

Text of all public comment emails

Date Received	Name	Email Content	Tag 1	Tag 2	Tag 3	Tag 4
9/2/2016	Phil Thornburg Winterbloom Inc.	<p>Hello Sir/Madam, My wife and I are business owners in Tigard, Oregon. Our business is 33 years old. Our 10 employees, my wife and I are very excited and looking forward to having Light Rail come to the Tigard area from Portland. WES is a good idea but cannot expand to more reasonable hours because of sharing the rails with commercial traffic. We believe that dedicated light lines through the SW corridor is the answer. We are voting that way in Tigard.</p> <p>Thank you for your services to our community!</p>	support LRT			
9/2/2016	Alison	<p>I did the survey, but decided to send an additional email.</p> <p>I live off Capital hills road and am concerned by the focus that this road is getting on your plans as a focus to a stop. Of course the stop at the safeway would seem to make sense, this road is a 1 way in each direction, windy, tree lined, bumpy (speedbumps placed) street with an active park AND NO SIDEWALKS. To encourage more traffic on this road would be such a detriment to the neighborhood around it because the road isn't geared for high traffic. I am also concerned that people would park all over the neighborhoods increasing the danger of walking. Between the kids and the orthodox jewish population walking to synagogue, sidewalks are going to need to be a big part of the light rail plan for safety.</p> <p>I am also concerned about noise. I have been living in the neighborhood for years and have seen the noise increase dramatically from barbur and I5. Lightrail needs to take this into account to not worsen the situation please.</p>	suggested RBP projects	Capital Hills Road	Noise	

9/6/2016 Douglas Kelso

I consider this project to be derelict in not considering Washington Square as a possible destination for light rail. It is my most frequent transit destination in the SW Portland Metro area, and has tremendous trip generation potential -- much more than Bridgeport Village does. Washington Square is a much larger shopping destination than Bridgeport, with more than three times the retail square footage and more than twice as many businesses than Bridgeport has.

Station Request:
Washington
Square

I note that the proposed range of alternatives includes an option to consider a "branched" configuration in which alternating trains would serve Bridgeport Village or downtown Tigard. In the event the "branched" selection is chosen, the option should include a continuation along the WES tracks to Greenburg Road, Cascade Avenue or Schools Ferry Road, and then cross 217 to end at Washington Square. There are multiple possible routes; I note only that there is what appears to be an right of way along SW Tigard Street from Tigard Transit Center to SW Tiedeman Avenue that would be ideal for a segment of a MAX line from Tigard TC to Washington Square.

I stress that this should be considered only in the event of a "branch" configuration being selected, since it's logically impossible for a train traveling from Portland to Tigard on Barbur to serve both Washington Square and Bridgeport village.

9/8/2016 Frank Michels

I am interested in the SW corridor survey Thanks

9/9/2016 Chris B. Billman

The big issue is a simple one. Will it be constructed in a way for people with disabilities and use it. I do not mean one wheelchair per train like it is now. But something a person in a three wheel bike style wheelchair. Would a Wounded Warrior ride to the VA using a bike or do the disabled still have to sit in a wheelchair for service.

ADA accessible
three-wheel
bike-style
wheelchair

9/11/2016 Blair T Campbell

Good evening,

express train

Please consider including an option for "express trains" with limited stops within your design parameters for the Southwest Corridor Max line. Express trains would bypass most stations in search of the fastest transit times for those travelling to the specific destinations.

Given that each stop at a station increases total trip time, grouping riders by destination provides a tremendous opportunity to reduce travel times. During peak travel times in the morning and evening, one can easily imagine trains running full if they visited only the following stations:

Inbound MAX Express 1 - Originates at Bridgeport Village with stops at the Barbur Transit Center, Marquam Hill, and Portland State, before continuing along conventional routes through downtown.

Outbound MAX Express 1 - Follows conventional routes through downtown to Portland State University, then stops at Marquam Hill, the Barbur Transit Center and Bridgeport Village.

There is no reason that this is the only logical express stop list. Your research may identify express trains successfully linking other stations.

I don't claim to be a transit design expert, but understand that your team might immediately prefer to run express trains on a separate, dedicated track. However, I wonder whether it might be possible to use "passing lanes" instead, creating short sections of track on which express trains could leapfrog trains. Imagine a switch before each station that routes each train either to the platform or to passing lane, which would pass under or over the station before rejoining the main line.

Best wishes on your planning efforts.

9/16/2016 Lisa Frank (BTA)
and Rob
Sadowsky,
Executive Director,
BTA

Dear SW Corridor Project Team:

The Bicycle Transportation Alliance/The Street Trust would like to provide comments on the SW Corridor Lightrail Project. We advocate for healthy and thriving communities where it is safe and easy for people to bike, walk and ride public transit. The SW Corridor Project is a timely opportunity to greatly expand safe and healthy transportation options in our region and we are committed to its success. We hope to see an ultimate alignment with supportive adjacent land uses, the preservation and expansion of affordable housing, and a complete, comfortable active transportation network serving the SW Corridor.

For the SW Corridor Project to deliver maximum benefit to our neighborhoods will require supportive adjacent land uses. We support an alignment that follows surface streets (Barbur/Naito) in order to provide seamless integration with the local community and easy access for riders. A transit corridor with direct access to jobs and homes will better serve SW and Washington County neighborhoods than one that follows a limited-access route, bypassing many people and destinations.

It is also essential that we preserve and expand affordable housing throughout the SW Corridor. Currently, the SW Corridor is home to many students, retirees, and workers who rely on public transportation. We need to ensure these community members retain access to the new lightrail line, as they will benefit the most from faster and more reliable transit. We also must expand affordable housing opportunities within the corridor. Providing land and dollars for affordable housing will maximize the benefit from this significant public investment in transit by ensuring those who most need it can use it regularly.

This spring, the BTA conducted surveys in partnership

Oppose I-5
adjacent

affordable
housing

include all
SIS
projects

with Metro and TriMet at proposed future stations. 75% of the riders we spoke to currently walk to their bus stop.[1] Improving people's ability to walk and bike to, along, and across the transit line will increase ridership and improve safety and livability throughout the corridor. Key improvements needed are physically separated bikeways along arterials, especially Barbur itself, and a complete walkway network including ADA-compliant sidewalks and frequent safe crossings. It is essential that this project invest significantly in completing the active transportation network along the lightrail line itself and within the three-mile "bike shed" radius designated by the Federal Transit Administration. We hope to see all active transportation projects currently under consideration (Buckets 1, 2, and 3) included in either the federal transit project itself or funded in the capital improvement plans of local and regional jurisdictions.

In addition, slower speeds throughout the corridor will also improve safety for people traveling by all modes, improve access to and visibility of local businesses, and increase the reliability of both transit and driving. Today, many of our most serious crashes occur along frequent transit corridors like the Tualatin Valley Highway because these roads have excessive vehicle speeds and insufficient active transportation infrastructure. Safe speeds are necessary to achieving state and regional goals of zero traffic fatalities and serious injuries, and will also help us reach our mode share goals for walking, biking, and transit. We look forward to partnering with Metro, TriMet, and communities throughout the SW Corridor to ensure a successful transit project that includes affordable housing and safe, easy walking and biking options throughout the corridor. Thank you for your efforts on this important project.

9/14/2016 Felice K

Hi, I took the short scoping survey and there were no questions about biking, walking, and bus improvements and services. Please do not pass up this chance to consider non-driving transit as a whole, and especially to include protected bike lanes, which are sorely lacking in the Portland metro area, in the design. Paint is not enough!
Thank you, Felice Kelly

Support RBP

9/19/2016 Kevyn Butler

Hello, I wanted to let you know that I am in favor for the Naito transportation alignment. It would have a huge positive impact on my daily life. With the proposed new set up I would feel much safer and would be significantly more comfortable asking visitors and patients in the neighborhood. I really think it would benefit the environment as well due to lowered noise and auto pollution. The icing on the cake would really be easier access to campus in the wet winter.
Thank you so much for your time.

support Naito

access NUNM

9/20/2016 Anton Vetterlein This is an interesting concept. I appreciate that you are mindful of the impact on existing trees. Trees were removed to build the Kohler bldg. and tram tower and the promised replacements have never taken because the rock laid down for construction access was never removed. If tunnel construction included removal of the rock and re-planting it would rectify that problem. Another issue is the at-grade crossing of Terwilliger. If the current crosswalk arrangement is used it would at worst just hold up traffic on Terwilliger and Campus Drive. But I suspect the brilliant minds at PDOT would want to over-engineer the crossing with a traffic signal or rapid flash beacon and other infrastructure "improvements" which would further urbanize the location. Improved access to Terwilliger is a good thing but not if it detracts from Terwilliger's natural and scenic character in order to serve commuters that are destined for someplace else.

