will also address detailed questions relating to station locations and designs, park and rides, station connections and other issues.

A preliminary work plan encompassing the upcoming environmental and design work is in **Appendix A**.

The SW Equitable Development Strategy will continue to explore policy options and investments to address the potential for existing and future displacement, including its current funding of pilot programs to promote housing and workforce development options in SW Corridor.

Figure 1

Preferred Alternative: Staff Recommendation

Alignment Alternatives

Alternative A1: Barbur

Alternative B2: I-5 Barbur TC to 60th

Alternative C2: Ash to Railroad

Design Refinements

Refinement 2: Taylors Ferry I-5
Overcrossing*

Refinement 4: Barbur Undercrossing

Refinement 5: Elmhurst

Refinement 6: Tigard Transit Center
Station East of Hall

Additional Project Elements

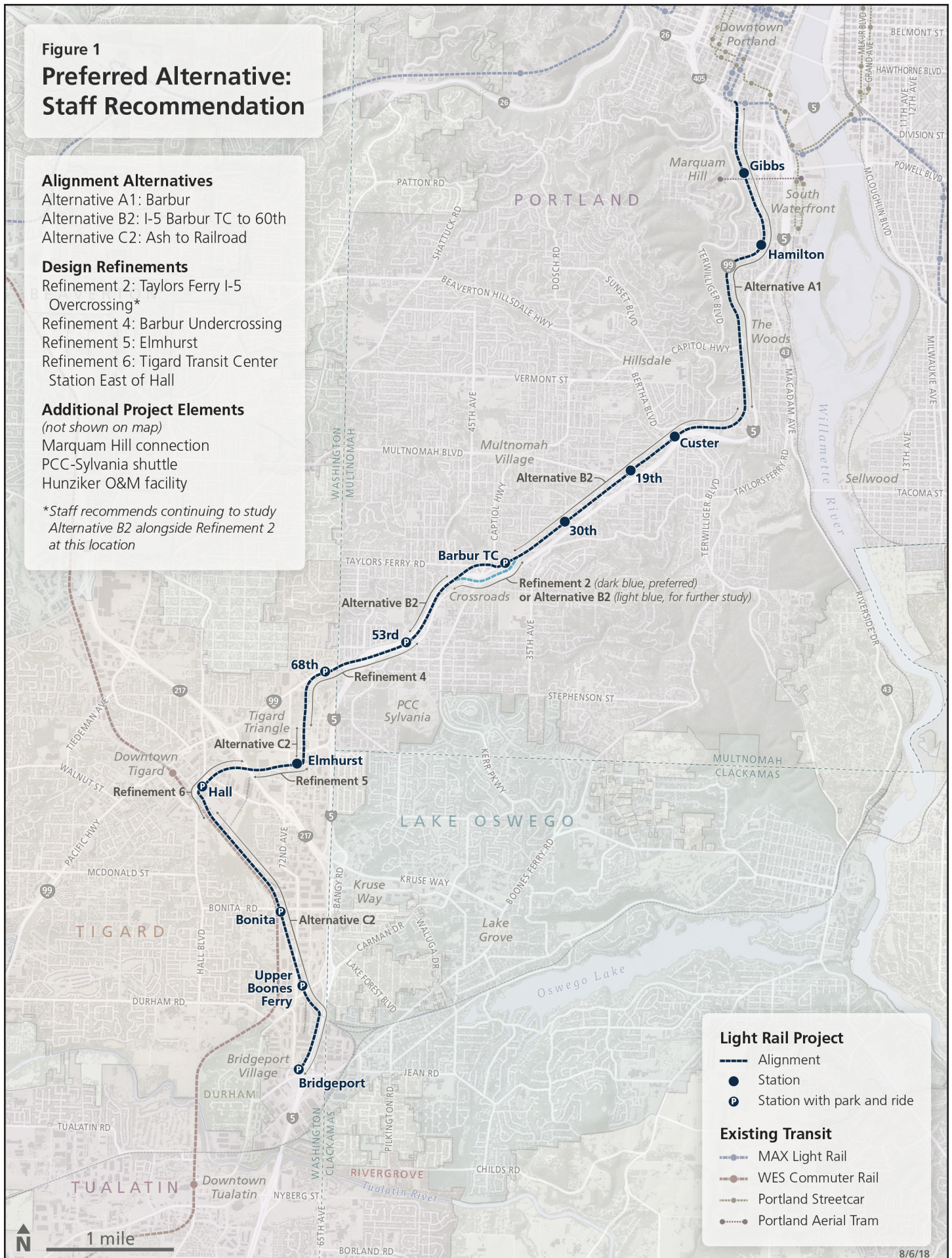
(not shown on map)

Marquam Hill connection

PCC-Sylvania shuttle

Hunziker O&M facility

*Staff recommends continuing to study
Alternative B2 alongside Refinement 2
at this location



Light Rail Project

- Alignment
- Station
- P Station with park and ride

Existing Transit

- MAX Light Rail
- WES Commuter Rail
- Portland Streetcar
- Portland Aerial Tram

2. PREFERRED ALTERNATIVE DESCRIPTION AND RATIONALE

For each of the three segments studied in the DEIS, staff describes the recommended Preferred Alternative route, stations and additional project elements; recaps the options removed from further consideration; and explains the rationale for its recommendation.

