



Public Input July through August 2017

September 1, 2017

The following pages document public input received since the last Steering Committee on July 10, 2017. Content includes copies of letters and emails received, plus a log of additional emails and summary of public events attended by staff. Personal information such as email addresses and phone numbers have been removed to protect the privacy of participants.

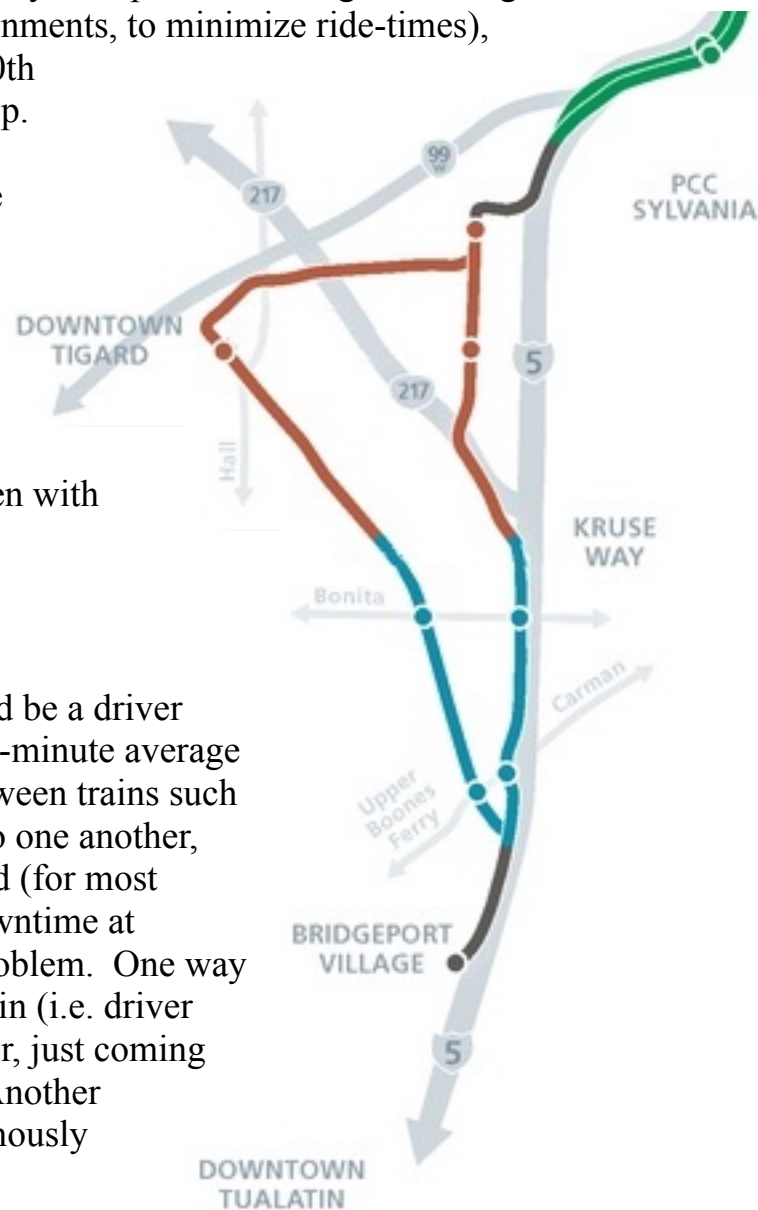
Currently under consideration are Branched and Through routes for the Tigard/Bridgeport light rail terminus. The branched options have the advantage of faster trip times (12% ride-time reduction) from Bridgeport Village to downtown Portland, a 4% increase in projected ridership, and fewer drivers passing up the Bridgeport park-n-ride in favor of other upstream park-n-rides (thus reducing congestion). But it does so at a 44% increase in operational cost, forces some trains to turn around in downtown Portland rather than interline (creating operational complexity and potential rider confusion), and offers no direct rail connection between Tigard and Bridgeport Village.

I believe a Loop hybrid of the Through and Branched routes can produce ride-times as good as the Branched option, but without its disadvantages. And it provides station flexibility independent of chosen alignments. It's essentially a loop created using the through route (ideally, via the Clinton and Railroad alignments, to minimize ride-times), but also incorporates a rail along the I-5/217/70th Bridgeport branch route, creating a triangle/loop.