TriMet and Metro seem eager to dismiss the tunnel idea for perceived safety concerns, but it sounds like OHSU doesn't see that as a problem. They also say that the construction impact of boring a tunnel close to OHSU is a deal breaker, but perhaps there could be two tunnels: the cut and cover one you propose, and another bored tunnel from Barbur going under Terwilliger with an elevator coming up west of Terwilliger by the entrance to the upper tunnel. If Naito is selected as the LRT route then the tunnel should start on the east side of Barbur at the end of Gibbs St., 40' below, so people don't have to climb the stairs or go a block out of their way to get to Barbur as TriMet proposed. I worry that a long hike on top of a long ride by transit, perhaps with transfers, will not make the connector attractive.

I'm providing comments beyond your proposal because I wanted to express these concerns before leaving town. Thanks, Anton

station: OHSU Tunnel direct access

9/22/2016 James Meyer I appreciated the opportunity to view the documents that are being worked on. My home is just off Barbur, near Hamilton, so that is the area I looked at most closely. The main components being the connection to OHSU and the route for the light rail corridor.

I felt the OHSU connector was offering a possibility for thoughtful well conceived design solutions. The logic of the connection with all the vertical required to overcome being solved with bridges and elevators is compelling in its simplicity. That said, the solution should be a brilliant design response to these unique conditions. While the engineering should work, the design should also be exceptional and be treated as a civic activity.

I look forward to the continued development and a critical community connection piece.

I also looked at the development plan for the area from Duniway Park to the south. Representatives seemed to have only one question, which was which route do you want, Barbur or Naito. The problem is they provided no support documents or information to allow for any kind of informed decision. No visuals of what the scale of development might be in these corridors, nor understanding of the character of the corridor, no pros and cons analysis of the impact of one route over the other.

In addition, even simple and critical conditions such as did the design bifurcate or unite the neighborhood could be understood. It is critical that those of us who choose to live in the city should not have the quality of their neighborhood depreciated so that a commuter train can come zipping through so the folks arrive at their destination 1 minute earlier.

It is incumbent upon metro to do a better job of articulating what all this might look like and how it would feel and operate. It is also important for metro to provide the visuals

neighborhood impact

and documentation so community members can offer sound and thoughtful opinions.
I am in support of a well designed neighborhood friendly rail transportation system, which the Barbur Corridor can be.
Best Regards James Meyer

9/23/2016 Don Baack

Bob, as I noted last night, there is little in the proposed pedestrian and bicycle improvements to serve Hillsdale. One little SOP, the improvements to SW Chestnut from Terwilliger to Burlingame Ave has never been requested in any SWTrails or Hillsdale correspondence about the SW Corridor. In fact, we only in the past two months have asked that center line striping be removed from SW Chestnut when it was repaved as a way to further reduce speed of traffic. It already has speed bumps. PBOT has honored our request!

suggested RBP projects

Red Electric connections east of Hillsdale

The Red Electric connections east of Hillsdale connecting to the Hooley Bridge are the most important improvements I can think of for Hillsdale. SWTrails is very supportive of this arrangement as well. Attached is a sketch of how this would be accomplished. The investment in this safer route on streets with low traffic may do nearly as much to reduce auto from Hillsdale and further west as use as the light rail itself for a large number of people who will bicycle if we provide a safe way for them to travel. The wide adoption of electric assist bicycles, especially in hilly SW, will enable a much larger segment of our population to utilize these safer routes.

The attached aerial photo has been marked up to identify four key components of the connection and the plans for completing the Red Electric at this location, it includes a signal recently proposed by ODOT at the north end of the Newbury Bridge to make it safer for bicycles to cross the uphill moving traffic going to Hillsdale via Capitol Hwy.

A. The green dots show how the eastbound pedestrians using the trail in Himes Park extended from the switchback (shown in small white dots) to connect with the proposed bicycle linkage described in B below and continue under Barbur at the first bent (cavity) and thence via a loop up onto the Newbury Barbur Bridge (Viaduct) northbound on the east side of the bridge, and thence north along the rebuilt Slavin Road described in C below to connect to Corbett, the Hooley Pedestrian Bridge

and get to the Willamette River and the many connections there.

B. The red dots and red dash lines shows the route of the bicycles coming from the west along SW Parkhill Drive to a new trail built to go west a short distance and then switch back and go under the first bent (span or cavity) of the Newbury Barbur Bridge and follow the same route north across the bridge, and then either follow the bicycle lanes on Barbur or follow Slavin Road to connect to Corbett, the Hooley Pedestrian Bridge and get to the Willamette River and the many connections there. The dash lines indicate the new bicycle lane on the Newbury Bridge to accommodate bicycles when the second southbound vehicle lane is removed.

C. The blue line of C indicates the renewal of Slavin Road, utilizing much of the existing street but rebuilding about 700 feet to accommodate bicycles and pedestrians but no vehicles.

D. The yellow dash across Barbur at Capitol Highway indicates a full on demand signalized intersection to allow southbound bicycles and pedestrians from Slavin Road to safely cross from the north end of Newbury Barbur so that they may continue south on the west side of Barbur. The dotted yellow marks indicate the bicycle lane created when the second southbound vehicle lane is removed. The signal would used by bicycles coming south on Barbur as well as by the bicycles and pedestrians seeking to cross Barbur from Slavin Road. At the south end of the Newbury bridge, the yellow line leading west shows where pedestrians and bicycles would be able to connect to the ped and bike route leading from under the southmost span or cavity of the Newbury Structure and proceed up to Parkhill Drive. See the additional yellow line indicating this connection. (see attached photo with sketch)

This Red Electric improvement will allow pedestrians and bicycles to utilize low volume streets and trails to get to Hillsdale and thence west on the Red Electric trail and the other pedestrian and bicycle connections from there west.

What we are asking is that the SW Corridor include the Red Electric east of Hillsdale in the first priority list of improvements. The major cost elements are about 400 feet of bicycle connections at the south end of the Newbury Bridge including a switchback and about 700 feet of improvements on the old Slavin Road alignment. We assume the signal will be installed in the near future as has been promised as part of the Safety Audit results for Barbur Blvd.

We continue to request funding for these improvements whenever an opportunity presents itself.

I would be happy to answer any questions you might have about this alignment.

You will be receiving another more detailed email about the entire Portland part of the SW Corridor from SWTrails in the next few days.

I trust Eyrn will send copies of this note to the Metro and TriMet staff.

9/26/2016 Annoymous

I would like to add my vote that a light rail line as part of the Southwest Corridor Light Rail Project should provide a safe and direct connection to OHSU on Marquam Hill. I think options (elevator/bridge), 4 (escalator and inclined elevator), and 5 (tunnel and elvator) have the most potential.

Staion: OHSU tunnel bridge escalator

9/27/2016 Denise Whitney	<p>I am a resident who lives on SW 53rd ave. I have lived in my home here for 30 yrs. This is a quiet little neighborhood, with a nature park out my front door.</p> <p>I am saddened by the thought of trimet/PCC filtering thousands of students up my street. This is not a commercial street. There are already 2 main entrances to the college. PCC has a written agreement with our neighborhood never to open the gate onto sw 53rd ave. So I don't think that it should be possible to do so now. How is it fair to put all those students onto our street in any form. Tram, tunnel, walking, biking.</p> <p>I suggest you bus them from the Tigard Triangle stop, bus them through the upper, or lower entrance to the college on roads that already exist. Or build a bridge from the Tigard Triangle over I-5 for bus, walk, bike.</p>	53rd Ave	Oppose RBP - 53rd	oppose mechanized PCC
9/27/2016 The Kroger Company	<p>Our input regarding the proposed LRT in the SW Corridor is not to reduce the number of vehicular lanes north/south from what they are today.</p>	2-lane Barbur		
9/28/2016 Sabine Wilms, PhD	<p>I am a professor at the National University of Natural Medicine and access the NUNM campus several times a week, sometimes by car but more often by light rail or bicycle. I personally have been almost hit several times in the Naito area on my bicycle or even entering or exiting by car. As a result, I have learned to avoid it and instead take long convoluted detours to get from campus to downtown, the Ross Island Bridge, downtown or up South. As a teacher, I am also familiar with the struggle of students. Just last year, one of my students was injured in a bicycle accident just off Naito, breaking her collar bone, which caused her great suffering and pain. Naito is NOT safe, and a real impediment to the wonderful place that NUNM is. We provide essential low-cost health care to countless patients and train highly committed and capable future doctors many of whom go out into the world to do a lot of good for their patients and communities. We want to share what we have to offer with the neighboring community but Naito is a real obstacle. Given how many people (faculty and staff, students, and patients) regularly come and go from campus, it is really important that we get safer access. I am very excited about the light rail proposal on Naito, to remediate a problem that is long overdue. Please improve Naito in the vicinity of NUNM!</p> <p>Thank you for your time, Sabine Wilms, PhD</p>	support Naito	support RBP Naito	access NUNM

