

To: Metro Southwest Corridor Steering Committee

Copelan 1

From: Samuel Copelan, Student

Date: April 29, 2017

Memorandum: MAX Branch Option within Tigard

Purpose

The purpose of this memorandum is to voice my support for the MAX route branch option, because a branched route into downtown Tigard allows for a future MAX extension to Washington Square Mall. A light rail extension from downtown Tigard would require a bridge, which could be used to connect Fanno Creek Trail with the mall. The City of Tigard has a goal to be one of the most walkable cities in the Pacific Northwest, and connecting an economic center with the popular Fanno Creek Trail would align with Tigard's goal. Active transit options connecting the mall with Tigard neighborhoods and the metro region are possible if you, a Southwest Corridor Steering Committee member, support a branch route option for Tigard.

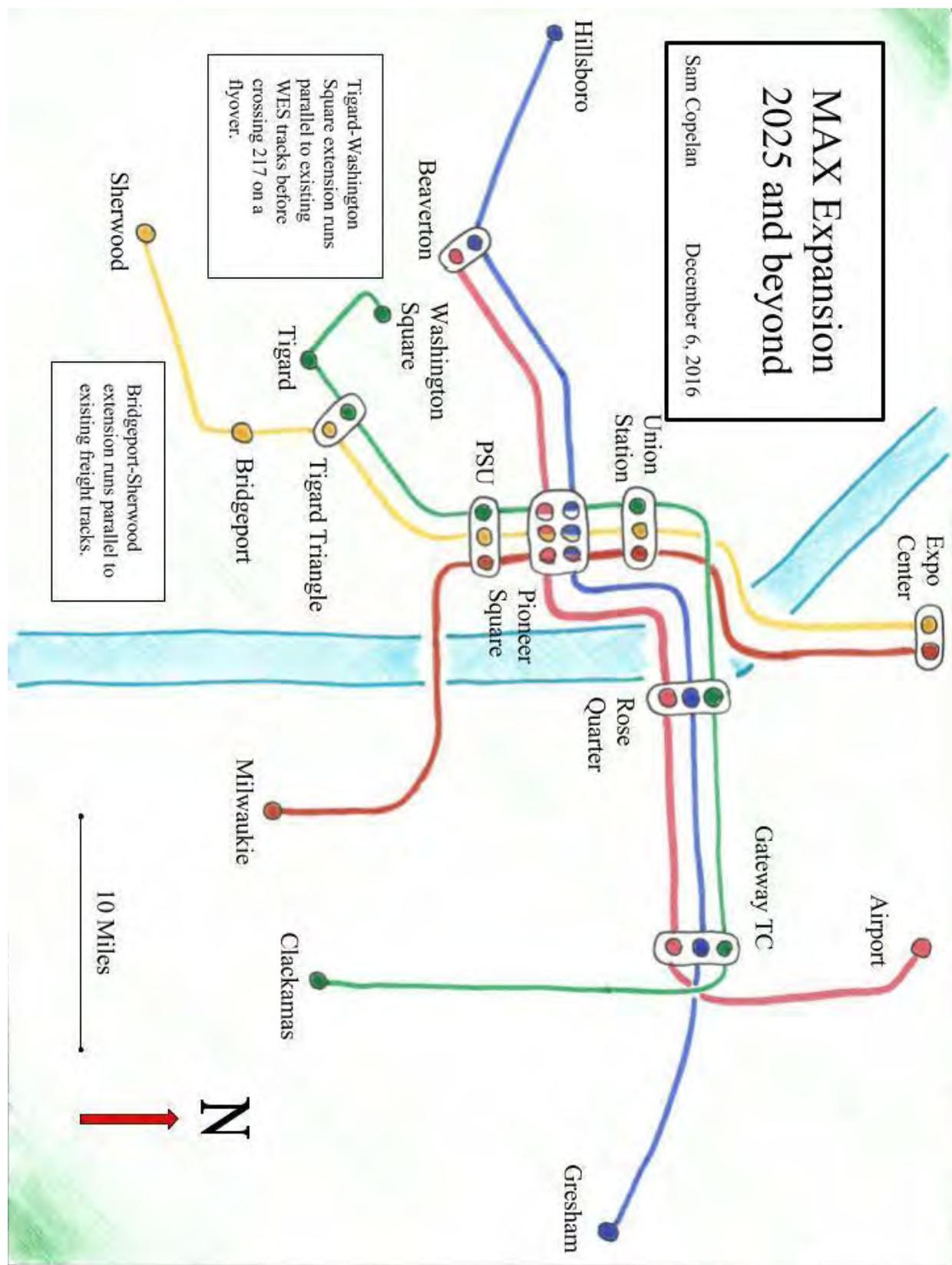