Segment A: Inner Portland

Description

In Segment A (Inner Portland), which extends from the southern end of the Portland Transit Mall to just north of the intersection of SW Barbur Boulevard and SW Brier Place, the recommended Preferred Alternative includes:

- Alternative A1, Barbur

The Preferred Alternative in Segment A is shown in Figure 2.

Green Line light rail trains would continue from Clackamas County, through downtown Portland and into the Southwest Corridor, with tracks diverging from existing MAX tracks just west of the current Lincoln Station, at SW Fourth Avenue and SW Lincoln Street. It would cross Interstate 405 (I-405) on a new structure east of and parallel to SW Fourth Avenue. The alignment would run along the east side of SW Barbur Boulevard for several blocks, then transition into the center of SW Barbur Boulevard at SW Hooker Street. The alignment would continue running in the center of SW Barbur Boulevard into the Woods area. In this section, the existing Newbury and Vermont viaducts would be replaced by two new bridges that would carry four auto lanes, light rail, and improved bike and pedestrian facilities.

Between this point and through the southern end of Segment A and into Segment B, light rail would continue to travel in the center of SW Barbur Boulevard.

Continuous bicycle and pedestrian facilities would be constructed along the light rail alignment through Segment A and into Segment B, between downtown Portland and the Barbur Transit Center.

Stations

The Preferred Alternative includes the following stations in Segment A:

- Gibbs Station
- Hamilton Station

No park and rides are proposed in Segment A.

Additional Project Elements

Staff recommends the continued consideration of these components of the proposed project:

- Marquam Hill connection to provide access between the Gibbs light rail station to the medical complex on Marquam Hill. This connector will allow pedestrians to reach the South Waterfront district via the Darlene Hooley pedestrian bridge. Multiple options for this connection are

included in the Draft EIS; staff recommends a public process later in 2018 for the selection of the preferred option to be studied in the Final EIS.

- A shared transitway extending over one mile from downtown Portland on SW Barbur Boulevard, with a stop at SW Gibbs, to improve the speed and reliability of buses traveling between downtown Portland and Hillsdale.

Staff also recommends the following additional action beyond the proposed light rail project:

- Development of a Ross Island Bridgehead Reconfiguration that includes changes to SW Naito Parkway in coordination with the light rail project, based on the roadway designs in Alternative A2-BH. This separate project would redirect regional traffic away from local neighborhood streets in the South Portland neighborhood, convert SW Naito Parkway to a surface boulevard with at-grade intersections, improve safety for pedestrians and bicyclists, and make nearly three acres of land available for development. It would provide benefits to the region and to a neighborhood that has been historically negatively impacted by transportation investments, and could potentially mitigate some traffic impacts caused by the light rail project.
- Study of the proposed Bridgehead Reconfiguration in the Final EIS for the light rail project.
- Identification of funding sources for non-project-related mitigation portions of the Bridgehead Reconfiguration independent of the light rail project. Cost estimates must be developed.

Options considered and removed from consideration

The following alternatives were considered for Segment A:

- Alternative A2-BH, Naito with Bridgehead Reconfiguration
- Alternative A2-LA, Naito with Limited Access

Both of these alternatives would have routed light rail on SW Naito Parkway instead of on SW Barbur Boulevard south of downtown Portland.

- Refinement 1, East side running in the Woods, which would have constructed a separate light rail structure to avoid the Vermont and Newbury viaducts

Additional alternatives were considered and narrowed by the Steering Committee in project phases completed prior to the initiation of the Draft EIS.