Every other train would traverse the loop in the alternating directions, thus ensuring that Tigard and Bridgeport each have optimal travel-time options, and directly connects one with the other. It has these advantages:

- Supports shortest travel time alignments
- Maximizes Tigard Triangle station count even with Clinton alignment
- Accommodates either Bonita station site
- Lower annual operational cost

The fly in the ointment is that Bridgeport would be a driver layover, and while that shouldn't impact the 15-minute average between trains, it would skew the intervals between trains such that some trains would arrive relatively close to one another, while others would be farther apart than desired (for most stations within the loop). Eliminating train downtime at Bridgeport would significantly mitigate this problem. One way to solve downtime is for drivers to relay the train (i.e. driver takes layover at Bridgeport while another driver, just coming off layover, takes the train out immediately). Another consideration: how long until we have autonomously piloted trains? That too solves downtime.



Submitted for your consideration by
Michael Kisor, July 7th, 2017

From: Ryan Sweeney [mailto:]
Sent: Friday, August 25, 2017 4:42 PM
To: Zoe Monahan
Cc: Alice Cannon; Koozer, Jennifer; Eryn Kehe
Subject: Re: FW: Acquisition Question

Zoe,

Thank you for taking the time to follow up on these questions on my behalf, I really appreciate it.

As it is now, I'm am still very concerned about my business being relocated. It's hard to imagine a spot that would be as desirable as the one I have now and be close enough for my current customers to come see me. We have 40 years of goodwill built up in this community, that is what I bought into. I don't think the example of the bagel factory is a fair comparison either. A restaurant that relies on customers visiting the location for success is far different from a commercial bakery that caters to large institutions. Also, unlike the restaurants that were relocated on the Orange Line; I don't have other locations to consolidate with and unfortunately I can't afford to retire yet.

Thanks again for following up!

-Ryan

Tigard Townhomes, Inc.

12375 SW Hall Blvd.

Tigard, Oregon 97223

Lauren Scott

Community Engagement Coordinator

City of Tigard Community Development

13125 SW Hall Blvd.

Portland, Oregon 97223

Dear Lauren,

Enclosed are reasons why I feel Ash Street Max Route for the Light Rail would be the least favorable choice. I hope you will carefully read the information and share it with those who are responsible for making the final decision.

On a personal note I think placing a Light Rail, walking path and bicycle lane within the Tigard area would be beneficial for most pedestrians.

Because I am a property owner and it means the Light Rail would take a large portion of my building I find it DEVASTATING. I depend on this property entirely for my livelihood and retirement, including supporting my mother totally. Taking this property also means an incredible inconvenience to my tenants; some have lived there as long as 38 years.

Thank you for your consideration.

Charlotte Hodges, President

Charlotte Hodges, President 8-22-17

PO Box 2907

Poulsbo, WA 98370

Ash Street Max Route Creates Major Delays on 99W & Hall Blvd

The SW Corridor Light Rail ASH Street Route Adversely affects Tigard Traffic

- **Creates Serious Delays on Southbound 99W traffic**
 - Hall Blvd traffic will be **stopped** at the Max RR Crossing an **additional 10 Minutes per Hour**. By adding an additional RR Crossing at Knoll & Hall Blvd. Trimet states Max will run every 6.5 Minutes during rush hour. Allowing 67 seconds per Max crossing Hall Blvd equals 9 times per hour will add 10 Minutes that traffic will be stopped in each direction per hour
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 - 99W Left Turn Lane to Hall Blvd is occasionally backed up onto the bridge crossing 217 leaving only 1 Southbound lane free for traveling South through Tigard. With Hall Blvd blocked an additional 10 Minutes per hour, this situation will become a traffic Nightmare.
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- **Serious Traffic Problem for Westbound Hall Blvd**
 - **Traffic** in the Morning with 10 minutes less travel per hour for Max crossing times.
 - Since Schools are located at the East end of Hall Blvd, **School Busses** will have to **stop at each RR Crossing**, open the door to observe train traffic, shut the door and then continue travel. This will occur during Rush Hour.

Solution: Wall Street Route. Very minor effect on 99W & Hall Blvd traffic

- Wall Street Route eliminates the additional RR Crossing.
- Max, WES and Freight traffic align with existing tracks, and can be crossing Hall Blvd at the same time. Less stops for traffic.
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- Wall Street is **less expensive** and Trimet has said the Bridge over 217 will include Transit,

Autos, Bikes and Pedestrians., unlike the bridge for Ash Steet Route. By including Autos, this will lesson the traffic on Hall Blvd West of the RR Tracks.