9/28/2016 Steve Dodge	<p>Hello: I took the short survey on the SW Corridor Plan but have a couple of items to add. I have long been a supporter of light rail as one of the best alternatives to car transportation. As an employee of the National University of Natural Medicine the past two years, I have personally witnessed the congestion and safety issues currently a factor along Naito Parkway including:</p> <ul style="list-style-type: none"> --- A poorly designed mish-mash of ramps and roadways --- Unsafe pedestrian and bicycle access to the university and to the Lair Hill neighborhood --- Difficult and confusing auto access to the campus --- An excess of traffic noise on campus and throughout much of the Lair Hill neighborhood --- Poor coordination of access, both car and pedestrian, to OHSU, NUNM and PSU educational resources. (in other words it is very difficult to get from one to the other). --- Naito Parkway has become a highway which splits the community and is impossible or unsafe to cross in many places and a contributor to pollution in the neighborhood, noise and chemical. <p>Light rail along Naito is the best alignment option because of its potential for accompanying road realignment which could and should emphasize calming and reducing traffic along Naito and safely reconnecting what was once one of Portland's best neighborhoods. Thanks for your consideration.</p>	support Naito	support RBP	access NUNM
9/30/2016 Markham NA	Support for 26th Ave., SW Spring Garden to Taylors Ferry/25th/Lancaster Rd.- Pedestrian & Stormwater Improvements (see letter)	support 26th Ave improvements	support RBP	
9/30/2016 Richard Matza	LETTER			

9/30/2016 Rob Wilcox

Thank you for the opportunity to provide input to the SW Corridor Plan and EIS Scoping. This note includes time critical separated bike Barbur
Portland Bureau of Transportation content. The Metro-established EIS scope deadline needs to be extended to consider below. lanes

I would suggest adding to the scope and design physically protected bidirectional lanes shared between pedestrians and bicyclists on the route. It would be a design failure to fail to discuss it in the context of government process.

1. The "forest" section of Barbur today is unsafe for bicyclists, and it is used by pedestrians, who risk their lives. I have personally seen many peds there.
2. Providing safe ped and bike passage there requires cutting into the hill on the West side of Barbur, and/or supporting foundations and viaduct structures to the East, or a combination. Both involve trees and drainage. That is within the scope of the EIS.
3. We propose the EIS bring a separated bike-ped improvement into the scope between 4950 SW Barbur and Terwilliger and beyond to Tigard, as well as the SW Corridor system from 4950 SW Barbur/SW Hamilton into downtown Portland.
4. The plan, as it exists, narrows Barbur to 2 motor vehicle and truck lanes which increases the threat of death and injury to bikes and peds. This requires a significant mass (Jersey or more) barrier between ton on up and hundred pound on up bikes and peds - the mass of children is of course smaller.
5. New construction costs of barriers between motor vehicles and ped-bikes has very little cost difference to make beautiful and desirable.
6. Some improvements may be interpreted to be mandated by the Americans With Disability Act of 1990.

7. Vision: a more than 10-12 foot bike, ped, wheelchair, strollers boulevard greenway, shared opposing directions - not to each side of motor vehicles. It is pleasurable, social, safe and sustainable to travel in what was previously thought as a motor commuter route. It could be grantable at the federal level in addition to the immediate project. And it could be included in the budget!

Background

I drive SW Barbur between Downtown or the Ross Island, Front Avenue connections, and First Avenue connections to Capitol Highway, Terwilliger, Bertha, sometimes to Huber. Occasionally I travel 99 by and past Tigard.

I am very concerned about the plans from the Rasmussen apartments by the pedestrian crossing placed at the site of a fatal bicycle motor vehicle accident (4950 SW Barbur) to Terwilliger, and beyond to SW Huber.

The improvements required to support the rail plan are a perfect opportunity to build a protected bike lane, separated from motor traffic by a physical barrier.

Today the speeds and sight lines make the existing striped separate North and South lanes routes limited to "strong and fearless" bicyclists as defined in this City of Portland study: <https://www.portlandoregon.gov/transportation/article/158497>.

Solutions

Studies have proposed protected bicycle routes.

The Danish model is stepped from autos by a ~6" curb bikeways with a further stepped ~6" curb to a pedestrian sidewalk, with that bi-level structure on each side of the street.

The protected bicycle routes are proposed to be visually separated from motor vehicles by bollards or planters, including experiments like the NE Broadway "pop-up" bike lane.

Everyone is a ped, and there are many variations. I have seen individuals walking on the "forest" section of Barbur in the bike lane. Good for them! If it was safer there would be more.

With our aging population, we will have more motorized chairs and Segway-like options. How do we accommodate them?

Most would agree they do not belong in a 14 foot motor vehicle lane at 20+ speed limits.

Proposal

The project should design using best practices and trials a collaborative city, federal and state project.

It would be the design of a bidirectional, physically separated from motor vehicles; motor vehicle lane grit and debris separated - thus cleaned separately; incorporating environmentally-sensitive drainage.

It would be shared between bicycles, pedestrians and electric mobility aids, on a dynamic basis.

That would mean a concrete Jersey Barrier between motor vehicle Barbur and a 10-12 foot wide bike, ped, wheelchair route which would combine travel both North and South.

Thanks. Thank you for your consideration of a project that will determine Southwest Portland transportation options for more than two generations.

9/30/2016 Sabrina McDonald

I would appreciate consideration of an extension of the Oct. 3, 2016 deadline for citizen input to the SW Corridor plan light rail extension so that more citizens can participate. Thank you.

extension of comment period

10/2/2016 Nik

I have a strong strong preference for the Naito transportation alignment. Why? Naito has become a highway; it's unsafe for NUNM students and faculty, our visitors, patients, and the environment.

support Naito NUNM

The alignment to Naito will:

- 1) narrow the streets and calm traffic
- 2) provide stoplights or other safe street-crossing options
- 3) provide a much safer and reliable transit option, one that's better for the neighborhood, better for our environment, with much less noise and auto pollution
- 4) provide reliable, safe, fast transit to NUNM for our students, staff, faculty, patients and visitors.

Additionally, I would like to request a safe a transit station near NUNM for easier access in the wet winter. Everyday I witness students dangerously crossing the street to campus with cars speeding and skidding to stop.

Thanks for your consideration. Sincerely, Nik

9/2/2016 MacKenzie Smith

I have grown up and lived in Tigard for 22 years. As a Zoology graduate from Oregon State I am very concerned about the proposed light rail project's impact on our wetlands. According to the land impact statement provided by Jordan Ramis PC from the City of Tigard's website there are, "at least five significant wetlands in the path of several of the proposed alignments" (http://www.tigard-or.gov/Projects/SWCorridor/Land_Use_Impact.pdf). My first concern is why hasn't an EIS been released prior to Measure 34-255 being put on the Tigard ballot? The majority of my remaining concerns are addressed towards the impact that the light rail will have on the ecosystem services that our wetlands provide. They are as follows:

wetlands

- The term edge effect is used to describe any biological difference that individuals or a biological community exhibit when living near the border of two different habitats or near the border of a habitat and a structure (compared to living in the middle of their habitat). What sort of edge effects will the light rail and its construction have on organisms and which species (plant, animal, algal, fungal, etc.) will be impacted the most? These edge effects may be caused by sound pollution as well as any physical, chemical and/or biological disturbances to an organism's habitat. How will TriMet plan to mitigate effects?
- The International Union for the Conservation of Nature has listed two "vulnerable" reptile and amphibian species that occupy wetlands in our area. They are the western pond turtle (*Actinemys marmorata*) and Oregon spotted frog (*Rana pretiosa*). What impact will the construction and final project have on their population numbers, ability to mate, fertility rates as well as access to food, water and shelter? These questions apply to all animals but especially to threatened ones. What steps does TriMet plan to take to reduce negative impacts?
- The Oregon Department of Fish and Wildlife also recognizes at least two plant species that grow in Metro area wetlands as "threatened" (list maintained by the US Department of Agriculture). They are the water howellia (*Howellia aquatilis*) and Nelson's checker-mallow (*Sidalcea nelsoniana*). How will soil and sediment disturbance from the project affect the plants' (the aforementioned and all present plants) ability to grow? How will plant reproduction, distribution, health and access to other resources be affected by the light rail and construction? How does TriMet plan to reduce impacts?
- How will the project effect migratory bird patterns?
- How will runoff from construction effect organisms? How does TriMet plan to reduce impacts?
- Wetlands provide a natural carbon sequestration center for the planet. How will the project's entirety impact our wetlands' ability to remove CO2 from the atmosphere? Will it end up releasing CO2 due to disturbance in the soil? How will TriMet address these issues?
- How will water quality be effected by the construction and light rail and how will effects be mitigated?