Rationale for selection

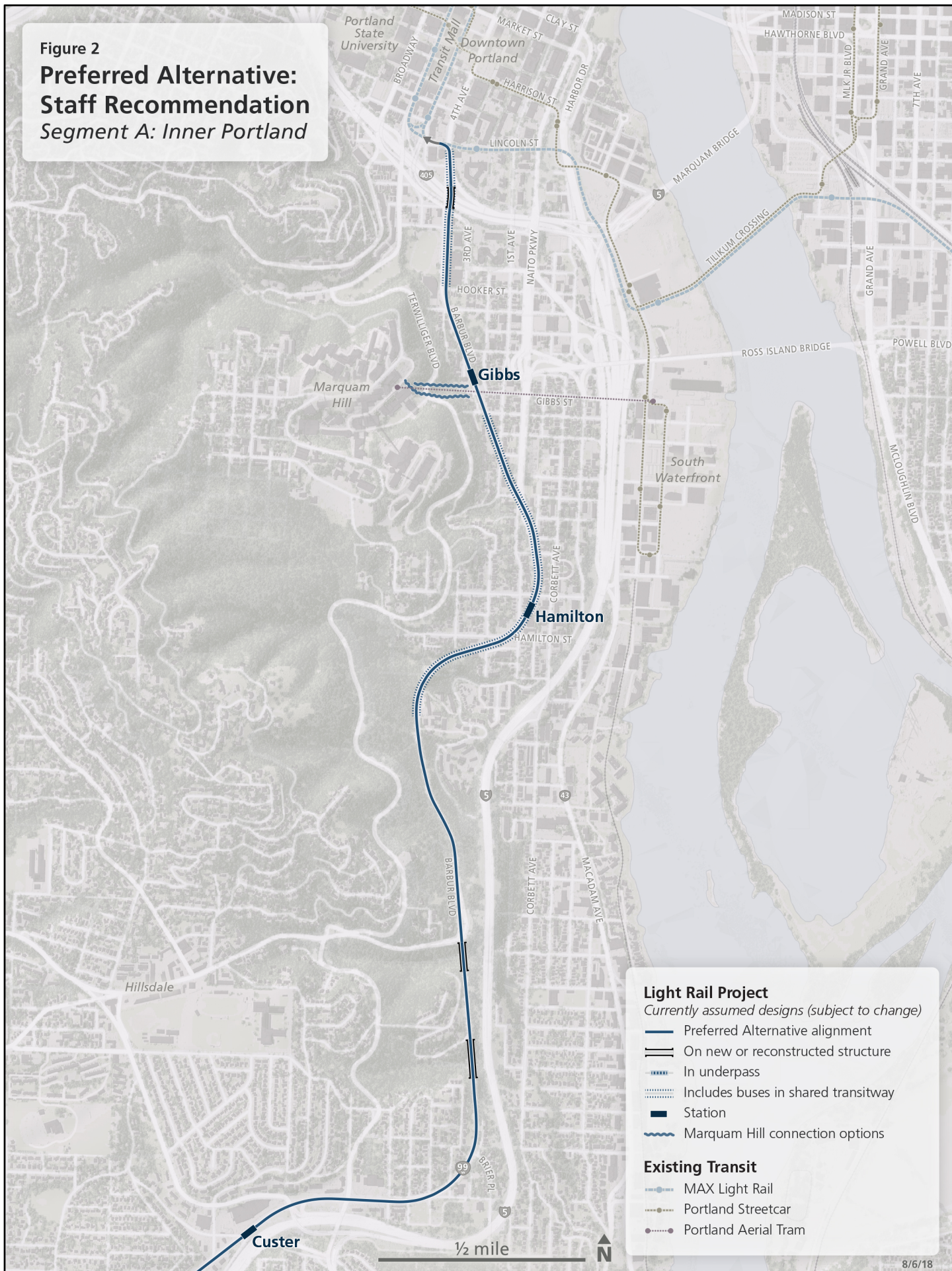
Compared to Alternatives A2-BH and A2-LA, Alternative A1 would:

- Provide faster light rail travel times
- Provide a shorter connection to Marquam Hill
- Result in fewer displacements of residents, businesses and employees and fewer impacts on potentially protected historic resources

Compared to Refinement 1, Alternative A1 would:

- Replace the Vermont and Newbury viaducts, wood structures built in 1934, that compromise the safety of bicyclists and pedestrians due to their narrow widths
- Provide a continuous route for light rail, bicyclists, and pedestrians that would not require an at-grade crossing of northbound SW Barbur Boulevard auto lanes
- Be the result of an agreement between ODOT and City of Portland in which ODOT would contribute funding toward the replacement of the viaducts. This funding could be considered separate from project costs

Figure 2
Preferred Alternative:
Staff Recommendation
Segment A: Inner Portland



Segment B: Outer Portland

Description

In Segment B, Outer Portland, which extends from SW Barbur Boulevard at SW Brier Place to the intersection of SW 68th Avenue and SW Atlanta Street, just west of the Portland/Tigard city boundary, the recommended Preferred Alternative includes:

- Alternative B2, I-5 Barbur Transit Center to 60th
- Refinement 2, Taylors Ferry I-5 Overcrossing
- Refinement 4, Barbur Undercrossing

The Preferred Alternative in Segment B is shown in Figure 3.

Light rail would operate in the center of SW Barbur Boulevard from the northern end of Segment B until just north of the Barbur Transit Center. At this location, with Refinement 2, light rail would cross the southbound lane of SW Barbur Boulevard at a gated crossing to run north of and parallel to SW Taylors Ferry Road. It would cross SW Capitol Highway at grade before turning south on structure to cross over SW Taylors Ferry Road and I-5 to land between I-5 and SW Barbur Boulevard. If pending analysis of the benefits and impacts of Refinement 2 indicates it would not represent an improvement over Alternative B2, staff may recommend replacing Refinement 2 in the Preferred Alternative with Alternative B2 without the refinement. Without Refinement 2, light rail would cross the northbound lane of SW Barbur Boulevard at a gated crossing to run between Barbur Transit Center and I-5. It would cross over a new light rail structure crossing I-5, SW Capitol Highway, and SW Barbur Boulevard to land between SW Barbur Boulevard and I-5.

Where SW Barbur Boulevard crosses I-5 (the northern point of the Tigard Triangle), light rail would cross over I-5 on a new parallel structure that would then descend into the space between the I-5 off-ramp and southbound SW Barbur Boulevard/Pacific Highway. The alignment would then cross under Pacific Highway to transition to the southeast side of the roadway just west of SW 65th Avenue. The alignment would accommodate Highway 99W and I-5 planning envelopes and sight distance standards set by ODOT.

Continuous bicycle and pedestrian facilities would be constructed along Barbur Boulevard from Segment A to the Barbur Transit Center.

Staff recommends further environmental analysis of Refinement 2, with TriMet's future steering committee to determine whether the Final EIS studies Refinement 2, unrefined Alternative B2 or a design variation of either.