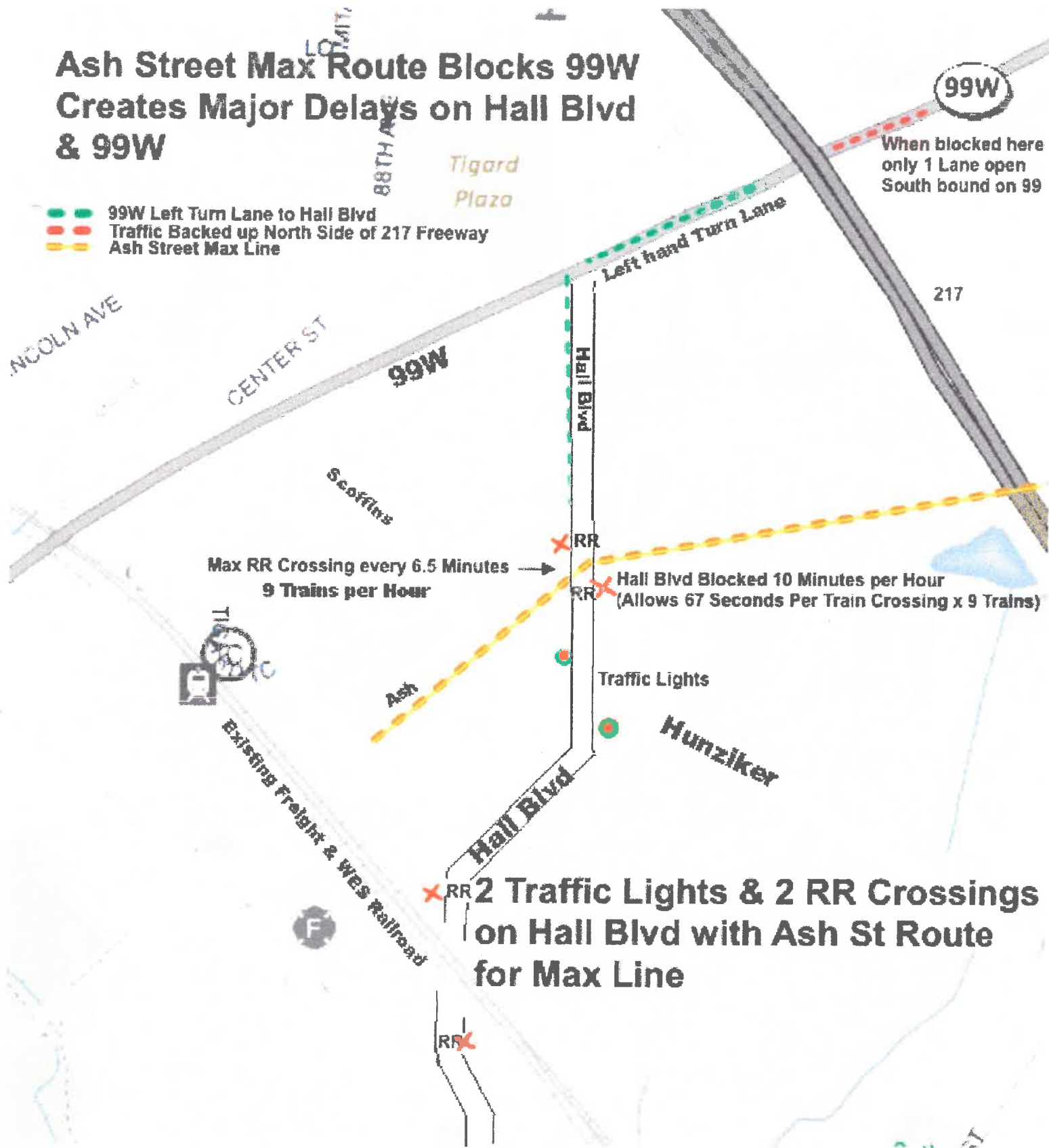
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Ash Street Max Route Blocks 99W Creates Major Delays on Hall Blvd & 99W