10/2/2016 Peggie Reuler

I am a member of the Far Southwest Neighborhood Assn., and I live on SW 53rd Ave. Of the mechanized options for SW 53rd, the electric bikes are the only ones that I feel are appropriate to consider. Access to the campus through the neighborhoods is not something PCC is entitled to--it needs to be negotiated with the neighborhoods. I am in favor of an enhanced bike and pedestrian connection between SW 53rd and Barbur and the campus. Regarding improvements on SW 53rd that may include a sidewalk on one side of the road and a bioswail on the other side, I would favor constructing them to minimize the impact on people's front yards. My understanding is that the city has 30' on either side of the center line of the road to make improvements. Please don't use 30' on each side if it is not necessary. At the open house on Sept. 22nd, one of our neighbors on 53rd said that he had purchased his home two months earlier. Noone disclosed to him and his wife that any transportation options were being considered for 53rd which is essentially their driveway right by the walking entry to PCC from 53rd. We do not know the property value impact of these considerations, but we think that this should be considered, pro and con, when making these decisions about what to study in the EIS. The tunnel under SW 53rd was voted out of consideration, but I understand that reference is made to 'potential projects to improve access to the PCC Sylvania campus from the Tigard Triangle.' Although the half tunnel concept isn't specifically mentioned, could this or other projects be a future add-on once the SWCLRT is built? Who would fund it? Thank you for your consideration of this input. Peggy Reuler

oppose mechanized PCC support electric bikes support RBP 53rd

10/2/2016 Denise Whitney

To whom it may concern: My name is Denise Whitney I am writing as I have lived on sw 53rd ave. for 30 yrs.. I never moved her to consider the idea of anyone turning this street into commercial property sending thousands of students up this street. This is a quiet little street that we call a country road. It has a nature park out my front door. I am not at all happy about you or anyone changing this street to make a third entrance for Portland Community College. A few years ago PCC said at a city council meeting that they would never open the gate at the end of 53rd flooding their students through our neighborhood. I have expected them to hold up their promise. So why now are you considering tunnel, tram, or any other options that are being considered? I feel that sending all these students up our street will devalue our property. Who would want to buy a house with such traffic? Seriously would you? It would be similar to the other main entrances which are on Commercial streets. 1)I suggest you eliminate the 53rd street stop on the max train. Continue on to the Tigard Triangle and build a bridge for bike, walk, bus over I-5 to the college, or bus them from there to either of your main entrances you now have. But please do not ruin our neighborhood buy sending them up our street. 2) Or I suggest you buy our homes and develop your entire project along sw 53rd. Making campus housing etc. Because I do not want to live here with thousands of students passing my front door each day. How fair is that

oppose 53rd station Oppose RBP - 53rd oppose mechanized PCC

10/3/2016 Ruth Bath	To Metro, We are in favor of Barbur Light Rail and Enhanced Bus Service to PCC Sylvania from Barbur Transit Center. The Enhanced Bus Service would include shuttles to campus from Barbur transit center along 49th as well as extending and enhancing the 44 bus line to Tuslatin. This in favor over any of the proposed 53rd avenue access proposals.	support enhanced bus PCC	support Barbur alignment	oppose mechanized PCC
10/3/2016 Fran Laird	I cannot understand why any throughway from Barbur Blvd at 53rd to PCC Sylvania is being considered. There are paved roads at 49th or at Lesser Road that could more easily and at less cost be utilized for access to the college. Why reinvent the wheel when you have most of the paving already done on improved roads, not dirt roads that go through quiet neighborhoods.		Oppose RBP - 53rd	
10/3/2016 Rick Kappler	<p>Dear Metro,</p> <p>The following roads need to be built to make them safe for the SW Corridor for bike riders and pedestrians:</p> <p>SW 45th Ave and SW 48th Ave from SW Hamilton Street to SW Taylor's Ferry Road</p> <p>SW Taylor's Ferry Road from SW 80th Ave to ODOT's Highway 43</p> <p>SW Multnomah Blvd</p> <p>SW Garden Home Road</p> <p>SW Capitol Highway from SW Texas Street to SW Barbur Blvd (just east of SW Terwilliger Blvd)</p> <p>Protected bike lane for the south-bound bike lane for SW Terwilliger Blvd</p> <p>SW Hamilton Street</p> <p>SW 35th Ave from SW Stephenson Street to I-5</p> <p>SW Boones Ferry Road from SW Country Club Road to SW Terwilliger Blvd</p> <p>SW Greenburg Road</p> <p>SW Hunziker in Tigard</p> <p>Also, the rusting, unused Willamette Shore Trolley needs to become a rails-to-trails project.</p>	suggested RBP projects		
10/3/2016 Rick Kappler	<p>Sincerely, Rick Kappler</p> <p>SW Captiol Hill Road is one of the very few north-south roads at the western edge of Hillsdale and it needs an overhaul. Also, ODOT maintains most of SW Hall Blvd, but the speed limit, in many places, of 40 mph is way too fast. There are numerous floating sidewalks and a gigantic lack of painted crosswalks.</p> <p>SW 72nd Ave also needs an overhaul.</p> <p>There is a huge lack of safe bicycle crossings of I-5 on the west side. There needs to be a pedestrian bridge built from SW Southwood Drive to SW 66th Ave. It would connect numerous parks to a growing employment region (the Tigard Triangle).</p> <p>SW McDonald Street in Tigard also needs a safety overhaul; it connects SW Hall Blvd to ODOT's Pacific Highway.</p> <p>Protected bike lanes are needed.</p> <p>A pedestrian and bike bridge is needed from SW 53rd Ave to connect to SW Markham Elementary school by Barbur Blvd.</p>	suggested RBP projects	protected bike lanes	

10/3/2016 Fran Laird	I cannot understand why any throughway from Barbur Blvd at 53rd to PCC Sylvania is being considered. There are paved roads at 49th or at Lesser Road that could more easily and at less cost be utilized for access to the college. Why reinvent the wheel when you have most of the paving already done on improved roads, not dirt roads that go through quiet neighborhoods.		
10/3/2016 Rick Kappler	<p>The following roads need to be built to make them safe for the SW Corridor for bike riders and pedestrians:</p> <ul style="list-style-type: none"> SW 45th Ave and SW 48th Ave from SW Hamilton Street to SW Taylor's Ferry Road SW Taylor's Ferry Road from SW 80th Ave to ODOT's Highway 43 SW Multnomah Blvd SW Garden Home Road SW Capitol Highway from SW Texas Street to SW Barbur Blvd (just east of SW Terwilliger Blvd) Protected bike lane for the south-bound bike lane for SW Terwilliger Blvd SW Hamilton Street SW 35th Ave from SW Stephenson Street to I-5 SW Boones Ferry Road from SW Country Club Road to SW Terwilliger Blvd SW Greenburg Road SW Hunziker in Tigard 	support RBP	new RBP
10/3/2016 Rick Kappler	<p>Also, the rusting, unused Willamette Shore Trolley needs to become a rails-to-trails project. Sincerely, Rick Kappler</p> <p>SW Captiol Hill Road is one of the very few north-south roads at the western edge of Hillsdale and it needs an overhaul.</p> <p>Also, ODOT maintains most of SW Hall Blvd, but the speed limit, in many places, of 40 mph is way too fast. There are numerous floating sidewalks and a gigantic lack of painted crosswalks.</p> <p>SW 72nd Ave also needs an overhaul.</p> <p>There is a huge lack of safe bicycle crossings of I-5 on the west side. There needs to be a pedestrian bridge built from SW Southwood Drive to SW 66th Ave. It would connect numerous parks to a growing employment region (the Tigard Triangle).</p> <p>SW McDonald Street in Tigard also needs a safety overhaul; it connects SW Hall Blvd to ODOT's Pacific Highway.</p> <p>Protected bike lanes are needed.</p> <p>A pedestrian and bike bridge is needed from SW 53rd Ave to connect to SW Markham Elementary school by Barbur Blvd.</p> <p>Rick</p>	support RBP	new RBP
10/3/2016 Evan Smith	<p>In addition to the existing light rail projects accompanying the Southwest Corridor Light Rail developments, I think Metro should consider re-purposing the existing Willamette Shore Trolley railroad track into a pedestrian walking/biking trail. The most recent plan for light rail down that track failed, and there is no easy way to bike from Lake Oswego into Southwest Portland. Creation of this bike path would serve the larger purpose of the Southwest Corridor Light Rail project, in that the overall number of cars on the roads could be reduced. Thank you very much for considering this idea.</p> <p>Evan Smith</p>	support RBP	Willamette Shore Trail

