



Public Input

March 3, 2018 through June 4, 2018

June 4, 2018

The following pages document public input received since the last report released March, 2018. Content includes copies of letters, emails, relevant Facebook comments and comment forms received, plus a log of public events attended by staff. Personal information such as email addresses and phone numbers have been removed in some cases to protect the privacy of participants.



March 19, 2018
Our 118th Year

Members of the Community Advisory Committee:

Hello, I am Mark McGirr, President of Atiyeh Bros., Inc. Rugs and Carpeting and Co-Chair of the coalition of Tigard businesses, named "Coalition for SW MAX Railroad Options". Before I begin, I want to thank all of you on the Committee and the Agency officials here tonight for your hard work and efforts over the past several months / years to get the project to this point. I have benefited by meeting with many of you during this process, which started for me last May.

Atiyeh Bros.' and the entire Coalition supports the IRP and are here tonight to make that announcement. Our goal is to see the IRP become the locally preferred option. The C section of the IRP, from Downtown Tigard to Bridgeport, uses the railroad right of way and it is the best option. It was very affirming for the Coalition, that the engineers and planning staff concluded that the railroad route was the best route for the following reasons:

- **Faster travel time**
- **Best access to the residents and transit dependent people of Tigard**
- **Displaces fewer businesses and employees and provides for significant economic development along east boundaries and properties adjacent to the railroad**
- **Reduces potential project costs**
- **Maintains projected ridership as anticipated**

I can tell you that Mark McGirr, Atiyeh Bros., and many members of our coalition remain committed to helping this Committee, the Steering Committee, the City of Tigard and other Partner Staff, in any way we can, to support the IRP (Initial Route Proposal) all the way through the DEIS, selection of the LPA (Local Preferred Alternative), the FEIS, on to the adoption into the RTP (Regional Transit Plan). We will continue to engage with stakeholders, attend meetings and offer the Coalition as a resource if needed during the remainder of the process.

Thank you very much

Mark McGirr
503-639-8642
mark@atiyehbros.com

From: [Elliott Gansner](#)
To: [Southwest Corridor Plan](#)
Subject: I endorse the Naito route alternative - Ross Island Bridge west end redesign is desperately needed!
Date: Tuesday, March 06, 2018 12:38:54 PM

Hello,

I am a resident and property owner in Historic Lair Hill. My property is at the corner of SW Gibbs and SW Corbett. I love my neighborhood and am excited for the possibilities that a new LRT line will bring. However, the neighborhood's greatest problem is the traffic and pollution caused by the current layout of the west Ross Island Bridgehead. The neighborhood is filled with idling cars every rush hour spewing toxic fumes, making noise pollution, and making bike and pedestrian transportation more difficult. The line-up of cars waiting on SW Kelly to merge onto the Ross Island Bridge is commonly 4 or 5 blocks long. The line-up has gotten so long that it is now causing the same problem on several blocks of Corbett as cars try to turn onto SW Kelly. I frequently walk and bike across the intersection of SW Gibbs and SW Kelly on to the Gibbs St footbridge over I5. This heavily used pedestrian and bike crossing is incredibly dangerous due to the speed of vehicles exiting and entering the Ross Island Bridge. The crossing area on the street is poorly signed so cars frequently pass through the intersection at speeds well over 35 mph. Moreover, the curvature of the off ramp from the bridge makes it difficult for pedestrians and drivers to see each other, thus increasing the risk. The SW Kelly on/off ramp to the bridge needs to be completely eliminated to stop the on-going pollution, noise and physical danger posed to the neighborhood residents, pedestrians and cyclists. So, please, regardless of the LRT route chosen, Lair Hills is in desperate need of a redesign of the Ross Island Bridgehead so that traffic onto and off the bridge does not route through the neighborhood's residential streets.

This historic and once beautiful neighborhood has been chopped up and made into essentially an island isolated from the rest of the city due to the layout of highways, interstates and high traffic roads laid out over the past 50-60 years. I strongly recommend that all future urban planning be driven by a move away from major automobile corridors dividing up formerly walkable neighborhoods and instead cater to the needs of pedestrians, cyclists, public transportation and the impending fleets of autonomous vehicles.

