

From:
To: [Southwest Corridor Plan](#)
Cc:
Subject: Opinions about plan
Date: Friday, March 31, 2017 11:06:42 AM

Our family would prefer to have light rail on Barbur Blv. rather than I-5. We live in SW Portland close to Barbur and it would be much more convenient for riders to use light rail from Barbur Blvd.

Leslie Baird
Kent Thompson
Ryan Thompson

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Leslie Baird Design

From:
To: [Southwest Corridor Plan](#)
Subject: Suggestion For SW Lesser Road
Date: Tuesday, April 04, 2017 10:13:12 AM

Greetings -

I read your recent SW Corridor Light Rail Project update mailer with interest. Glad to see this is on the radar! One thing you should also do is look at safety issues on SW Lesser Road. From the south entrance of PCC-Sylvania to SW Haines Street there are no sidewalks. This is a busy, curvy road that serves as a thoroughfare for a lot of traffic seeking to bypass SW Barbur Blvd or I-5, especially at peak times. This route is also a fire lane. This route is also a Tri-Met bus route. The buses are too big for the road lanes. They cannot negotiate the turn from SW Lesser to SW Haines without traffic literally needing to back up to accommodate the bus. It is beyond time to widen this road. It is getting busier every year. Pedestrians and cyclists are in SERIOUS danger on this road. You can take as much of my lower driveway as needed...but please widen this road and get some sidewalks in place. Thank you.

Brett German
SW Lesser Rd, Portland

From:
Sent: Thursday, April 13, 2017 12:01 AM
To: Southwest Corridor Plan
Subject: south light rail / put it in the right place

Howdy:

With all the recent headlines about weather-cased delays and now the truck crashing with the train in N Portland, maybe its time to give serious consideration to tunnels. Yes, more expensive, but in 30 years when the line is paid off it would sure be nice if the train went to the right places. Because i guarantee you that people will wonder why we were so shortsighted and didn't put the line in the right spot.

At a minimum, give reconsideration to the idea of some tunnels. There should be a station underneath OHSU, a station in hillsdale, service to the PCC campus and – lets face it – if you want to make any dent in the I-5 traffic and also create opportunities for access to large-scale affordable housing development opportunities including student housing, the line needs to go to the Willamette River in Wilsonville (If MAX goes from PSU to PCC to Clackamas CC and OIT you can call it the brain train). Put big parking garages there to serve the commuters, and charge for it. I work at Bridgeport and it is sometimes 30+ minutes by car to get to south wilsonville. And that's today. Imagine the congestion in 20 years.

best,
j

From:
Sent: Wednesday, April 12, 2017 4:51 PM
To: Southwest Corridor Plan
Subject: Feedback

Categories: Completed_responded and filed

Having reviewed the proposal alignment options for the SW Max, I would offer the following.

I would support the Barbur alignment over the I-5 alignment. Having the stations on Barbur will feel safer and more friendly than stations along the freeway. For example, I dislike the Max stations along I-84 because it feels unsafe to wait on a deserted island. I suspect it will also support economic development better, just like the streetcar along MLK/Grand has accomplished. In contrast, there's no development opportunity around a MAX line adjacent to a freeway.

I would also strongly encourage you to take this opportunity to make a well constructed separated two-way bike/pedestrian facility along Barbur (the latter option in this sentence: "For bicycle and pedestrian access, either the viaducts could be widened to accommodate bike lanes and sidewalks or all bicycle and pedestrian movements could be combined on the west side of Barbur on a separated facility.") Please be sure to make the bike lanes sufficiently wide for a comfortable ride that allows passing.

The city has failed to take advantage of building truly separated and protected biking facilities along its MAX lines. The yellow line is a great example of what not to do --- bike paths are extremely narrow along Interstate. A two-way, protected and separated bike path would have been a fantastic addition to this MAX route, it would have really increased biking and made the yellow line feel like more of the community than just plopped in the middle of the road taking away space. The Orange line was slightly better, but there are still missed opportunities.

You could create a really great bike thoroughfare along Barbur if you move the ped/bike facilities to the west side of the street. There are limited cross streets on that side, and this would provide an amazing and safe cycling route for both commuters and cyclists. A lot of Barbur has already been road dieted to provide wide bike lanes. This would be a great next step.