10/3/2016 Marcia Leslie	LETTER			
10/4/2016 Philip Moll	Hi, I would like to express my support for the proposed Pedestrian/bicycle path along I-5 between Bridgeport Village and Tualatin River Greenway. http://www.oregonmetro.gov/sites/default/files/AttachmentF_AnalysisOfAdditionalRoadwayBicycleAndPedestrianProjects.pdf Thanks! Phil	support RBP		
10/5/2016 Macchiaverna, Margaux A VA Hospital	1. Existing transit services to the VA hospital must remain status que because they are heavily used by veterans and employees. 2. Prefer Barbur Blvd. option over Naito Pkwy. 3. Pedestrian safety is top concern for Marquam Hill connection options.	support Barbur	maintain existing bus service to Marquam Hill	support RBP
10/6/2016 Ronald Swaren	A bus transit project in the SW Corridor SHOULD NOT cost One Billion dollars as reported by the Steering Committee. Many transit agencies in the US have found they can accomplish an effective, high capacity system for much less. Snohomish County Transit out of Everett Washington has invested in 45 double decker buses with a total capacity of 4500-5000 riders for about \$40 million dollars. These are 43 feet long, so can use normal stops, not the long stops that articulated buses need. They go from Park and Ride lots to normal bus stops in downtown Seattle. Several Canadian cities are now using the double decker buses. Toronto has 110 of them. And in Berlin Germany they use a 140 passenger bus from MAN Corp. Also a bus system could be extended very easily to other cities along the SW Corridor. No need to go through a long drawn out process---just a few meetings and extend the line to a few more park and ride locations. And Kitsap County Transit, also in Washington, has acquired rebuilt buses for \$89,000 each. There is no need to spend \$ 3 billion when an effective system could be built for \$100 million.	oppose LRT	cost	support BRT
10/7/2016 Debbie Peterson	Stop wasting our tax payer money on light rail. What is the matter with you, at \$200M per mile? and..it is stationary. Get buses. In fact, for the price of the light rail, you could get 10,000 folks a really nice Prius, or a million folks bus passes for the rest of their life. STOP wasting our money.	oppose LRT	cost	support BRT

September 13, 2016

618
NORTHWEST
GLISAN
SUITE 401
PORTLAND
OREGON
97209
BTAOREGON.ORG
T503
226
0676
F503
226
0498

Southwest Corridor Lightrail Scoping Comments
600 NE Grand Ave
Portland, OR 97232-2736

Dear SW Corridor Project Team:

The Bicycle Transportation Alliance/The Street Trust would like to provide comments on the SW Corridor Lightrail Project. We advocate for healthy and thriving communities where it is safe and easy for people to bike, walk and ride public transit. The SW Corridor Project is a timely opportunity to greatly expand safe and healthy transportation options in our region and we are committed to its success. We hope to see an ultimate alignment with supportive adjacent land uses, the preservation and expansion of affordable housing, and a complete, comfortable active transportation network serving the SW Corridor.

For the SW Corridor Project to deliver maximum benefit to our neighborhoods will require supportive adjacent land uses. We support an alignment that follows surface streets (Barbur/Naito) in order to provide seamless integration with the local community and easy access for riders. A transit corridor with direct access to jobs and homes will better serve SW and Washington County neighborhoods than one that follows a limited-access route, bypassing many people and destinations.

It is also essential that we preserve and expand affordable housing throughout the SW Corridor. Currently, the SW Corridor is home to many students, retirees, and workers who rely on public transportation. We need to ensure these community members retain access to the new lightrail line, as they will benefit the most from faster and more reliable transit. We also must expand affordable housing opportunities within the corridor. Providing land and dollars for affordable housing will maximize the benefit from this significant public investment in transit by ensuring those who most need it can use it regularly.

This spring, the BTA conducted surveys in partnership with Metro and TriMet at proposed future stations. 75% of the riders we spoke to currently walk to their bus stop.¹ Improving people's ability to walk and bike to, along, and across the transit line will increase ridership and improve safety and livability throughout the corridor. Key improvements needed are physically separated bikeways along arterials, especially Barbur itself, and a complete walkway network including ADA-compliant sidewalks and frequent safe crossings. It is essential that this project invest significantly in completing the active transportation network along the lightrail line itself and within the three-mile

¹ See "SW Corridor Transit Rider Intercept Survey Results," April 2016, <http://www.oregonmetro.gov/sites/default/files/SWCP-InterceptSurveyResults-20160526.pdf>.



“bike shed” radius designated by the Federal Transit Administration. We hope to see all active transportation projects currently under consideration (Buckets 1, 2, and 3) included in either the federal transit project itself or funded in the capital improvement plans of local and regional jurisdictions.

In addition, slower speeds throughout the corridor will also improve safety for people traveling by all modes, improve access to and visibility of local businesses, and increase the reliability of both transit and driving. Today, many of our most serious crashes occur along frequent transit corridors like the Tualatin Valley Highway because these roads have excessive vehicle speeds and insufficient active transportation infrastructure. Safe speeds are necessary to achieving state and regional goals of zero traffic fatalities and serious injuries, and will also help us reach our mode share goals for walking, biking, and transit.

We look forward to partnering with Metro, TriMet, and communities throughout the SW Corridor to ensure a successful transit project that includes affordable housing and safe, easy walking and biking options throughout the corridor. Thank you for your efforts on this important project.

Sincerely,

A handwritten signature in black ink that reads "Rob Sadowsky". The signature is written in a cursive, flowing style with a prominent flourish at the end of the last name.

Executive Director





SW Trails PDX

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Barbara Stedman
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Social Media
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SW Corridor Planning— September 30, 2014

Using the September 1, 2016 SW Corridor Analysis of Bicycle and Pedestrian Projects as a starting point, the SWTrails Board has the following comments/suggestions/requests:

First, we want to acknowledge that many needed projects have been included. That said, we feel several important and mostly inexpensive projects or projects extensions should be added to the list so that we end up with a more complete pedestrian and bicycle network for SW Portland that will help many more users access transit without driving their cars. As people become more health conscious, they will walk further than they typically have in the past. As we provide safer bicycle facilities, more people will use them to access transit.

From North:

Page 6, A- shows a short segment of improvements that are way short of addressing the opportunity to encourage walkers and bicyclists to use the existing pathways south of I 405 to get to the SW Corridor. This connection should be extended to SW 12th.

Comment: The plans we have seen to date on the new connection with walkways & elevators to get folks from Barbur Station or Naito Station @ SW Gibbs to Campus Drive near base of Tram do not yet seem to be effective ways of getting folks up to OHSU, especially from Naito. We suspect many fewer people will choose to use transit to get to OHSU and the VA if Naito is chosen as the route.

Pedestrian activated Rapid Flashing Beacon on MacAdam (Or 43) at Richardson and new pedestrian connection of

SW Seymour to SW Corbett. These two connections are very important to allow residents to access the Hamilton Station. These two connections are the only pedestrian routes from the waterfront to Hamilton other than the Hooley Bridge or connections further south.

Page 9 A and B are switched. Map segment A is not supported by SWTrails. Only recently the neighbors requested the striping on SW Chestnut be removed when it was resurfaced.

Improve the SW Urban Trail route north along SW 19th from SW Barbur to SW Capitol Hill Road, paving the pedestrian pathway and improving lighting.

Red Electric: Complete Red Electric from SW Oleson to the Hooley Pedestrian Bridge as planned with the route crossing the Newbury Barbur Structure utilizing Slavin Road; and complete the Red Electric Route to the Hooley Bridge. See details or the improvements for the Newbury Bridge at the end of this note.

D. Build a new bridge over I-5 connecting SW 13th station to the general area of Burlingame Park and associated pedestrian and bicycle connections to the new bridge on the south side of I5, including improvements to trail 4 which runs parallel to I5. This would include a new bicycle connection from SW Baird to SW 12th, roughly following the route of SW Trail 4. Lighting will be important!

F. Extend pedestrian and bicycle improvements from SW Spring Garden to SW Taylors Ferry Road along SW 19th. Lighting will be an important part of this improvement.

Extend "I" from SW Multnomah north along SW 25th to SW Troy to greatly improve the bicycle connectivity.

J. Extend J from Barbur to SW Dolph to improve bicycle connectivity.

M. Extend to SW 56th to encourage more bikers and walkers to use transit.

The Red Electric connections east of Hillsdale connecting to the Hooley Bridge are among the most important improvements affecting bicycle travel in SW Portland. Attached is a sketch of how this would be accomplished. The investment in this safer route on streets with low traffic may do nearly as much to reduce auto from Hillsdale and further west as use as the light rail itself for a large number of people who will bicycle if we provide a safe way for them to travel. The wide adoption of electric assist bicycles, especially in hilly SW, will enable a much larger segment of our population to utilize these safer routes. The attached aerial photo has been marked up to identify four key components of the connection and the plans for completing the Red Electric at this location, it includes a signal recently proposed by ODOT at the north end of the Newbury Bridge to make it safer for bicycles to cross the uphill moving traffic going to Hillsdale via Capitol Hwy.

A. The green dots show how the eastbound pedestrians using the trail in Himes Park extended from the switchback (shown in small white dots) to connect with the proposed bicycle linkage described in B below and continue under Barbur at the first bent (cavity) and thence via a loop up onto the Newbury Barbur Bridge (Viaduct) northbound on the east side of the bridge, and thence north along the rebuilt Slavin Road described in C below to connect to Corbett, the Hooley Pedestrian Bridge and get to the Willamette River and the many connections there.