Background

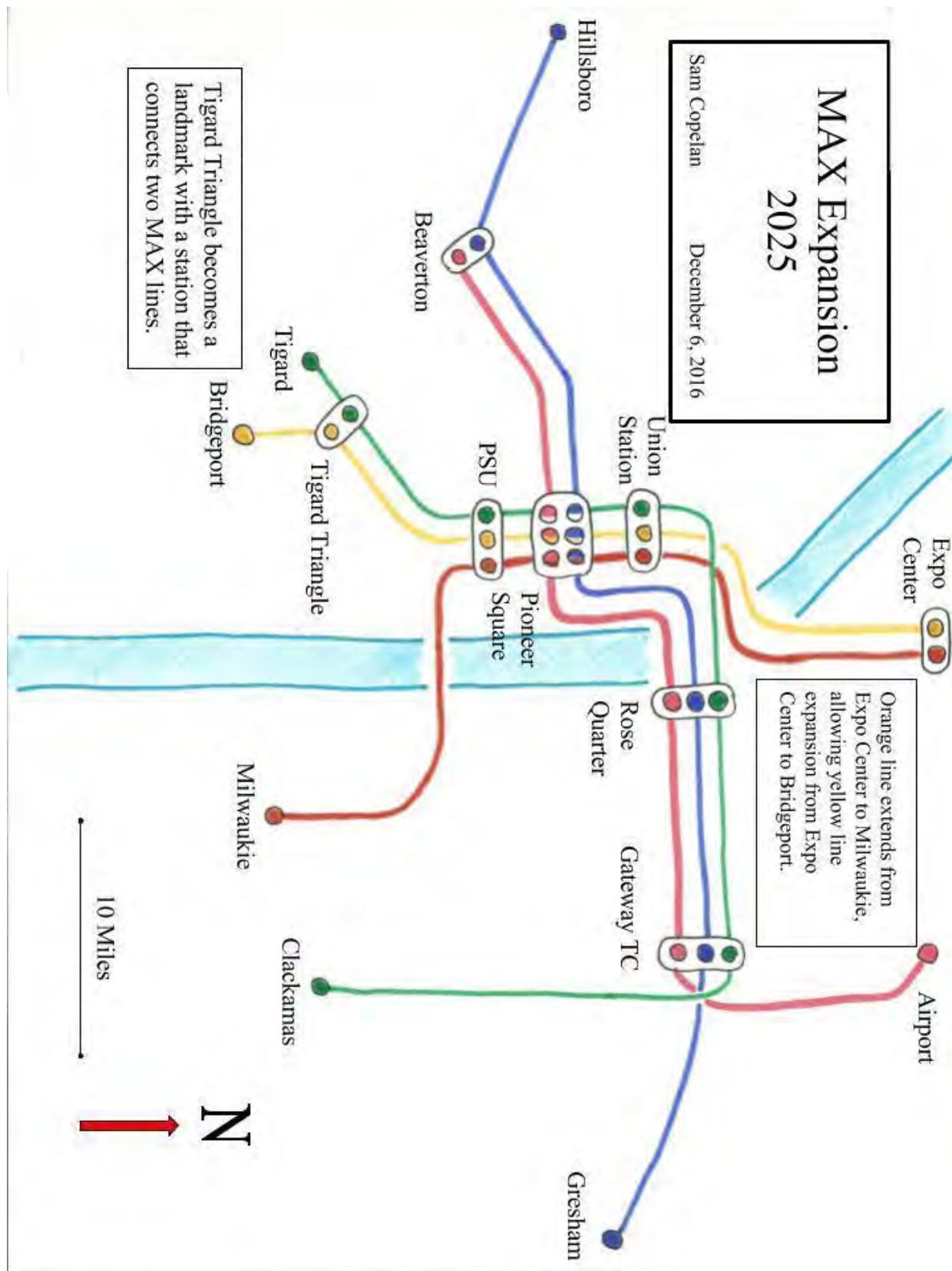
As a citizen of Tigard since 2004, I have never walked or biked the busy roads to Washington Square Mall, despite it being only one mile from my house. The Fanno Creek Trail is separated from the mall only by Highway 217 and the WES/freight tracks, so it wouldn't be too difficult to connect the trail with the mall. While an extension from the Fanno Creek Trail to the mall is cost prohibitive for the City of Tigard alone, Metro has ample funds to build a multi-use bridge for the MAX riders and pedestrians. This is why Metro would be needed for the project; the MAX would require a bridge that could also be shared with a branch of the Fanno Creek Trail. This connection is precisely what Tigard needs, because it allows everyone in the surrounding, middle class neighborhoods to access the restaurants and stores while avoiding the traffic jams.