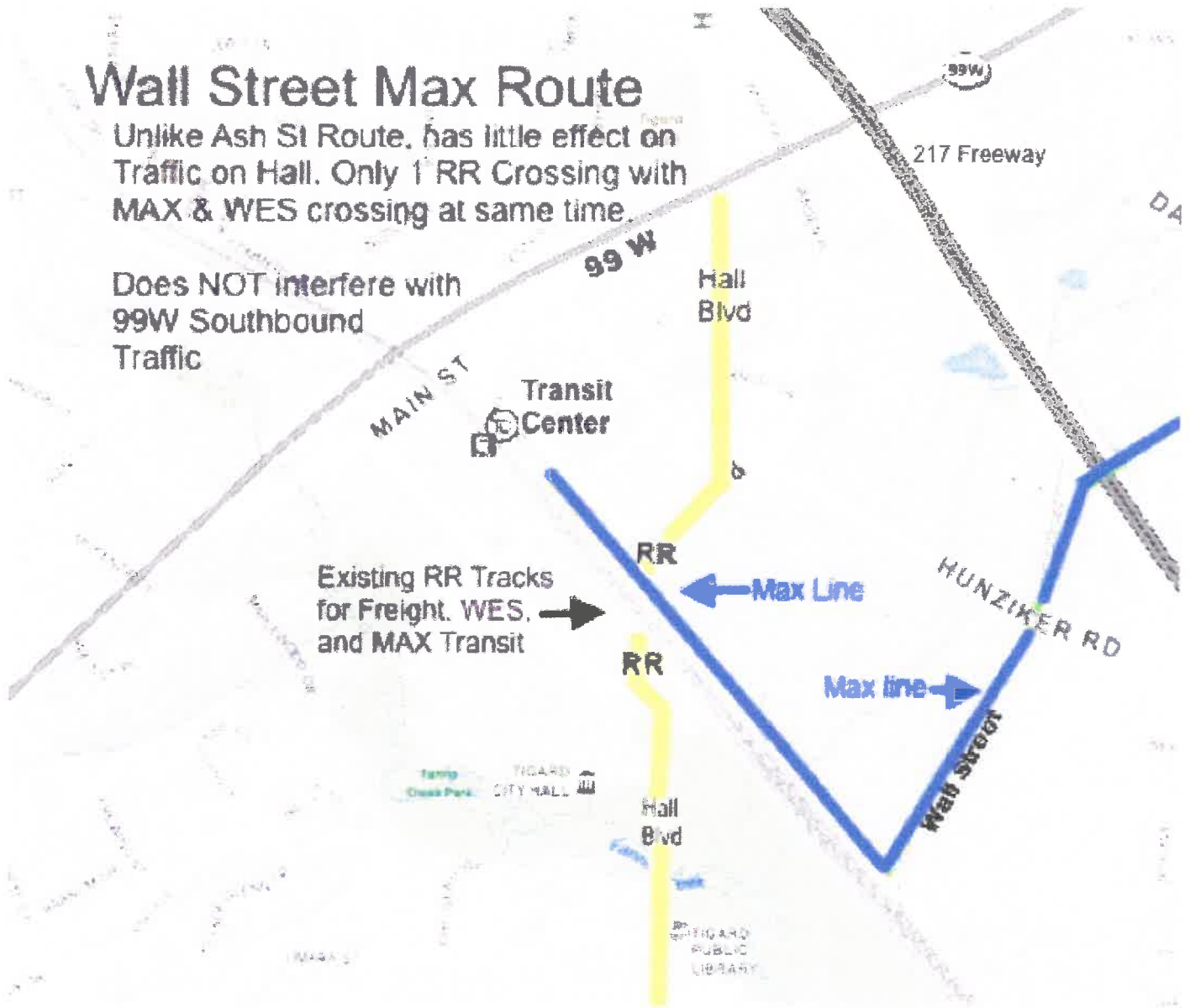
- 99W Left Turn Lane to Hall Blvd
- Traffic Backed up North Side of 217 Freeway
- Ash Street Max Line



Wall Street Max Route

Unlike Ash St Route, has little effect on Traffic on Hall. Only 1 RR Crossing with MAX & WES crossing at same time.