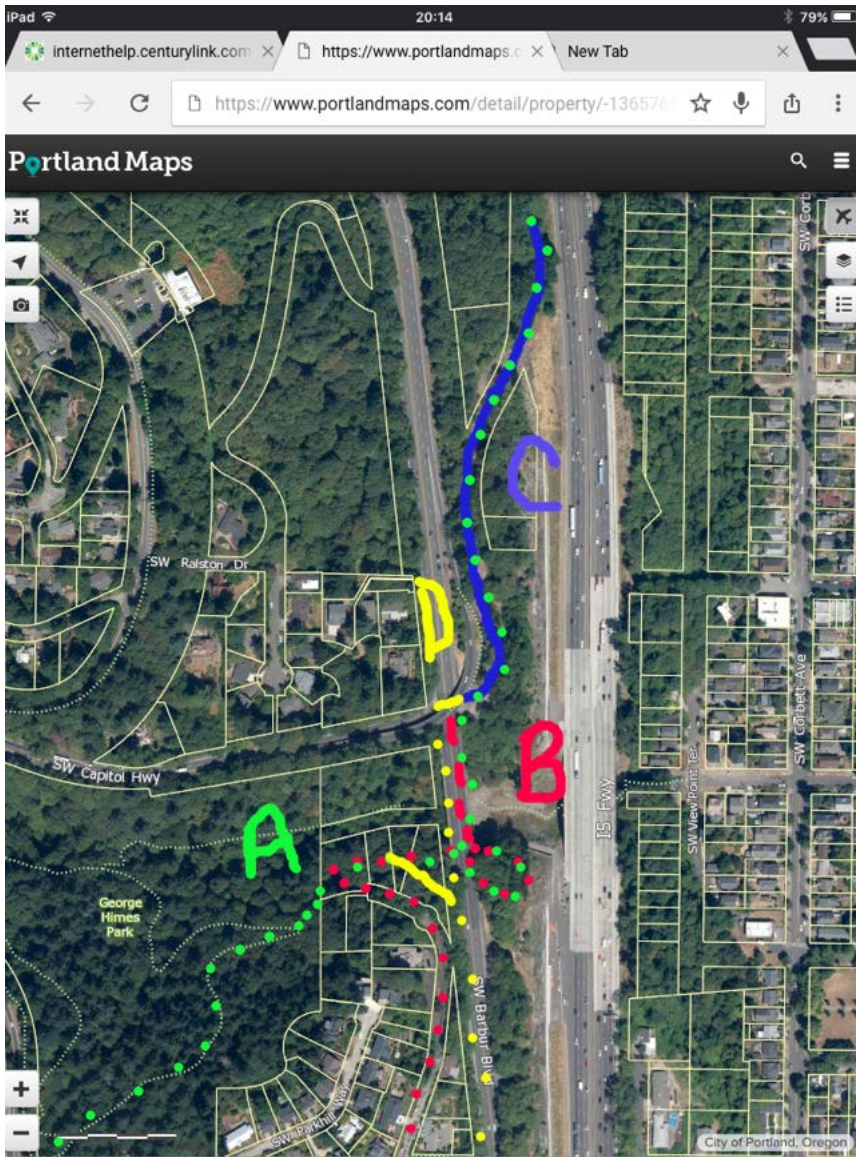
B. The red dots and red dash lines shows the route of the bicycles coming from the west along SW Parkhill Drive to a new trail built to go west a short distance and then switch back and go under the first bent (span or cavity) of the Newbury Barbur Bridge and follow the same route north across the bridge, and then either follow the bicycle lanes on Barbur or follow Slavin Road to connect to Corbett, the Hooley Pedestrian Bridge and get to the Willamette River and the many connections there. The dash lines indicate the new bicycle lane on the Newbury Bridge to accommodate bicycles when the second southbound vehicle lane is removed.

C. The blue line of C indicates the renewal of Slavin Road, utilizing much of the existing street but rebuilding about 700 feet to accommodate bicycles and pedestrians but no vehicles.

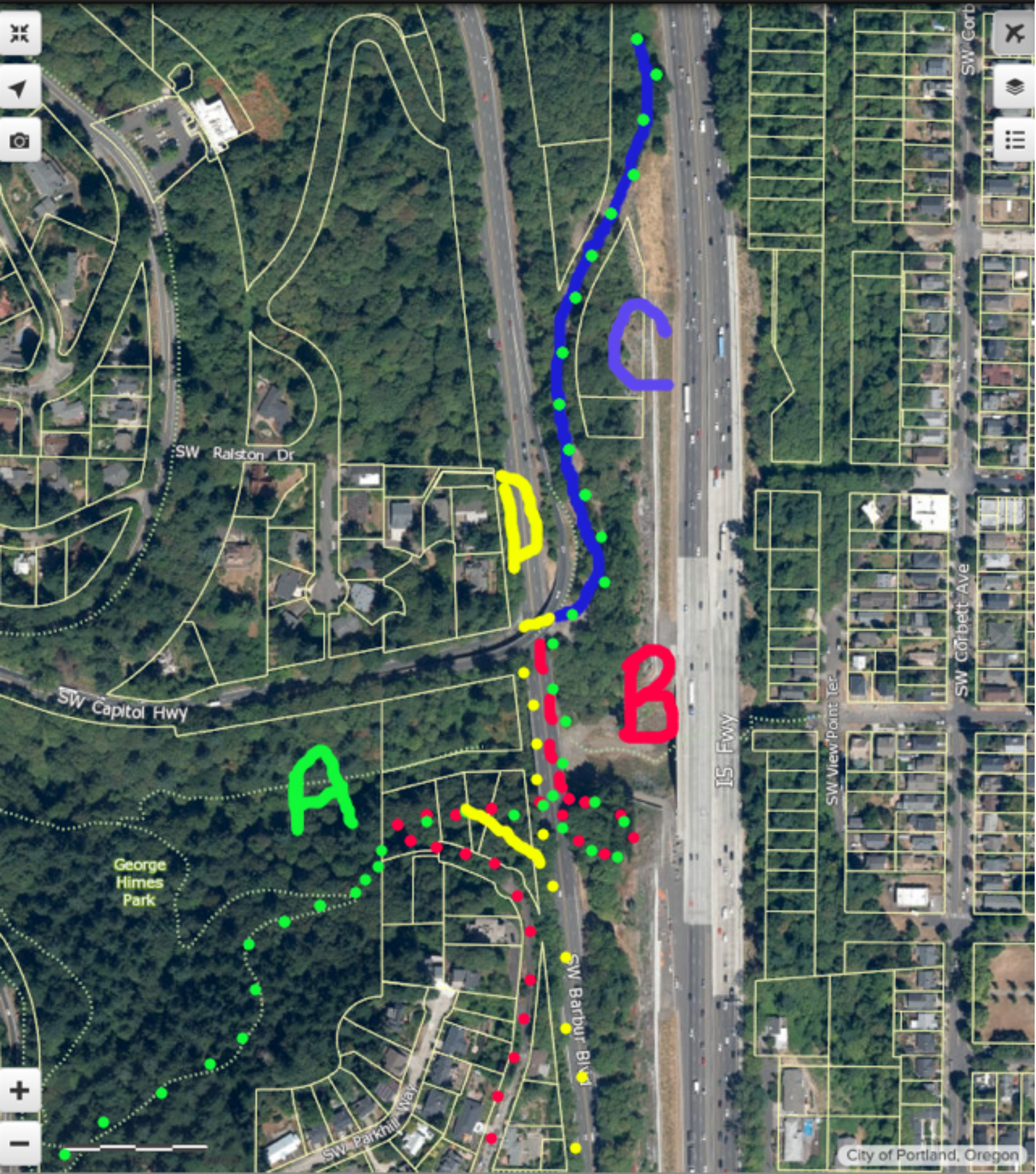
D. The yellow dash across Barbur at Capitol Highway indicates a full on demand signalized intersection to allow southbound bicycles and pedestrians from Slavin Road to safely cross from the north end of Newbury Barbur so that they may continue south on the west side of Barbur. The dotted yellow marks indicate the bicycle lane created when the second southbound vehicle lane is removed. The signal would be used by bicycles coming south on Barbur as well as by the bicycles and pedestrians seeking to cross Barbur from Slavin Road. At the south end of the Newbury bridge, the yellow line leading west shows where pedestrians and bicycles would be able to connect to the ped and bike route leading from under the southmost span or cavity of the Newbury Structure and proceed up to Parkhill Drive. See the additional yellow line indicating this connection. (see attached photo with sketch)

This Red Electric improvement will allow pedestrians and bicycles to utilize low volume streets and trails to get to Hillsdale and thence west on the Red Electric trail and the other pedestrian and bicycle connections from there west. What we are asking is that the SW Corridor include the Red Electric east of Hillsdale in the first priority list of improvements. The major cost elements are about 400 feet of bicycle connections at the south end of the Newbury Bridge including a switchback and about 700 feet of improvements on the old Slavin Road alignment. We assume the signal will be installed in the near future as has been promised as part of the Safety Audit results for Barbur Blvd.