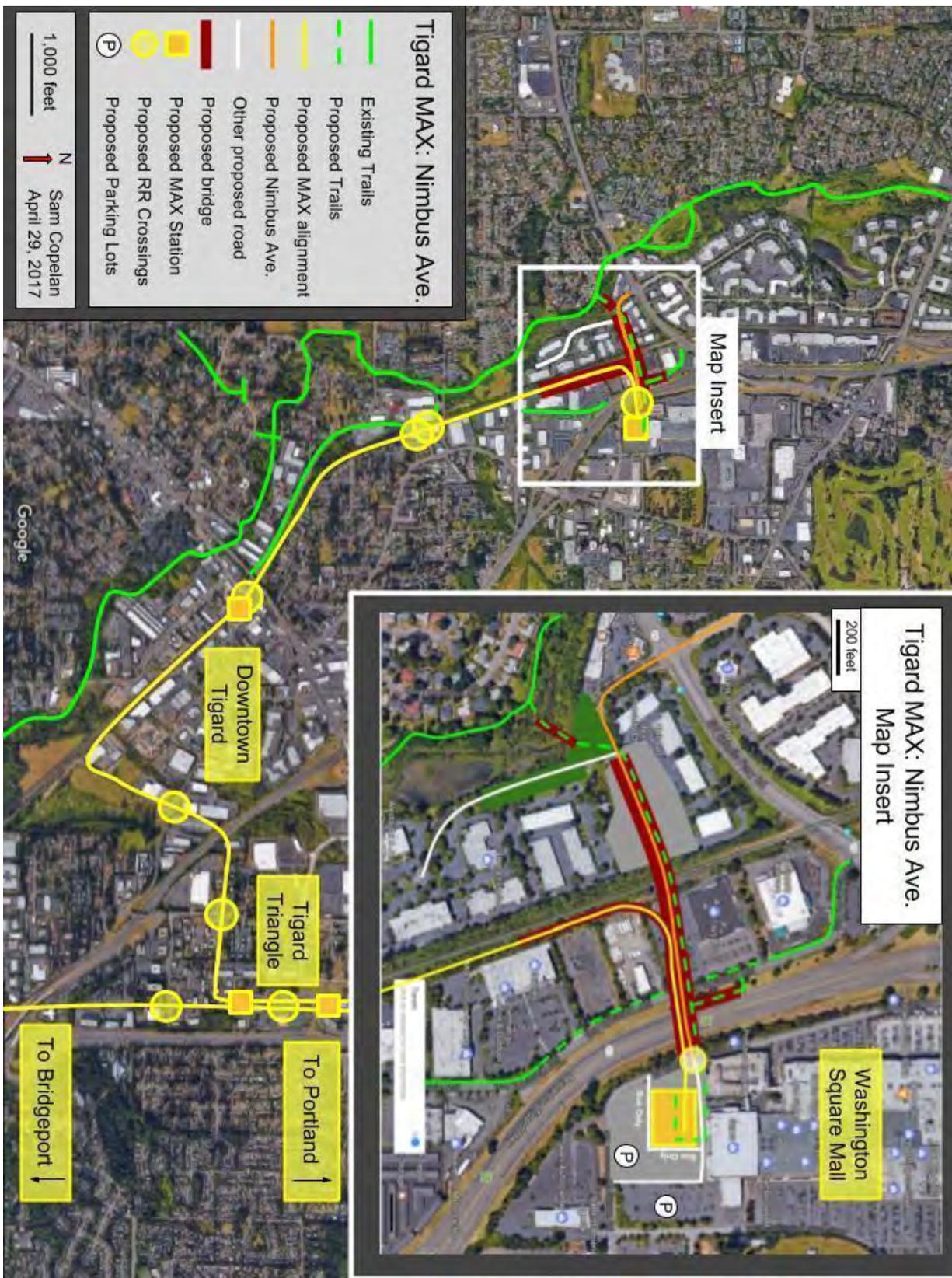
On a larger scale, Washington Square Mall would become directly connected with the Portland Metro area. I understand that early versions of the Southwest Corridor plan included connections to Washington Square Mall, but this destination had to be cut due to the distance from Barbur Boulevard. If Metro and Trimet value a future connection with Washington Square Mall, then a branch option is what should be selected.