Stations and park and rides

The Preferred Alternative includes the following stations and park and rides in Segment B:

- Custer Station
- 19th Station
- 30th Station
- Barbur TC Station and park and ride with up to 825 spaces

- 53rd Station and park and ride with up to 950 spaces
- 68th Station and park and ride with up to 900 spaces (located in overlap of Segments B and C)

Additional Project Elements

Staff recommends the continued consideration of these components of the proposed project:

- 53rd Avenue pedestrian and bicycling improvements between the station and the PCC Sylvania campus
- PCC Sylvania bus shuttle, either between campus and the SW 53rd Avenue Station, or between Barbur Transit Center, PCC Sylvania, and the SW 68th Avenue Station

Options considered and removed from consideration

The following alternatives were considered for Segment B:

- Alternative B1, Barbur, in which the light rail alignment would remain on SW Barbur Boulevard throughout Segment B
- Alternative B3, I-5 26th to 60th, in which light rail would transition from SW Barbur Boulevard to adjacent to I-5 near SW 26th Avenue
- Alternative B4, I-5 Custer to 60th, in which light rail would transition from SW Barbur Boulevard to adjacent to I-5 near SW Custer Street
- Refinement 3, I-5 Undercrossing, in which light rail would cross SW Barbur Boulevard south of the 53rd Station and continue adjacent and east of I-5, until tunneling under I-5 to reach the Tigard Triangle parallel to SW Atlanta Street and connecting to SW 70th Avenue.

Additional alternatives were considered and narrowed by the Steering Committee in project phases completed prior to the initiation of the Draft EIS.

Rationale for selection

Compared to Alternatives B3 and B4, Alternative B2 would:

- Offer more accessible and visible station locations
- Include more streetscape and safety improvements to SW Barbur Boulevard
- Result in fewer residential displacements
- Better support the Barbur Concept Plan

Compared to Alternative B1, Alternative B2 would avoid the complex reconstruction of the existing bridge over I-5 at Crossroads. Staff believes Alternative B1 to be largely infeasible and undesirable for reasons not described in the DEIS, namely that the Barbur/Capitol bridge over I-5 would need to be reconstructed as the existing structure is not strong enough for light rail trains. The reconstructed bridge would likely:

- Be rebuilt to be higher to meet current clearance standards and thus create challenges with adjacent property accesses as the elevation of streets immediately adjacent to the structure

would also need to be raised. Bike and pedestrian connectivity and safety issues would not be resolved and may be exacerbated.

- Result in a multiple year closure of SW Capitol Highway (Highway 10) and SW Barbur Boulevard
- Require supports (the current structure is a free span), necessitating the widening of I-5 for a length in each direction, which could result in reconstruction of existing on and off ramps, and may trigger a federal requirement for a full interchange at current standards. These resultant effects would significantly increase the financial cost and adverse effects of the project.

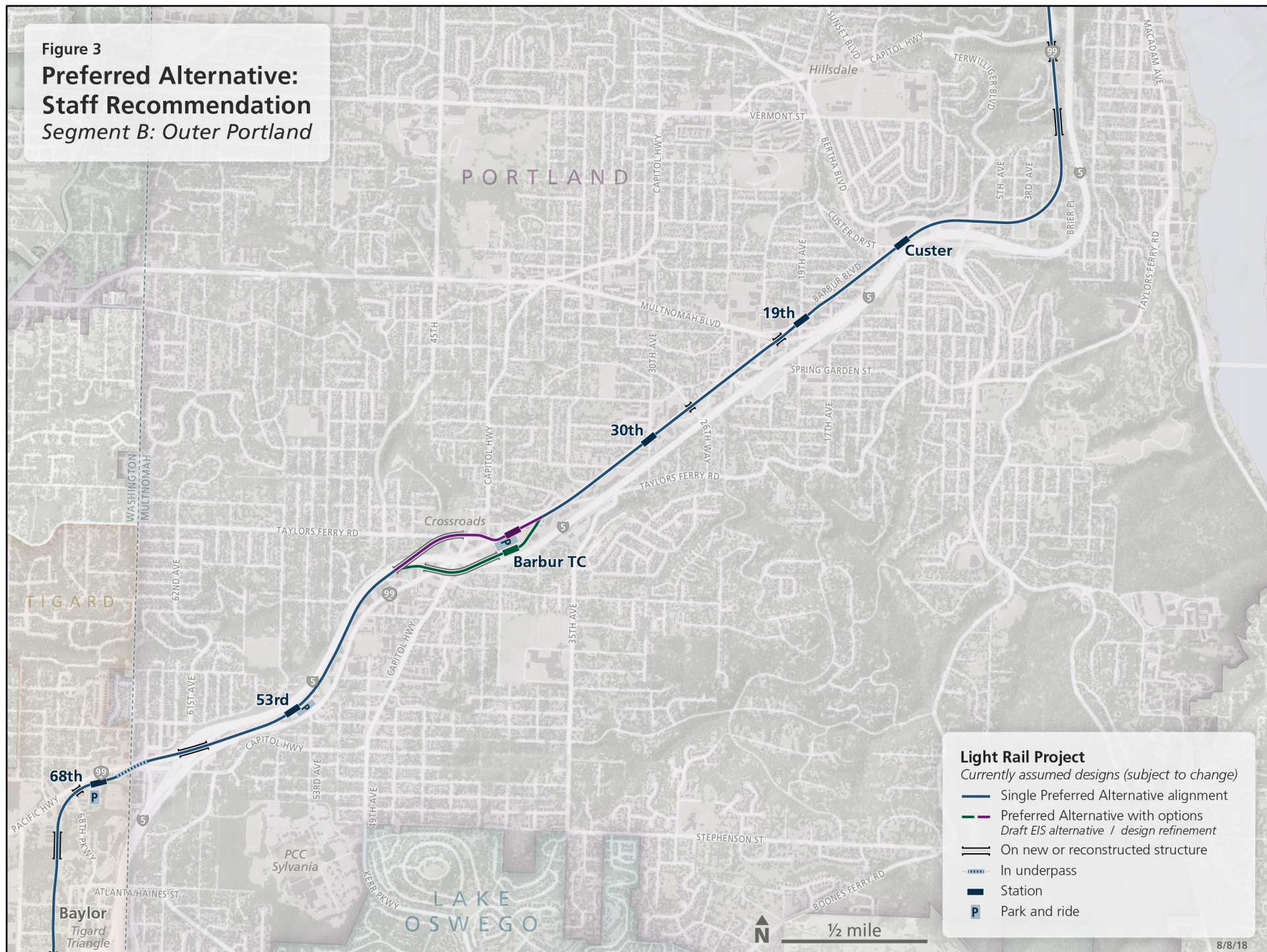
Refinement 2 would, in comparison to Alternative B2 as designed:

- Reduce construction impacts on I-5 by providing a shorter light rail bridge
- Reduce visual impacts because the bridge over I-5 would be lower as it would not cross over SW Barbur Boulevard or SW Capitol Highway
- Reduce costs

Refinement 4 would, in comparison to both Alternative B2 as designed and Refinement 3:

- Result in a faster travel time for transit passengers
- Lower capital costs
- Reduce visual impacts by providing a shorter light rail bridge
- Reduce construction-period traffic impacts on I-5
- Shift the Baylor Station and park and ride to SW 68th Avenue near OR-99W, improving station spacing and park and ride access, and increasing ridership

Figure 3
Preferred Alternative:
Staff Recommendation
Segment B: Outer Portland



Segment C: Tigard and Tualatin

Description

In Segment C, which extends from the intersection of SW 68th Place and Pacific Highway to Bridgeport Village in Tualatin, the recommended Preferred Alternative includes:

- Alternative C2, Ash to Railroad
- Refinement 5, Elmhurst
- Refinement 6, Tigard Transit Center Station East of Hall

The Preferred Alignment in Segment C is shown in Figure 4.

This combination of Alternative C2 and refinements represents a Through-Routed alignment direct to Bridgeport Village, and ends consideration of a Branched alignment with separate branches to downtown Tigard and to Bridgeport Village. For more details, see Chapter 2 of the Draft EIS.

From the southeast side of SW Barbur Boulevard near SW 68th Avenue, a new curved light rail bridge would connect to the Tigard Triangle, via a light rail-only bridge over 68th Avenue, with a north-south alignment bridge over Red Rock Creek connecting to SW 70th Avenue at SW Atlanta Street. Between SW Atlanta Street and SW Elmhurst Street, light rail would operate along the SW 70th Avenue right-of-way, which would include bicycle and pedestrian facilities, and cross over SW Dartmouth Street on structure.

The alignment would turn west from SW 70th Avenue onto SW Elmhurst Street, with a station between SW 70th Avenue and SW 72nd Avenue. The alignment would continue west to cross SW 72nd Avenue at grade, before elevating to cross over Highway 217 on a light rail-only bridge toward downtown Tigard. Upon reaching the ground west of Highway 217, the alignment would turn southwest and cross SW Hunziker Street at grade in the vicinity of SW Knoll Drive and travel along the east side of SW Hall Boulevard to reach a station, which would include a bus transfer area and new park and ride.

From this new transit center east of Hall, light rail would turn to the southeast and travel adjacent to the freight rail and WES Commuter Rail tracks. Light rail would be on a structure between just south of SW Tech Center Drive and just south of SW Bonita Road to avoid a freight rail spur track and SW Bonita Road, resulting in an elevated station at SW Bonita Road. The alignment would continue adjacent to the railroad at grade and cross SW 72nd Avenue and SW Upper Boones Ferry Road with at-grade gated intersections. The route would approach I-5 about 0.25 mile south of SW Upper Boones Ferry Road before turning south to pass over the railroad on structure toward the terminus at SW Lower Boones Ferry Road near Bridgeport Village.

Continuous bicycle and pedestrian facilities would be constructed along the light rail alignment where it is on SW 70th Avenue south of Red Rock Creek, and potentially in other locations as well.

The alignment would accommodate Highway 99W and I-5 planning envelopes and sight distance standards set by ODOT.