Thank you and please rescue my neighborhood from this plague of cars.

Kind regards,
Elliott Gansner

SW Corbett Ave
Portland, OR 97239



DVKOCR LLC

March 21, 2018

RE: LIGHT RAIL – TIGARD TRIANGLE

Dear Metro, Tri-Met, and City of Tigard officials,

My name is Richard E. Cassinelli (72nd Avenue Property, LLC) and I am the owner of TMU zoned property located at 11720 & 11750 SW 72nd Avenue (mid-block between Baylor and Clinton Streets) in the Tigard Triangle. I have a land use application (LLA2018-00001) currently under review by the City of Tigard for a proposed 5-story mixed use apartment/commercial development with 37 apartment units and ground floor commercial space.

My name is Alkesh Patel (DVKOCR LLC) and I am the owner of TMU zoned property located at 11762 SW 70th Avenue (block bound by Baylor & Clinton Streets and 69th & 70th Avenue) in the Tigard Triangle. I have site work and building permits (BUP2017-00254) currently approved by the City of Tigard for a proposed 150 room Hampton Inn & Suites hotel development.

We have participated in the public planning process for the newly adopted lean code. We are very encouraged and supportive of the overall code changes. We appreciate the city's vision to increase livability and to encourage residential development in the Triangle. We are also very thankful to be able to participate in the public planning process for the proposed light rail for the Triangle in any way possible. To that end, I, Richard E. Cassinelli, will be attending the March 22, 2018 meeting at the City.

In our review of the March 2018 details on the project, we are supportive of the current proposed route through the Triangle. The proposed southern station at Beveland Street should serve the southern portion of the Triangle adequately. However, we are very concerned that current plan does not serve the north central portion of the Triangle (Dartmouth Street north to Haines Street) adequately without a station stop. The park and ride/station on SW Pacific Highway to the north will not be convenient for residents and workers in the north central portion to access due to its distance (approximately 1/3 mile to Baylor & 70th) and much higher elevation (approximately 80 feet increase in elevation - not pedestrian or bike friendly). The north central portion of the Triangle will be the largest new source of redevelopment (residential and commercial) with the most underutilized land area. A station in this area will encourage more residential development consistent with the city's goals for this immediate area. We would like to encourage you to consider adding or moving a station into the north central portion of the Triangle.

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RE: LIGHT RAIL – TIGARD TRIANGLE

MARCH 21, 2018

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Thank you for your time and consideration and we look forward to your response.

Sincerely,

72ND AVENUE PROPERTY LLC



Richard E. Cassinelli

DVKOCR LLC

alkeśh patel

Alkesh Patel

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COALITION FOR SW MAX RAILROAD OPTIONS

Preserving Land & Jobs

Coalition Members

Ascend Holdings
Atiyeh Bros.
Bonita Pioneer
Packaging
Burgerville
Curtiss-Wright
Gerber
Holiday Inn Express
Landmark LLC
Paul Schatz Furniture
Portland Clinic
Umpqua Bank
United Rentals

March 28, 2018

Members of the Steering Committee:

The Coalition for SW MAX Railroad Options appreciates the commitment and analysis conducted to recommend alignment options for the proposed light rail line through Tigard and onto Tualatin. The 12 businesses represented by the Coalition unanimously support the planning staff's recent recommendation to follow the railroad line from Downtown Tigard to Tualatin. We understand the review process is continuing and we will offer additional feedback during the 45-day comment period after the DEIS is released.

It was very affirming for the Coalition, that the engineers and planning staff concluded that the railroad route was the best route for the following reasons:

- **Faster travel time**
- **Best access to the residents and transit dependent people of Tigard**
- **Displaces fewer businesses and employees and provides for significant economic development along east boundaries and properties adjacent to the railroad**
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All members of our coalition remain committed to helping the Steering Committee, Community Advisory Committee, the City of Tigard and other Partner Staff, in any way we can, to support the IRP (Initial Route Proposal) all the way through the DEIS, selection of the LPA (Local Preferred Alternative), the FEIS, and on to the adoption into the RTP (Regional Transportation Plan).