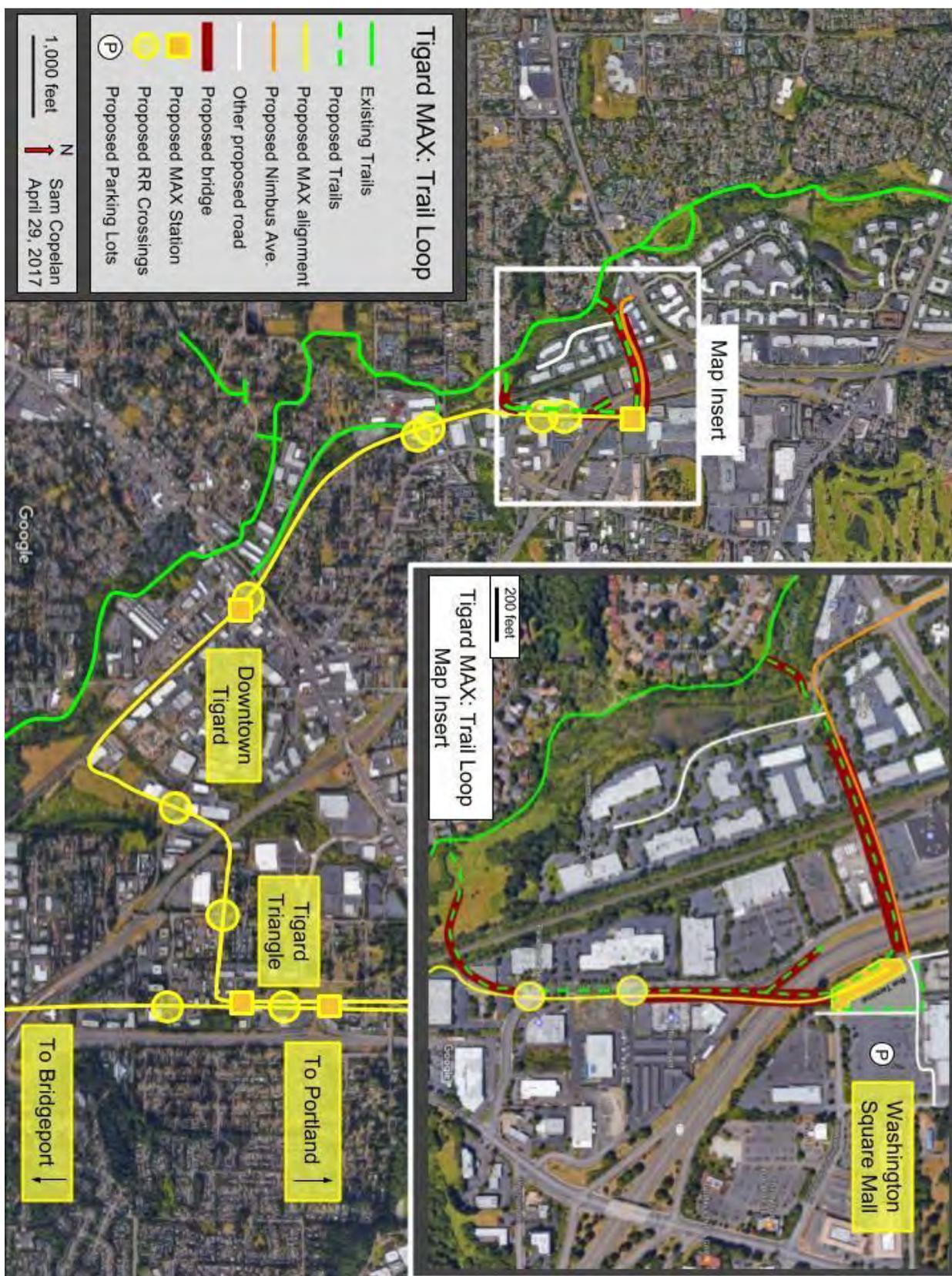
Recommendation

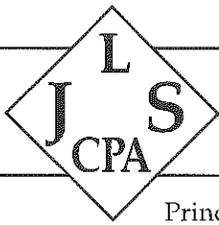
Attached are four maps that I have created that demonstrate how a branch route is the best option for MAX in Tigard. As I have already elaborated, the first two maps show how the green and yellow lines can be expanded upon in the future to reach new destinations. *Tigard Max: Nimbus Avenue* and *Tigard Max: Trail Loop* depict an aerial view of the MAX and trails connecting to the region as a whole. While I am not personally in favor of Nimbus Avenue sharing the bridge with the yellow line and Fanno Creek Trail, it would allow those who drive in cars to feel included with the project, and therefore garner support among car drivers. After creating these maps, I continue to imagine a Tigard that accommodates walkers and bikers of all ages accessing their destinations in the mall. Thank you for sharing my vision with me, and I urge you to vote in favor of a branched light rail option for the future of Tigard and Washington Square Mall.











JAMES L. SHOOK, CPA P.C.
Certified Public Accountants

Principals: James L. Shook, CPA • Jeremy L. Shook, CPA

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May 1, 2017

Chris Ford, Investment Areas Project Manager
600 NE Grand Ave
Portland, OR 97232-2736
Phone: (503) 797-1633

Cc: Tigard Mayor John Cook
Eryn Kehe, Communications Specialist (503) 797-1881

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

This letter represents the feelings of all of the small businesses located on SW Beveland Street between SW 72nd Street and Hwy 217 who oppose the plan of running MAX through SW Beveland Street to gain access to downtown Tigard. We urge you to consider the alternate route which would leave our street intact.

Ten years ago, we formed Triangle Properties of Tigard, LLC in order to make a substantial investment in a property in the Tigard Triangle to be the permanent location for our real estate holdings and our CPA firm for generations to come. We are a multi-generation business. In the ten years since we have been here, we have grown substantially, paid our taxes and employed twelve people. We worked closely with the City of Tigard to be in compliance with all applicable ordinances and variances in order to locate our professional office building here. This involved substantial investments of our time and resources.