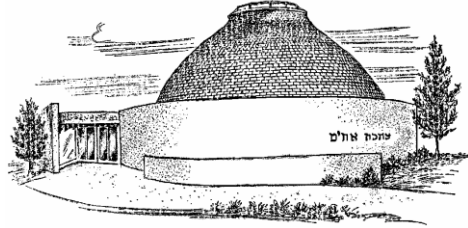
We continue to request funding for these improvements whenever an opportunity presents itself.



Portland Maps



CONGREGATION AHAVATH ACHIM, 3225 SW Barbur Blvd. Portland, OR 97239



September 29, 2016

TriMet
ATTN: David Aulwes
1800 SW First Ave, #300
Portland, OR 97201

cc. www.swclrt.scoping@oregonmetro.gov

Subject: Issues and concerns regarding South Portland corridor options & OHSU connection

Dear David,

Thank you for agreeing to meet with us on Wednesday, October 5, at 2:30pm. This letter outlines the areas of concern we would like to discuss at our meeting, as well as serving as our initial testimony and statement of concern regarding the proposed SW corridor connection from Barbur Blvd to Marquam Hill and OHSU.

It seems obvious to us that TriMet, Metro and OHSU have a meeting of the minds regarding the connection from Barbur Blvd to OHSU and these parties have a development concept that infringes on our private property. It is also obvious that other connection options have been eliminated and that a design concept for connection will be forthcoming in the next several weeks. We demand a voice in the process.

We feel that information is being slowly trickled out, so as to avoid objection and to condition the public and the stakeholders involved in the overall project, to accept TriMet/Metro concepts as a foregone conclusion.

This approach offends us and we are not willing to standby and be victims. We desire involvement in the ongoing process and we will protect our interests.

Our concerns include, but are not limited to the following:

1. Proposed taking of our property. Where, when, and how much.
2. Access and egress to our property
3. Future functionality and viability after connection.

Page 2

4. Auto traffic impact in immediate area.
5. Train traffic impact in immediate area.
6. Foot traffic impact in immediate area.
7. Security around our property, vandalism, graffiti, drugs, noise, etc.
8. Impact on utilities
9. Effect on property value and future use of building and land.
10. Environmental impact on our property and peaceful use and enjoyment of it.

We are not strangers to government intrusion. We have experienced property taking and destruction in the past, initiated by governmental projects in South Portland. We were dislocated from our previous synagogue by the South Auditorium Urban Renewal project. We experienced destruction of our synagogue and we prevailed in court to recover our losses. Through City Commissioner Orval Bean, the City of Portland assisted in finding and developing our current location and assured that we would have a synagogue there forever.

Further, we were intruded in recent years by the OHSU tram project, in the manner of shadows from the passing tram casting darkness over our skylight and into our sanctuary, thus interrupting concentration during religious services. We were assured during the tram planning phase that this would not occur but that assurance was broken and ignored.

We have a landmark building, one which many in the city want to protect and preserve. We have prominent people in the Jewish community who are members in our congregation and whom are known in the Portland community at large, who want to protect our interests and will fight for us.

We have hired real estate and architectural professions to assist us in identifying options for future and to develop a 10 year plan for the congregation. We are actively looking at all of our options, including extensive remodeling, redeveloping, and/or relocating. We have the support of the entire Jewish community behind us and especially the leaders of our communal organizations.

With all of this in mind, we want you (government) to be open with us, and to be inclusive of us in design and development options for the Barbur to Marquam connection. We will not be victims of circumstance this time around. We ask for openness to discuss all options and find a win-win solution. That is why we want early and continuing communications with TriMet and Metro. We don't want to be left hanging out there.

Thank you for your consideration of our concerns. We look forward to working with you to find solutions.

Sincerely yours,

Renee Ferrera
President
503-720-5102



Sept. 30th, 2016

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Southwest Corridor Light Rail Scoping Comments
600 NE Grand Ave.
Portland, OR 97232-2736

After reviewing the scoping documents the Markham Neighborhood Association reiterates that it supports, at a minimum, the inclusion of SIS ID # 2004 -SW 26th Ave. (Spring Garden to Taylors Ferry- Pedestrian Improvements) in the DEIS. Given the conditions that affect 26th Avenue from the I-5 undercrossing to Taylors Ferry Rd. and Taylors Ferry between 26th and its intersection with Tryon Creek there is no valid reason for these street and storm water improvements not to be consider in the DEIS.

The scoping materials show the following:

- SW Talyor's Ferry and 26th will provide as direct as any auto access from the freeway to the 26th/30th Ave station area and it would be naïve to assume that even in the absence of a park and ride at that station the access will not be used .
- The both of the potential ROWs for light rail will cross the main stem of Tryon Creek in close proximity to 26th Ave, the impact of that ROW on the stream will manifestly continue on as it least as far as runs adjacent to 26th Ave. and crosses under Taylors Ferry to intersect with its Falling Creek tributary.
- Pedestrian and bicycle traffic originating in much of the area south of the freeway will depend on the 26th Ave. undercrossing, especially as the intensity of the development increases at the Crossroads and Spring Garden 19th overcrossing as a result of the project. Yet the 26th - Taylors Ferry complex is constrained environmentally and needs a careful minimalist approach to providing these services.

Accordingly the Markham urges that SIS ID # 2004-26th Ave., SW (Spring Garden to Taylors Ferry/25th/Lancaster Rd.- Pedestrian & Stormwater Improvements) be fully evaluated in the main body of the DEIS. Anything less would be ignoring a manifest environmental issue created by the light rail project.

October 3, 2016

Marcia Leslie
5445 SW Palatine St.
Portland, OR 97219

Southwest Corridor Plan Steering Committee
Scoping Project Partners

I have followed the Southwest Corridor Plan since 2010, both as a neighbor and as past chair of the Far Southwest Neighborhood Association. Early in the process, focus shifted from the corridor as a whole to specific destination points, finally concentrating on providing "direct access" to PCC Sylvania.

Many 2013-2016 reports have stated SW 53rd provides the shortest connection between LRT on Barbur and the PCC campus. However, a study done in 2011 by multiple project partners along with PCC, who were studying the area around PCC during early SWCP development, documented in their report that SW 60th/Lesser Rd. was the shortest connection to PCC.

Unlike the area north of Barbur at 53rd (51st to 55th) which has several small businesses, not all of which are desirable, the area north of Barbur at 60th is undeveloped ROW belonging, we understand, to ODOT. Yet all the focus of study and "direct access" has been, and continues to be, at 53rd, proposing access by way of mechanized transportation more appropriate for an airport or large amusement park rather than a residential neighborhood of "middle-aged" and newer affordable homes.

There is no question HCT is overdue on the west side of Portland, as set forth in the "Purpose and Need" statement. But it needs to meet the needs of the entire corridor, not just a few target destinations. All hospitals and higher education schools need to be served, along with major transportation sites (airports, train and bus stations), major theaters/performing arts centers/museums, sports stadiums and athletic venues, not to overlook getting people to and from work and shopping and childcare, and the list goes on.

That said, the following are my comments on various aspects of the SWCLRT plan:

1. While Homestead and South Portland NAs will state their preference for Barbur or Naito for the start of LRT out of downtown, we join them in supporting the redevelopment of the Ross Island Bridge ramp connections regardless of which option is chosen. The heavy traffic volume west to east with the starts, stops and stalls, have been an increasing problem for decades, generating tons of pollution every year. This needed to be corrected long ago.
2. We support the development of bike/ped improvements and filling in the gaps in sidewalks along major streets and connectors. While there have been several recent accidents where drivers went up on the sidewalks and hit people, this development still provides the best option for safety on these streets.
3. Why is LRT "adjacent to I-5" being considered? That was voted out of consideration in 2012 (see "Scoping Booklet" pg. 3). At one point only part of the "adjacent" option was considered for removal, but the reasons for voting it out apply to the entire stretch along/below Barbur – A) the

I-5 option didn't support the Land Use vision; B) focus areas couldn't be served effectively; C) new access from I-5 stations to Barbur would be difficult and costly. So again, why is "adjacent to I-5" being considered again?

4. The Barbur Concept Plan has been cited by project partners as having LU visions that need to be incorporated in the SWCLRT plan. The BCP included mixed-use buildings both north and south of Barbur at 53rd that would include ground-floor businesses with housing above. However the SWCLRT plans include a station and park-and-ride at 53rd. The station could be built under the mixed-use structures, but the park-and-ride should be built elsewhere – maybe at the Tigard Triangle. People have argued that traffic noise from the freeway would make the housing undesirable. Triple-pane windows deaden a lot of traffic noise ! Claims have also been made that 1,000 people per day will use 53rd to access the PCC campus. With only a station and park-and-ride the number will more likely be around 100, if that. With mixed-use development (the kind of businesses, shops and services at street level and affordable housing for students and faculty above that PCC is talking of having on campus), such a development at 53rd would meet the desires of PCC, free up campus space for classrooms and education-related structures, and might even result in 1,000 people using 53rd to connect to PCC as projected.