Stations and park and rides

The Preferred Alternative includes the following stations and park and rides in Segment C:

- 68th Station and park and ride with up to 900 spaces (located in overlap of Segments B and C)
- Elmhurst Station
- Hall Station and park and ride with up to 300 spaces
- Bonita Station and park and ride with up to 100 spaces
- Upper Boones Ferry Station and park and ride with up to 50 spaces
- Bridgeport Station and park and ride with up to 950 spaces

Additional Project Elements

- An operations and maintenance facility to the southeast of the Hall station, between SW Hunziker Street and the WES/freight tracks

Options considered and removed from consideration

The following alternatives were considered for Segment C:

- Alternative C1, Ash to I-5, in which light rail would diverge from the railroad right of way near SW Landmark Lane south of downtown Tigard to reach I-5 and operate adjacent to I-5 to Bridgeport Village
- Alternative C3, Clinton to I-5, in which light rail would utilize a bridge extending from SW Clinton Street in the Tigard Triangle to downtown Tigard
- Alternative C4, Clinton to Railroad, in which light rail would be routed as Alternative C1 south of downtown Tigard and as Alternative C3 between the Tigard Triangle and downtown Tigard
- Alternative C5, Ash and I-5 Branched, in which light rail service would branch in the southern Tigard Triangle, with some trains using SW Ash Avenue to terminate in downtown Tigard, and some trains continuing along an adjacent to I-5 alignment to terminate at Bridgeport
- Alternative C6, Wall and I-5 Branched, in which light rail service would branch in the southern Tigard Triangle, with some trains using SW Wall Street to terminate in downtown Tigard, and some trains continuing along an adjacent to I-5 alignment to terminate at Bridgeport

Additional alternatives were considered and narrowed by the Steering Committee in project phases completed prior to the initiation of the Draft EIS.

Rationale for selection

Compared to Alternatives C5 and C6, which would branch service in the Tigard Triangle and have one terminus in downtown Tigard and one terminus in Bridgeport Village, C2 would:

- Provide better Tigard-Tualatin connectivity and better transit service in Downtown Tigard
- Have lower operating costs, resulting in more cost-effective light rail operations and allowing more local bus service in the corridor

Compared to C3 and C4, which would use an alignment on SW Clinton Street, C2 would:

- Provide an additional light rail station in the Tigard Triangle
- Result in higher ridership

- Better support the Tigard Strategic Plan
- Avoid a critical traffic impact at SW Hall Boulevard near Highway 99W

Compared to C1 and C3, which would operate a through route along I-5, C2 would:

- Provide faster service with faster travel times
- Result in fewer impacts to businesses and employees

Refinement 5 would:

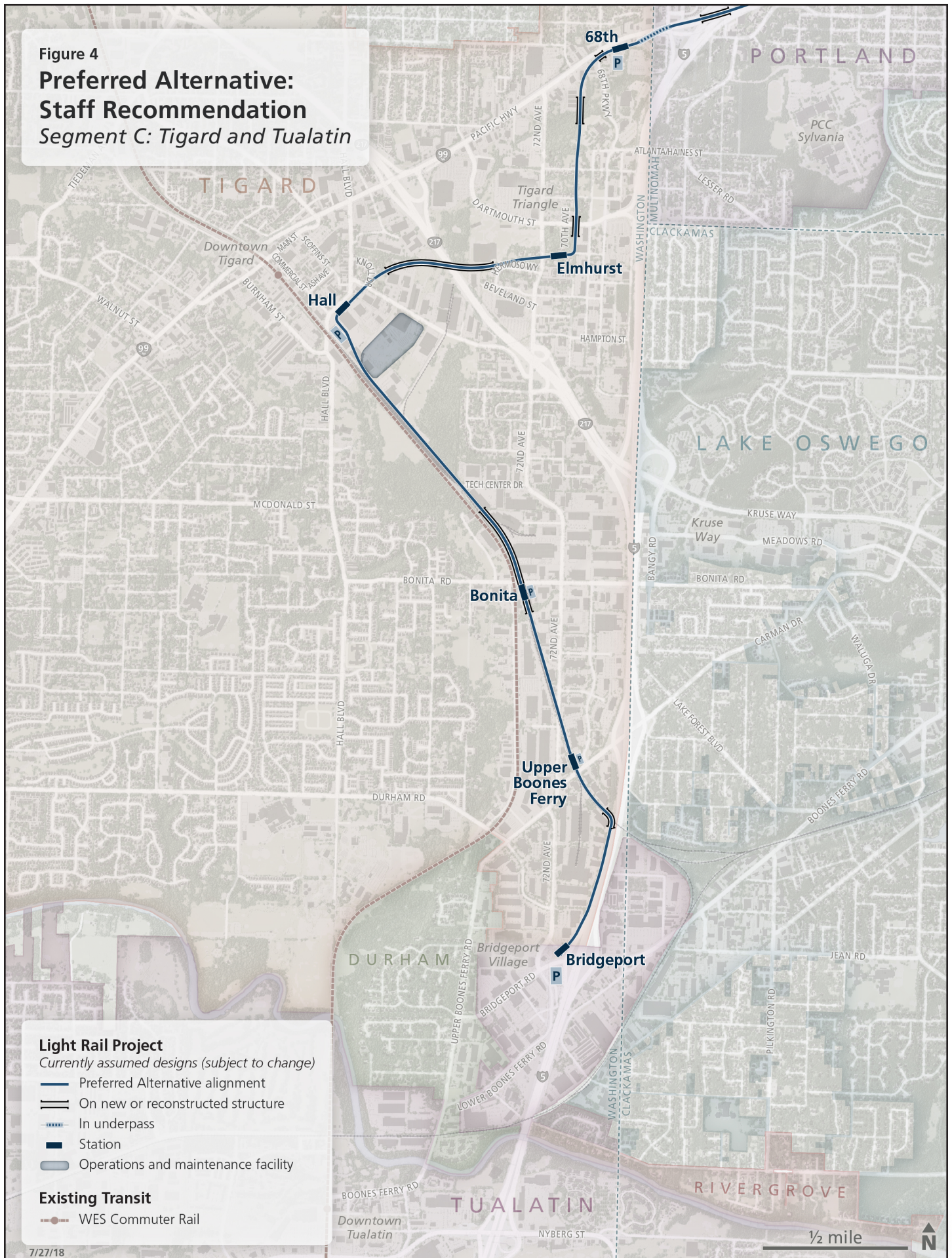
- Avoid impacts to businesses on SW Beveland Street
- Result in faster travel times and increased ridership