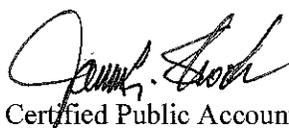
Today Beveland Street is dotted with professional offices and practices that depend on the quiet location, off-street parking, and convenient access. If the street is widened to make room for MAX, it will take up our off-street parking, destroy the driveways and parking lots that are essential to our small businesses, and make access difficult for our elderly and disable clients and customers. The road closure and construction noise would render our buildings unusable for our clients and the patients and clients of the other professionals located here. We do not own the types of businesses that would benefit in any way by having light rail on our door steps.

Please don't turn our professional small business-friendly street into a train corridor with no off-street parking and pedestrian access. We took a chance on Tigard by developing our property and Beveland Street into the thriving small business-friendly location that it is today. Please don't turn your back on us now that we have improved the street, generated jobs and drawn other professional business to your city.

Please consider leaving our street out of your plans for the SW Corridor Light Rail Project.

Sincerely,

JAMES L. SHOOK, CPA P.C.



Certified Public Accountant



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May 7th, 2017

Chris Ford, Investment Areas Project Manager
600 NE Grand Ave.
Portland, OR 97232-2736

Cc: Tigard Mayor John Cook
Eryn Kehe, Communications Specialist (503) 797-1881

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

I am a small business owner on SW Beveland St. and I oppose the plan of building light rail through SW Beveland St. to gain access to downtown Tigard. I encourage you to consider an alternative route and leave our street intact.

Our street is comprised of a diverse group of small business owners, from accountants, to attorneys, to mediators, to therapist, to architects. Each of us has poured our lives into our small businesses and collectively employee countless people. In the shadow of big businesses such as Lowes and Wal-Mart, we have found a little corner of Tigard that provides us a quiet location where small business can thrive. This is a community; where many of us know each other by first name and our street holds annual summer BBQs. This community is exactly why we have decided to stay in Tigard and not move our business to downtown Portland or Kruse Way. A light rail line through Beveland St. will disrupt our livelihoods and erode the neighborly experience we have fostered.

I personally employ 6 people and our office specialize in personal retirement planning and divorce mediation. A light rail line coming down our street every 10 minutes, as estimated by the project details, will absolutely disrupt our ability to have meaningful, intimate conversations with our clients. When I attended the "Tigard Triangle Urban Renewal Plan" meeting on November 3rd, 2016 the project identified "Small business support" as a key component. Pushing a light rail line through our street will not support our small business, it will impede it.

Please consider leaving Beveland St. out of your plans for the SW Corridor Light Rail Project.

Sincerely,

Bill Terrill, CFP®, APMA®
Private Wealth Advisor



7588 SW Capitol Highway
Portland, OR 97219

June 15, 2017

Southwest Corridor Steering Committee
Attn: Eryn Deeming Kehe and
Chris Ford, Project Manager
600 NE Grand Avenue
Portland, Oregon 97232

RE: Marquam Hill access and SWC Alignment alternatives

The Homestead Neighborhood Association (HmNA) represents the residential areas immediately adjacent to the City of Portland's largest employment center outside the downtown area: the Marquam Hill medical complexes of OHSU and the VA Hospital. For the last few years HmNA has observed and participated in planning efforts underway for the Southwest High Capacity Transit Corridor (SWC). We have appreciated several specific presentations and discussion opportunities with Metro staff and consultants specifically regarding access opportunities the SWC might provide for Marquam Hill. We are grateful for the efforts staff has made to reach out to us and consider our concerns. We are writing this letter to inform the SWC Steering Committee of our Neighborhood's specific concerns and preferences regarding choices that will be made during this critical Draft Environmental Impact Statement phase.

It has been our hope that improved transit access to Marquam Hill would benefit us by reducing the number of single automobile trips into and through our neighborhood. We were early supporters of a tunnel option that would have provided direct and convenient access to the various medical, research and educational facilities on the hill. But now that the tunnel alternative is no longer being considered, we feel it important that any preferred alternative for the SWC include the most convenient and safe access opportunities to and from Marquam Hill. It is our belief that a Barbur Boulevard alignment is a far more desirable location for safe and convenient access to Marquam Hill than is a Naito alignment.

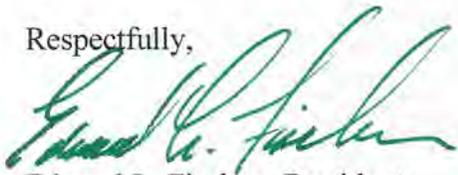
At the Homestead NA meeting on May 3, 2017, **our neighborhood voted unanimously to endorse the Barbur alignment for the SWC** as we believe that this alignment would best serve the residents of SW Portland as well as the 1000s of daily visitors to the Marquam Hill hospitals.