Does NOT interfere with 99W Southbound Traffic



Event	Date	Location	Metro Staff	Other Staff/CAC	Notes
Muslim Cultural Festival	7/8/2017	Director's Square, Portland	Eryn Kehe Samuel Garcia Yuliya Lee Andrea Pastor Ambar Espinoza		Many people said they were supportive of the project. Some people had never heard of the project before. People asked when it would be built.
Bridgeport Farmer's Market	7/18/2017	Bridgeport Village	Eryn Kehe Yuliya Lee Alan Gunn		Traffic is really bad and something needs to be done. This is a good and idea. I support it. I would ride MAX to Bridgeport Questions about crime and if it travels on the light rail from one location to another. Two people said they were opposed to the project. When will it open/start operating? Where we are currently in the process? Who will make the decisions to determine the final route and stops? How is different from WES? Are there any future plans to connect to places that are not currently on the proposed route? (Salem, Clackamas) What is the feedback so far? (negative/positive?) Who is going to pay for it? Who's project is it? (many guessed TriMet) What would stop the project from moving forward? (in response that it may or may not be build)
Jackson Middle School SUN school summer program	7/20/2017	TriMet Administrative Office		Jennifer Koozer	20 students in attendance
Tigard Farmer's Market	7/23/2017	Downtown Tigard Farmer's Market		Jennifer Koozer, TriMet Evelyn Murphy (CAC)	Talked to about 60 people. Two anti, two skeptical, the rest very in favor.
Tualatin Crawfish Festival	8/4 and 8/5/2017	Tualatin Community Park	Eryn Kehe Chris Ford Samuel Garcia Lucy Folau	Christina Deffebach	188 people That would be great – now I take WES and transfer at Beaverton A bike trail from downtown to Bridgeport to get on MAX would be great I would definitely use MAX for trips to Portland if it were available I live in unincorporated Washington County outside of Tigard and was really upset that I didn't get to vote on the Tigard Ballot that was against light rail Improve WES Add more bus service One reason to add more bus service is that the lift vehicles for disabled only operates when TriMet service operates. That means no all day disabled service during the day, evenings, weekends when there is no bus service. Someone said she likes the project but never votes to support anything that raises property taxes because property taxes are already too high.

<p>Portland State University Transportation Camp</p>	<p>8/9/2017</p>	<p>TriMet Administrative Office</p>		<p>Leah Robbins Amy Fandrich</p>	<p>20 youth ages of 13-18 years Feedback about the SW Corridor Light Rail project:</p> <ul style="list-style-type: none"> • Too young to drive and want more options • Access to other parts of the region • Reduce the carbon footprint • Help with food deserts • To keep roadways open so I can drive • Provide multimodal options including bike paths • Consistent route expectations • Go see friends • Reduce cost of driving and getting places • Reduce traffic and ease of getting places • Consistent and shorter travel times so I can sleep longer; currently traffic is so inconsistent to get to school • See growth in my neighborhood so that more services and places to go can be developed • Bring more bus service to my neighborhood so it's easier to get around • Bring communities together • Bring people together <hr/> <ul style="list-style-type: none"> • Create a sense of community pride in the new places • Go to new places that are farther away without the need for a driver license • Creates places you want to be • Timely service • Revitalize the downtown community (Tigard) • Hate sitting in traffic – gives commuters options • More options • Reliable service that won't change from day to day • Connectivity to more places • Good use of resources • Opens up opportunities for more people
<p>Multnomah Days</p>	<p>8/19/2017</p>	<p>Multnomah Village</p>	<p>Chris Matt Bihn</p>		<p>Talked with 156 people</p> <ul style="list-style-type: none"> • Mostly positive comments • High level of awareness about the project <p>Comment Card comments: "I would love to see sidewalks on Vermont between 45th and Olson How can I advocate for that?"</p> <p>"Yes! Please let this proposed project pass. I work in Downtown Portland and Must bike ride 7 miles south along Barbur Blvd. to get back home in the Markham Neighborhood. Currently, I have a 45 minutes ride home by bike using Barbur. A MAX line to Tigard would reduce my commute time and make it a safer ride. Thanks!"</p> <p>"If Barbur stays two lanes the whole way, I will support it. If they take away one of the lanes, I do not."</p>

<p>Hillsdale Farmer's Market</p>	<p>8/27/2017</p>	<p>Hillsdale</p>	<p>Eryn Kehe Samuel Garcia</p>	<p>Talked with 103 people. The most discussed topic was the Barbur or I-5 adjacent route options. The majority were supportive of the Barbur option because people wanted to see the roadway change. Concerns were expressed about construction impacts to the surrounding community, needs for improved local bus service and also about needed sidewalks. Comment card comments included: "Excited about the possibility of renovating Barbur as a part of the project. Don't maroon light rail along I-5! Such a great potential would be lost. Keep up the great work of incorporating bike and pedestrian options." "Prefer Barbur option. Prefer to have it change and improve it's attractiveness." "What is the point of light rail if you have to drive to get to it? We need more reliable local bus service first." "Prefer the through route because of the potential for more riders. You can build up (redevelop) around it. This option has more redevelopment potential. Also prefer Barbur alignment option because of the redevelopment potential." - Brian "The construction of a Barbur Blvd. option would be really disruptive for neighbors trying to drive into downtown Portland using Barbur Blvd."</p>
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Date/Time	Format	Name	Message
Tue 7/4/2017 5:08 PM	Email	Gary Garyfallou	Reviewed. The goal is to bring business to Barbur. I don't think the I-5 option would increase commerce.
Sat 7/8/2017 10:00 PM	Email	Elian Gonzalez	ON BARBUR!!!!