Refinement 6 would:

- Avoid residential displacements along SW Hall Boulevard and SW Ash Avenue
- Reduce traffic impacts by avoiding two at-grade auto crossings of SW Hall Boulevard

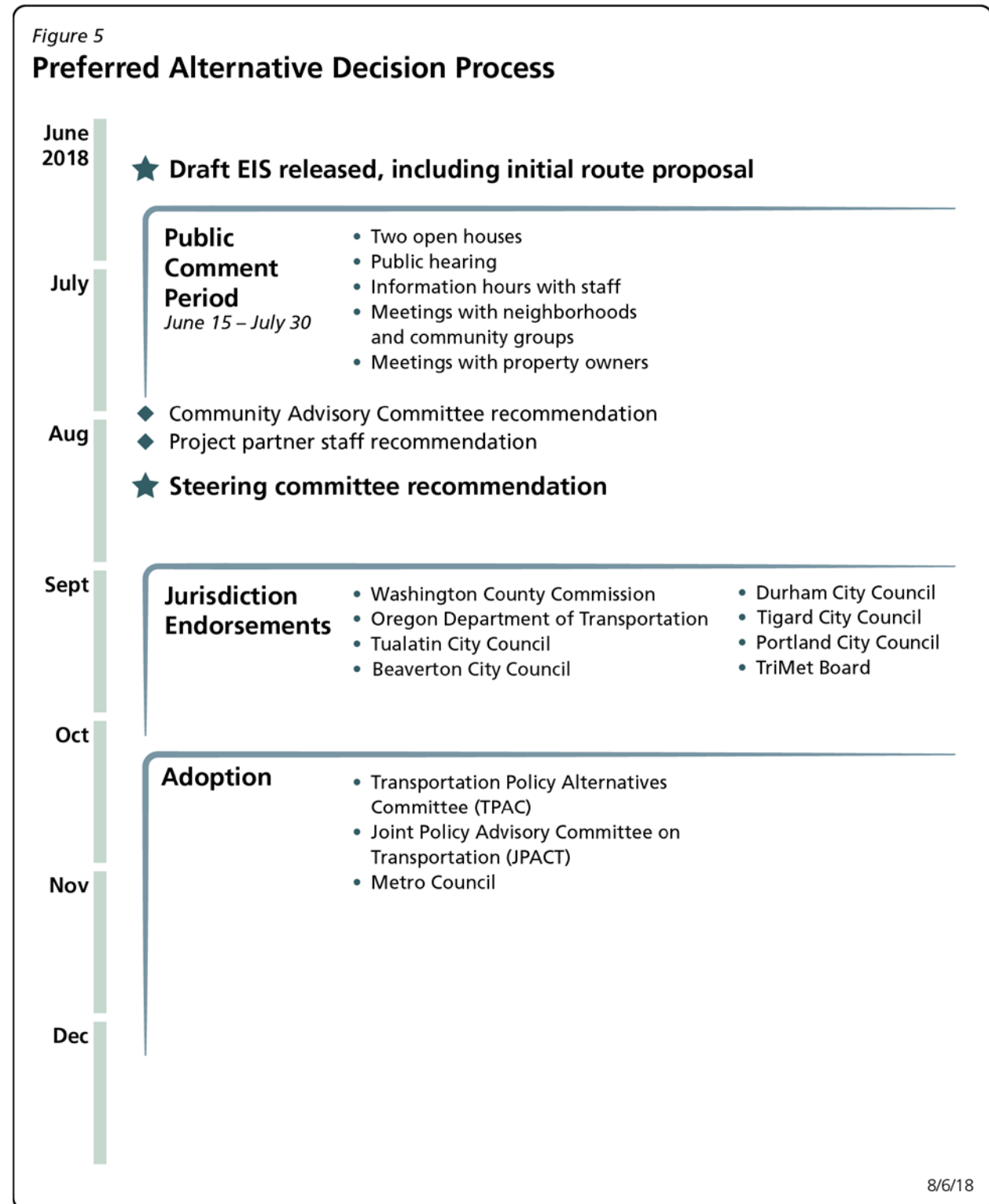
Figure 4

Preferred Alternative: Staff Recommendation Segment C: Tigard and Tualatin



3. PREFERRED ALTERNATIVE SELECTION PROCESS

The anticipated process for adoption of the Preferred Alternative into the Regional Transportation Plan is shown in Figure 5.



Appendix A – Preliminary Work Plan Development

The following text is an initial set of interests that does not yet represent a finalized, consensus agreement. Factors from public comments and federal environmental permitting needs must also be taken into account before the workplan is finalized.