A station located on Barbur near Gibbs Street would be over six hundred feet horizontally and about forty feet vertically closer to OHSU than one located on Naito. A Barbur station would also allow a fully sheltered, all-weather connection to Marquam Hill. The walk uphill from a Naito station would require walking entirely exposed to all weather conditions. A walk from a Naito station would not be a very desirable trek during cold, dark and wet weather.

We believe that a connection from a SWC station to the medical facilities on Marquam Hill should have as a minimum the following four characteristics. **First**, it should be quick and convenient. Any elevators should have adequate speed and capacity to minimize wait times and should be designed to accommodate peak demand conditions. Walkways should be wide and have minimal gradient. **Second**, the access should be a safe environment, well lit and very visible, with no dark or hidden spaces. The presence of cameras and alarm systems should be considered. **Third** the access should be protected from the weather. It would not necessarily need to be enclosed or heated, but shelter from rain and possibly wind would be a thoughtful part of a good design. And **finally**, access to Marquam Hill should respect the aesthetic and functional integrity of Terwilliger. The connection should be designed and constructed consistent with the Terwilliger Parkway Design Guidelines and should not disrupt the heavy traffic flow on Terwilliger Boulevard. A high capacity pedestrian crossing of Terwilliger should be grade separated and not include a traffic signal.

The Homestead Neighborhood Association believes that the Barbur Boulevard alignment would better allow an access to OHSU and Marquam Hill that people would enjoy using year around. We believe that whichever alignment is finally selected it is of paramount importance that a connection between SWC and the Marquam Hill campus of medical facilities be provided that is convenient, safe, does not adversely impact the Terwilliger Parkway, and provides some level of protection from bad weather. If you have questions or would like to discuss any SWC issues with anyone from HmNA you may contact myself, at 503-348-8876, or Milton Jones, HmNA Land-use Representative, at 503-224-7217. Again I wish to thank you for the work you are doing for our community.

Respectfully,



Edward L. Fischer, President
Homestead Neighborhood Association

Bob Davidson

Subject: FW: Light Rail Discussion

From: Minuteman Press of Tigard

Sent: Monday, June 05, 2017 5:43 PM

To: Minuteman Press of Tigard <orders@mmptig.com>

Subject: FW: Light Rail Discussion

To all decision makers regarding Light Rail in Tigard:

I have heard the slogan: Avoid, Minimize & Mitigate in discussions regarding the selection of the Light Rail Route. I have further heard extensive discussion of "Transit Times, speed, number of trains required, etc. as these affect the overall, long-term operating cost which will have a greater impact than the short-term construction cost.

The current, likely proposed route down Beveland Street in Tigard, fails the first two tests of Avoid and Minimize, which in turn increases your Mitigate costs.

It is also our opinion, that a route on Beveland, especially at rush hour, will be a regretted decision on the part of all parties, especially Tri-Met, who has to operate the route.

Since first becoming aware of the plans in late April, we Beveland business owners have attended several meetings and held a number of our own, read hundreds of pages and spoken to dozens of people from Tri-Met, Metro, City and others.

We are dismayed to find that the plans that most directly affect us, are much further along than any of us realized. In one month we have gone from generalize arrows, to a fairly detailed illustration, to engineered drawings. All of this without the involvement of those most affected and impacted, Beveland Street business owners.

We have also found that there is still differences of opinions amongst the planners as to which route, number of stops, etc., is best.

Our proposed alternative is this: 70th Street to Elmhurst, then turn West to cross 217.

This proposed route best achieves all of your primary goals.

AVOID:

- 1). Avoids Beveland Street and the destruction of 15 to 20 businesses there.
- 2). Avoids heavy traffic on the Beveland / 72nd intersection during rush hour, which would be made worse by the inclusion of frequent Max trains.
- 3). Avoids a highly congested grade crossing at 72nd, frequently backed up for multiple traffic signal cycles due to the close proximity of two (2) freeway entrances, two (2) nearby intersections and four (4) nearby, currently unsynchronized traffic signals.
- 4). There is no provision in the current improvements to widen 72nd, improve freeway ramps, reconstruct the 72nd / 217 overpass to 4 lanes or re-align the very short interval traffic lights at Hunziker and the Southbound Hwy. 217 exit to 72nd.

MINIMIZE:

Elmhurst alternative does the following: (Marked in **BLUE** on your map)

- 1). Delays due to traffic congestion nearer the 72nd freeway overpass.

- 2). Minimizes adverse impact or destruction of existing businesses on Beveland.
- 3). Minimizes crossing delays.
- 4). Minimizes adverse building acquisitions and most of the land on the Elmhurst alignment is vacant.
- 5). Minimizes stations and stops to one CENTRALLY located station that is within parameters of accessibility for the entire Triangle which also improves transit time.
- 6). Vacant land is available for both a station and Part & Ride structures.