5. I regret that project partners have spent so many years and dollars trying to invent ways to make 53rd work as "direct access" to PCC. For years we've said if they improve access to HCT/LRT along the corridor for everyone, PCC will benefit, too. In the past year they seem to have gotten the message. However, pg. 19 of Attachment H shows the major problem – "Project partners are committed to improving transit service to the campus, and have worked with PCC staff to identify the most promising options . . ." If only they had reached out to the neighborhoods with the same frequency and dedication to finding the "most promising options" for the residents. They didn't ask to have regular meetings with neighborhoods or NA boards, only to attend infrequent NA meetings. There wasn't the commitment to the NAs that there was to PCC. But the neighborhoods will suffer the brunt of the effects. Highly intrusive and disruptive "mechanized" options aren't the best solutions, and include access to the campus at 53rd that has been banned in prior agreements with PCC. PCC doesn't own SW 53rd, or the homes that will be affected, or the access rights through the adjacent neighborhoods. Also, people supporting "mechanized" connections don't live along 53rd and won't be affected by their construction or operation.

6. 53rd specifics: A) PBOT planned a "greenway" improvement to 53rd around 2010. Similar plans east of 49th were developed, but 53rd was tabled due to its predominant role in planning HCT/LRT access to PCC. Resurrection of PBOT plans, or modification of SWCLRT "greenway" plans would be great for 53rd. Development in less than the full 60' ROW, as has been done elsewhere in Portland, would be far more appropriate. Landscaping isn't needed. Bioswales to control stormwater are. More trees aren't needed – preserve the ones already there. Sidewalks and bike lanes aren't needed on both sides of the street. One on one side, one on the other would be adequate and would save 12 – 20 feet of ROW.

B) Of the "mechanized" options, electric bikes are the most practical, least costly and least intrusive. Trams and skyways (gondolas) at less than half the height of the existing OHSU tram are highly invasive to residents living below, far more costly to build and maintain. Will PCC pay the annual maintenance cost? Personal Rapid Transit is still invasive and not significantly cheaper to build or maintain. Autonomous Park Shuttles still need to have a "driver" behind the wheel in case of an emergency and would not have access to campus at 53rd like the electric bikes would (as would

ordinary bikes and pedestrians).

C) Enhanced bus service and Bus Hub: As stated in several reports, either will improve access to campus from the north, south, east and west, as well as serving the greater community as a whole. They would have the flexibility of multiple destinations, coordinating with LRT, and could be modified as needs change without needing new capital construction. Specific service direct to PCC could be achieved by LRT-to-campus shuttles, although one of the stated goals is to increase activity (walking?). Yes, many people want a one-seat ride, something that has rarely happened since trolleys and buses were invented. We have become very lazy, even spoiled, wanting it "easy" with the least amount of effort and inconvenience.

7. Developing the Tigard Triangle as a major, and nearly mid-point, hub in the SWCLRT plan is important. Access to PCC from the hub, as well as providing greater service south and west is crucial.

8. Rather than focus on one-seat rides and direct access destinations, please focus on what really enhances HCT in the SWC, and which alternative projects truly make it easier and safer to access the HCT/LRT routes for the greatest number of people trying to reach the greatest number and variety of destinations, with the least negative impacts on all neighborhoods and the most positive benefits for the environment. Whatever is decided will be with us for generations to come.

Thank you to all the "Project Staff" for all the hard work put in over the past years. While some of the options have been highly fanciful and questionable, as I've been told by more than one partner -- you have to rule things out, as well as rule them in.



October 3, 2016

To: Southwest Corridor Steering Committee
From: Sylvia Kelley, Executive Vice President, Portland Community College
Ref: Southwest Corridor Light Rail Scoping Comments

Thank you for this opportunity to comment on the scope of what to study in the upcoming Southwest Corridor Light Rail Project Draft Environmental Impact Statement.

As the largest Portland Community College campus, PCC Sylvania is an essential destination in the Southwest Corridor. The college has been working with project leadership and staff for several years. In May 2016, the college, TriMet, Metro, and the City of Portland developed and jointly signed a Memorandum of Understanding (MOU) outlining the collective intent of these four "Parties" to advance strategies and options that would meet long-term investment, employment, education, congestion, growth and mobility needs of the southwest corridor area.

Among other things, the Parties of the MOU:

- agree that the PCC Sylvania campus is an essential destination to provide high capacity transit service in the Southwest Corridor Shared Investment Strategy;
- believe that PCC is an important regional educational facility that provides critical services to communities across the region and that students need low cost transit access to the campus from a number of directions;
- support PCC's mission and future growth and are seeking ways to improve access to the Sylvania campus and connectivity of this campus to other higher education learning centers such as PSU and OHSU, along with other PCC campuses in the Metro area.

The college recognizes the constraints, both financial and geographical, that prevent project leaders from advancing a direct light rail option to the Sylvania Campus. Direct, one-seat access and the resulting on campus station area would have been a huge catalyst for reducing the high percentage of single-occupant autos to campus. It also allowed for the advancement of land uses such as the redevelopment of surface parking areas and helped to merge the adjacent community residential and commercial districts to the college.

Without direct LRT and the benefits derived from that investment, it is imperative that alternatives are developed that stimulate a similar outcome. The college supports the project's stated Purpose and Need Statement but would like to emphasize the commitment to improving transit service to the campus. The options outlined in the scoping document include "most promising options for linking the proposed light rail line to the Sylvania campus."

The three approaches under consideration include:

- Bicycle and pedestrian improvements to connect the campus to one or more nearby light rail stations;
- 53rd Avenue mechanized connection to provide a faster and more accessible link to the nearest proposed light rail station at Barbur Boulevard and 53rd Avenue;
- Enhanced bus service, including new or revised TriMet bus routes with potential capital investments to provide improved travel times and reliability.

The college and the MOU Parties identified a possible shared transit-way as one of the connection options that would allow buses and the college shuttle to utilize the LRT transit-way that is not stated specifically in the scoping document. The college would like to emphasize its desire to see this option studied further in the DEIS. While the college recognizes the potential operational challenges of this option, it deserves to be fully assessed as it:

- has the potential for maintaining a high level of service as congestion increases on Barbur Blvd;
- would provide a one-seat ride which would be an incentive to reduce SOV use to and from campus; and
- would better support college planning to advance future development strategies to meet projected college and regional growth.

Between 2010 and 2040, the Portland metropolitan area is expected to add 400,000 new residents and 280,000 new jobs – many of them concentrated along the Southwest Corridor. PCC Sylvania Campus is a vital corridor constituent and key to meeting the training and educational job demands that will accompany that growth.

Recently, the college conducted a two-day Sylvania Campus Visioning Charrette. More than 120 people – faculty, staff, students, neighborhood residents, architects, designers, planners and staff from our jurisdictional partners participated. The purpose of this activity was, in part, to stimulate thinking about how the campus and regional transit investment might jointly meet the anticipated growth to the region. The college took a long range look at how the campus might respond to the growing southwest region, including future job training, housing, traffic and connectivity to neighboring communities such as Tigard, Tualatin and Lake Oswego. Participants explored which amenities should be part of the college and adjoining campus neighboring communities. They discussed how the campus might evolve from an isolated suburban campus on the hill to a more vibrant semi-urban hill community, the latter requiring more aggressive land use partnerships and transit investments.

Thank you for considering our comments as we jointly work toward improving and expanding transportation opportunities in our region.

Sincerely,



Sylvia Kelley
Executive Vice President

From:
To: [Yuliya Kharitonova](#)
Subject: Southwest Corridor Plan Recommendation
Date: Wednesday, June 01, 2016 10:59:03 AM

Hello Everyone,

I make a formal recommend to Light Rail serves downtown to Portland Community College should transfer to RED or Southwest Corridor MAX line.

Optional Recommendation:

1) RED MAX from Beaverton TC to PCC Sylvania Campus without Tigard city limit area, via tunnel.

A - RED MAX to PCC Campus via tunnel only.

B- Red MAX to Bridgeport Village via PCC Campus Tunnel.

2) Southwest Corridor Line: Downtown to PCC Sylvania Campus only via tunnel.

3) Southwest Corridor Line: Downtown to Bridgeport Village without Tigard area included PCC Campus via Tunnel.

4) Southwest Corridor Line: Downtown to Tigard TC to Bridgeport - full with PCC Campus via tunnel.

Please forward to [PCC Director Denise Frisbee](#), please requests for behalf action on PCC Sylvania message. and TRIMET manager at requests.

Please do not use my name, for my protection privacy at requests: Please important forward to TRIMET General Manager & CEO Neil McFarlane.

Very Yours Sincerely,

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