From:
Sent: Wednesday, April 12, 2017 3:24 PM
To: Southwest Corridor Plan
Subject: Southwest Corridor planed root for construction and light rail

Categories: Completed_responded and filed

hello and thank you for taking this time to read this email .the Southwest Corridor has no room for a supposed max size of light rail for the expansion of transit in on the roads of barbur to the the choices of one threw three. the congestion that the transit system would remove would expand to even grater heights for being on road. If the committee decided on on road plan then the committee must take in-count of the bridges that span the Southwest Corridor. there are five bridges that span from stop id 155{4900 Block SW Barbur} to the Tigard Transit Center that are smaller then what is planed for the system to run on. we must take in to account for the congestion that is caused by the Naito parkway tunnel . there is no room for this system . but there is a solution to expansion that is overlooked and that is the legacy system of the street car. For the size of the car is what we must use for all the traffic that would be caused max sized trains. there would be more turnaround in time not wasted in the building of the expansion for the size of streetcar. the disruption caused by construction for the size and speed of the max trains would take longer and would cost a lot more then the planed expansion could handle this includes the expatiation and retrofitting of the bridges and the removal of historic markers that are placed on the bridges.

in conclusion

the legacy system, that of the street car is the better choice for the expansion for the Southwest Corridor

From:
Sent: Wednesday, April 12, 2017 4:18 PM
To: Southwest Corridor Plan
Subject: SW Portland light rail

Categories: Response in progress-Matt

I vote that we elevate it over Barbur blvd to tigard transit with an off shoot going down i5 to wilsonville. Bridgeport is not long enough. The worse spot on i5 is 217 to wilsonville.

From:
Sent: Friday, April 14, 2017 9:40 AM
To: Eryn Kehe
Subject: Washington Square Light Rail Possibilities
Attachments: WashingtonSquare_Connectivity 1.jpg; WashingtonSquare_Connectivity2.jpg; WashingtonSquare_NimbusAvenue1.jpg; WashingtonSquare_NimbusAvenue2.jpg; MAX Expansion 2025+.pdf

Good morning Eryn,

I hope that you have been well since we last spoke! As you are already familiar with, my map that I presented to Metro in December focused on a branch route light rail that could one day extend to Washington Square Mall. I have been fascinated with what this would look like and how it would impact the community, and so naturally I created some maps that shows active transit (walking and biking) and light rail services to Washington Square Mall.

If the MAX were to run north parallel to the WES tracks from downtown Tigard, I found 4 route options that would minimize eminent domain while maximizing the community benefit. The less expensive option would be the Nimbus options, because there would only be one bridge over Highway 217 whereas the connectivity options would require two separate spans. All of these options include an expansion of Nimbus Avenue into the mall. I am not personally a fan of the Nimbus Avenue expansion, but this would get a majority of Tigard and Beaverton drivers on board with this project, because they would see it as another way to get to the mall. The road could always be taken out of the final plans, but it might be harder to get this active transit and light rail project passed if there is no road.

All of these options would connect the Fanno Creek trail with Washington Square, which would connect essential Beaverton through Tualatin with one of the largest commercial centers in Portland. This would benefit almost everyone in town who want to shop but don't have access to a car.

This future for Tigard could become a reality if Metro selects a branch option for the SW Corridor, with one of the branches ending in downtown Tigard parallel to the existing WES/freight tracks. I believe that if a direct route to Bridgeport is selected for the SW Corridor, no one would see the potential for Washington Square, leaving me to be the sole fighter of this project. People use the Fanno Creek Trail, and based off of the enormous traffic jams on any road around the mall, people are visiting Washington Square Mall. Why not connect a popular destination with a popular transportation route?

As always, I appreciate you looking over my ideas. I hope that this could make its way over to those debating the branch vs direct MAX route options, so that they can hear a Tigard resident's vision for how to make Tigard a nicer place to live. Have a nice weekend!

Sincerely

Sam Copelan

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Washington Square Mall MAX Expansion: Connectivity 1



KEY

-  Proposed bridge
-  Proposed MAX route
-  Existing trails/sidewalks
-  Proposed trails/sidewalks
-  Proposed roadways
-  Proposed Nimbus Ave.
-  Mandatory railroad crossing
-  Proposed transit center

Sam Copelan
March 4th, 2017



KEY

- Proposed bridge
- Proposed MAX route
- Existing trails/sidewalks
- Proposed trails/sidewalks
- Proposed roadways
- Proposed Nimbus Ave.
- Mandatory railroad crossing
- Proposed transit center

Sam Copelan
March 4th, 2017

Washington Square Mall MAX Expansion: Connectivity 2

200 ft

Washington Square Mall MAX Expansion SW Nimbus Avenue 1



KEY

- Proposed bridge
- Proposed MAX route
- Trails/sidewalks
- Proposed trails/sidewalks
- Proposed roadways
- Proposed Nimbus Ave.
- Mandatory railroad crossing
- Proposed transit center

Sam Copelan
March 4th, 2017

Transit
Click on stations for more information

200 ft

Washington Square Mall MAX Expansion SW Nimbus Avenue 2



KEY

- Proposed bridge
- Proposed MAX route
- Trails/sidewalks
- Proposed trails/sidewalks
- Proposed roadways
- Proposed Nimbus Ave.
- Mandatory railroad crossing
- Proposed transit center

Sam Copelan
March 4th, 2017

Transit
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200 ft