MITIGATE:

- 1). Far fewer structure, persons and business to be displace, thereby savings in cost.
- 2). Which also enhances all of the above.

Thank You,



Bob Davidson
Minuteman Press of Tigard

p: 503-620-5203 f: 503-620-5503 a: 7555 SW Hermoso Way, Tigard OR 97223
e: orders@mmpigtig.com w: <http://tigard.minutemanpress.com>

We Are Open Monday Thru Friday 8:00AM to 5:30PM



Let us know how we're doing, we'd love to hear from you!

Public comments received by email (May - June 2017)

Date/Time	Format	Full Name	Message
Sat 4/29/2017 2:52 PM	email	Austin Brague	I'm all in for the new light rail line
Mon 5/1/2017 12:24 PM	email	Samuel R. Copelan	<p>My name is Sam Copelan, and I am a Tigard resident who is also a senior studying urban planning at the University of Oregon. I am unable to attend the SW Corridor meeting on May 8th where a branch or direct route will be discussed because I have classes and work at the University of Oregon on that same day. I am hoping that you could send this document, that I created, to all of Southwest Corridor Committee members who will be deciding the route.</p> <p>I am in favor of a branched route to downtown Tigard, because the endpoint would align the MAX for a future project to Washington Square Mall. The MAX route that I have charted in my document would also allow for a pedestrian and bicycle path, which would connect Washington Square Mall and the heavily used Fanno Creek Trail. Residents of Tigard and southern Beaverton would be able to avoid all of the traffic jams by walking or biking to the mall! This would have many positive health and economic benefits for the residents of Tigard and southern Beaverton.</p> <p>Thank you very much for distributing this document to those who will be deciding the future of Tigard. I have attached the document which includes all of my I believe that a branch route aligns best with Metro's goal of connecting the Portland metro area, since a future Metro project would easily connect the mall with light rail</p>

Public comments received by email (May - June 2017)

Date/Time	Format	Full Name	Message
Wed 5/10/2017 4:06 PM	email	Mike Duncan	<p>Hello! I have been following the SW Corridor plan for a while, and the website provided this email for feedback and ideas, so I wanted to let you know what I think about the proposed alternatives!</p> <p>To start, I live in Tigard on Greenburg near 99W, so very close to a potential new Max station. I currently work in downtown Portland, but will soon be accepting a position with my shifts split between Tualatin and Cedar Hills. What I would like to see in this new route is the potential for new, denser, transit-oriented development along the line, and to have the Max line be more a part of the urban fabric.</p> <p>I would like to see the Max run along Naito for easy access to NCNM. I used to go to school at Pacific in Hillsboro, and having the Max stop right next to the school was so valuable! I used it to get to school almost every day for years, and I feel like this is an important opportunity for NCNM and the neighborhood.</p> <p>Next, I would like to see the Max run along Barbur Blvd. rather than along I-5. The green line to Clackamas just doesn't have the same TOD potential that say the yellow line through North Portland has. I understand the reasons for this, but in addition to development potential, aligning the Max along Barbur will be a boon to other non-car forms of transportation by bringing updated intersections, continuous and safer bike lines, and easier access for pedestrians.</p> <p>Next, I would like to see the Max run through directly through downtown Tigard rather than the "branched" service. I feel like there is a lot of higher density development potential in downtown Tigard, and I would hate to see it squandered. I also like the idea of being able to walk to the Max from my house to go downtown or to Bridgeport Village for a movie and drinks.</p> <p>I don't really have a preference for how the line goes through the Tigard Triangle as long as it maximizes development potential. It's most big box stores through there anyway, so I look forward to seeing how creative your planners can get with that space. I'd like to see the Max run down the currently existing tracks between Tigard and Tualatin rather than along I-5. Again, my perspective is that it's important to maximize development potential, and the interstate really seems to hamper that.</p> <p>Thank you for reading my email! I'm sure you have lots of people who want to give all kinds of opinions about things like this, so I appreciate you taking the time to read my perspective.</p>

Public comments received by email (May - June 2017)

Date/Time	Format	Full Name	Message
Tue 5/16/2017 12:42 PM	email	StevefM	<p data-bbox="795 142 2007 240">My comments on the Southwest Corridor Project are as follows: Design should minimize the number MAX line stops, and attempt to minimize the number of bus transfers needed between destinations to utilize MAX.</p> <p data-bbox="795 282 2007 380">Between downtown and Capital Hwy, there should be no more than 1 MAX stop and 2 stops maximum. Buses serve very well the area in-between and the MAX line should not behave as a bus replacement at any time along the route chosen and especially where there is already good bus service.</p> <p data-bbox="795 422 2007 552">Since Barbur Blvd is well served by bus, the MAX line should not follow Barbur Blvd but stay underground after serving OHSU, and next serve Hillsdale, Multnomah, Washington Square, and then the WEST side of Tigard after following Scholls to the west side of Bull Mountain, and then reach Tualatin near the Haggen Store. From there it can be extended to Wilsonville later, and possibly Albany and Salem as this extension is badly needed.</p> <p data-bbox="795 594 2007 760">The total number of stops from downtown Portland would be EIGHT before reaching Wilsonville. This will ensure a speedy route even though it is longer, and buses can continue to serve the 8 stops where significant park and rides may also be located. The MAX line should not be designed and operated as a common bus route, but as a speedy, efficient, effective, and reliable form of transportation. Of course this is not how it is currently designed, or any of the MAX lines for that matter.</p>