Segment A – Issues to be addressed

Staff recommends the following design and planning efforts as the project proceeds:

- Work with FTA to determine which portions of the viaducts replacement are eligible for federal funding recognizing that some elements may become betterments to the transit project
- Develop construction sequencing that minimizes traffic impacts related to replacement of the viaducts and associated SW Capitol Highway (Highway 10) overpass
- Define bicycle and pedestrian improvements at the tie-in of light rail to existing infrastructure at SW 4th Avenue and SW Lincoln Street.
- Optimize designs for the light rail alignment tie-in to existing light rail tracks at SW 4th Avenue and SW Lincoln Street to ensure reliable light rail operations.
- Maximize speeds of buses and trains operating together on the shared transitway in South Portland.
- Initiate a planning process to select and refine a Marquam Hill connection design.
- Continue traffic analysis with focus on, but not limited to, the South Portland area.

Segment B – Issues to be addressed

- Initiate a planning process to select and refine the bus shuttle route connecting light rail to the PCC Sylvania campus.
- Initiate discussion among project partners about the best locations and sizes of park and rides.
- Continue traffic analysis with focus on, but not limited to, the Crossroads area in the vicinity of Refinement 2.

Segment C – Issues to be addressed

- Continue cooperative design work between TriMet and the City of Tigard on the layouts and configurations of the Hall station and its related elements (bus stops, pedestrian connections, park and ride).
- Work to define MOS options that support Tigard's downtown vision, are cost effective, extendable to Tualatin and are operationally efficient.
- TriMet and City of Tigard will work on an agreement regarding the design, development opportunities, benefits and adverse effects of the downtown station.
- Initiate discussion among project partners about the best locations and sizes of park and rides.
- Explore ways to avoid or minimize impacts to businesses at the Bridgeport station and park and ride location.

- Continue traffic analysis with focus on, but not limited to areas near freeway ramps, at-grade rail crossings of roadways, and the Bridgeport terminus.
- Prioritize and identify funding for sidewalk and bike facilities or a multi-use path on the light rail bridge over Highway 217.

General planning and design

- Maintain the goal of creating a fast, cost effective project that reaches Bridgeport Village and includes a robust public engagement process to incorporate community values
- Continue to strive to minimize property impacts
- Continue collaboration of TriMet, Metro, Cities of Portland, Tigard and Tualatin and Washington County to pursue opportunities for regulated affordable housing in conjunction with the light rail project.
- Optimize the supporting transit network to ensure connectivity and broad transfer access to light rail
- Continue collaboration of project partners with FTA and other local and federal agencies participating in the environmental review process to define the work program of the Final EIS, particularly on issues such as traffic, ecosystems, water resources and indirect effects.

Design – bicycle and pedestrian

Prioritize and identify funding for sidewalks, bicycle facilities, or multi-use paths adjacent to the alignment or connecting to stations and consider including as betterments, including:

- The station access improvements included in the Draft EIS
- Over I-5 in the Crossroads area if not incorporated in light rail bridge design
- Over Red Rock Creek
- Over Highway 217

Design – stations and park and rides

Initiate a station and park and ride planning process to optimize the number of stations, park and rides, and their locations, and to optimize park and ride capacities and accesses. Further refine station access improvement projects based on the station locations.

- All park and rides: Evaluate sizing to balance transit performance with safety, traffic impacts, costs, and property impacts.
- All stations and park and rides: Identify opportunities to integrate new technologies for shared vehicles, autonomous vehicles, traffic signal coordination and more into station access and design.
- Barbur Transit Center: Optimize layout for transit operations and redevelopment potential
- Tigard Transit Center (Hall Station): Ensure designs create safe pedestrian and bicycling access between the station and downtown Tigard and to the WES Commuter Rail station, and foster the station area's redevelopment as a mixed use area supporting housing and jobs. Design the

operating and maintenance facility east of the Hall station in a manner that facilitates redevelopment in the vicinity.

- Bridgeport station: Emphasize the station's importance as the terminus in connecting to areas beyond the light rail line. With this potential as a mobility hub, ensure that all connecting modes—autos, buses, bicycles and pedestrians—have convenient access. Explore ways to avoid or minimize impacts to the Village Inn.

Traffic analysis

Consider expanding the scope of traffic analysis, while maintaining current methodologies. Staff needs to assess the following suggested analyses to distinguish those that may impact major alignment decisions and should be initiated in the short term to inform the Final EIS, versus those that will inform elements of the final design and can be performed later. The suggested analyses are:

- Assess traffic diversion and traffic circulation changes in the South Portland area, including SW Naito Parkway, SW Barbur Boulevard, I-405, US-26, local streets, and Ross Island Bridge ramps to identify required mitigations if the Ross Island Bridgehead Reconfiguration is not constructed in coordination with the light rail project, and to identify impacts and mitigations if it is.
- Assess traffic queuing resulting from light rail crossing of SW Upper Boones Ferry road crossing, and whether queuing would spill back to the I-5 ramps at SW Carmen Drive, and to the SW Durham Road crossing of WES Commuter Rail tracks. Identify mitigations, including consideration of grade separation.
- Study traffic and safety impacts in the greater Bridgeport area, including Nyberg Road, Tualatin-Sherwood Road, and Lower Boones Ferry Road resulting from access to the proposed park and ride terminus.
- Perform additional analysis where necessary at other highway ramp terminals, park and ride accesses, and at-grade light rail crossings of streets.