Public comments received by email (May - June 2017)

Date/Time	Format	Full Name	Message
			<p>Downtown Tigard is not a connection area as it cannot support significant traffic increases and does not have population density nearby, nor will it ever be able to because of existing development. However, if Washington Square is serviced it can make sense to stop in Tigard if the WEST side of Tigard is considered too far west for the MAX.</p> <p>The MAX line should serve OHSU with an elevator like at the Zoo. Access to OHSU literally affects well over 10,000 people daily at a single location and existing methods are difficult to use by those not strong, are sick, or who have fear of heights and all current routes to OHSU require driving rather than encouraging the use of mass transit.</p> <p>The Max line should serve PCC Sylvania with an elevator like at the Zoo. The number of students this could serve is enormous and well over 40,000 in one location, and this is also a good bus connection area.</p> <p>The MAX line should serve Washington Square—a regional shopping center. This will provide good connections with bus lines and serve a major shopping district.</p> <p>Preferably, the MAX line should be configured as a Monorail similar to that in Seattle but with updated technology, not technology from the 1960's. This will allow it to be easily constructed above existing roads, cause little traffic interference, and go hardly noticed as in Seattle. This is a mass transit approach that has been forgotten but should definitely be revisited given today's construction techniques and technology. Speeds should easily exceed 70 mph and with fewer stops, it will be the transit of choice by those who prefer driving.</p>
Thurs, 5/25/17 2:14 PM	email	Kevin LaVacque	My vote for the route is SW Barbur Blvd.
Sat 6/10/2017 2:47 PM	email	Jason Snell, Centaur Guitar	<p data-bbox="795 959 1955 1019">You dropped some info by my shop Centaur Guitar the other day about the SW corridor light rail. I looked it over and thought I'd take a minute to give you my two cents.</p> <p data-bbox="795 1062 2007 1159">I am 100% for the lightrail and would love to see it go right down Barbur. Especially if it maintains two lanes in each direction and adds bike lanes and new sidewalks. As a business owner I know there will be disruption and a loss of on-street parking but I believe the benefits are greater than the losses.</p> <p data-bbox="795 1201 1976 1297">I live nearby and while I almost never take the bus I can see myself taking the Max downtown or to Tigard if it runs down Barbur. I would rather see it on the road than beside the freeway as well. I think the businesses on Barbur would benefit from the exposure.</p>

Public comments received by email (May - June 2017)

Date/Time	Format	Full Name	Message
Wed 6/21/2017 3:16 PM	email	Marianne Fitzgerald	<p>[Sharing concerns about PCC shuttle options] Part of my concern comes out of ignorance regarding where the shuttle stop will be.</p> <p>One question is about the travel time, since the transit bus shuttle and SW 53rd shuttle go to different parts of campus. I haven't seen anything about how people using the shuttle will get to the actual buildings on campus. Will the shuttle go all the way to the current transit stop? If not, how is the travel time comparable since you are adding walking time to the trip. Will PCC construct safety improvements for people walking through the sea of parking lots?</p> <p>I did not realize there would be a "human presence" on the AVs because I knew the most significant cost of transit is the driver. It slightly allays, but does not alleviate, my deep concerns about personal safety of SW 53rd shuttle users. In particular I'm concerned about young women walking to and using the shuttle on dark rainy winter evenings of fall and winter term. If you design a well lit station at the east end of 53rd, it will have a huge impact on neighbors. I am also concerned about the amount of motor vehicle traffic using the street and its impact on residents who have darting kids and dogs or elderly residents. I'm also concerned about high speed bicyclists going downhill and their potential impact on these vulnerable residents and pedestrians.</p> <p>I kept meaning to share these with you so thanks for the reminder. See you July 10 representing Oregon Walks.</p>
Wed 6/28/2017 3:37 PM	email	Regina Dibb	<p>Thank you so much for taking the time to talk with me this morning at the Downtown Tigard meeting. I would appreciate your keeping me updated on the progress of the SW light rail project.</p> <p>My family (my mother, two brothers, one sister and I) has owned and operated the auto repaired business since 1985 and has been at this current location since 1992. Needless to say, this business is the past, present and future of our family. Many lives depend on its success. This project will adversely affect our livelihood and future. Any insights and information on the project will help us make our future plan. You can reach me via email or phone at xxx-xxx-xxxx. Thank you again for the information and your help.</p>