We will continue to engage with stakeholders, attend meetings and offer the Coalition as a resource, if needed, during the remainder of the process.

Thank you very much,



Mark McGirr,
President, Atiyeh Brothers, Inc.



Dick Clark,
CEO, The Portland Clinic

From: [azreynolds](#)
To: [Southwest Corridor Plan](#)
Subject: Re: Late-March Southwest Corridor project update
Date: Tuesday, March 27, 2018 5:37:02 PM

Dear Southwest Corridor Plan,

I am assuming that you are aware that if you include Tigard and Tualatin in this plan they must get approval of their voting citizens .

They voted by sizable majorities that the people would have to vote on any light rail plans.

With the ridership as low as it is on the current rail systems, it seems ludicrous to make these plans and spend so much money until you know that the people, not just the Mayors or City Council's or local businessmen who stand to gain from construction monies, really desire the system.

Most of them do NOT.

Buses would be much more effective and save millions and millions of construction dollars.

Wanting what is best for our Oregon,.
Billie Reynolds
King City

From: [Michael Adams](#)
To: [Southwest Corridor Plan](#)
Subject: OHSU
Date: Monday, March 26, 2018 5:17:02 PM

I hope the committee is planning a tunnel that runs underneath OHSU and providing a large station so that Employees can easily access OHSU. This would provide a huge increase in ridership and financial boost for future enhancements.

From: [StevefM](#)
To: [Southwest Corridor Plan](#)
Subject: Vehicles VS. Light Rail, It is a Ridership Competition
Date: Friday, April 13, 2018 12:31:12 PM

Hello,

I just read it would take 26.5 minutes to travel between Portland and downtown Tigard on the light rail. This is much too long to compete with vehicular travel.

The drive from Hwy 217 to Portland is about 12 minutes. There is no competition in travel time between light rail and vehicles except during rush hours.

The inconvenience of mass transit coupled with slow transport time, promotes much lower ridership. People will stay in their vehicles.

What is the travel time between Portland and Bridgeport assuming no stops at all? This will give the best time possible with any route.

How can travel time be shortened? Use straight lines wherever possible and eliminate as many stops as possible.

How can the overall transportation system of roads and light rail be improved? By not allowing light rail to reduce the vehicular road capacity of streets.

The current plans ignore the fundamental ongoing competition between vehicles and mass transit. The overall transportation system capacity for the area will be reduced if Barbur is used for light rail at any point. Barbur is the relief valve for I-5 and light rail does not come close to replacing what it will take from Barbur unless the light rail is raised above ground the entire distance from Portland to Tigard.

All light rail stops between Barbur Station and Portland are already served by bus routes and should be eliminated. They are redundant. If light rail is to function as a bus, then use buses.

No less than 7 station stops should be eliminated based on available bus service. This will reduce travel time by upwards of 14 minutes between Portland and Bridgeport. It is important to account for the time it takes to slow down, speed up, and the stop itself when examining the time each stop contributes to travel time.

Eliminating the Tigard circle will significantly reduce travel time. It violates the straight line concept and leads to nowhere in particular unless it extends to Sherwood or Beaverton. Downtown Tigard simply cannot handle additional traffic without reducing the overall

transportation system capacity.

Washington Square, PCC Sylvania, OHSU will not have direct connections, so there is no point to pretend they will by adding station stops nearby when all these destinations are served by buses already. The first stop after leaving Portland should be the Barbur Transit Station (unless Hillsdale is served) and it should be accessed from below the lot. Barbur Blvd Transit Station should become a multi-story parking structure with light rail at its base which is level with I-5.

The second stop is debatable because of the need to improve I-5 and Hwy 217. A good location would be at what is currently the site for United Rentals off 72nd. To be most effective, access from HWY 217 would be needed as well as with 72nd. It is the straightest line to Bridgeport and eventually should be continued to Wilsonville.

Bottom line: to get people out of their vehicles and onto light rail, design light rail as fast and efficient because it badly loses the convenience competition with vehicles. The current set of plans violate overall transportation system capacity concepts, the shortest route design, and treats light rail as another bus line. Those living close to Portland don't need light rail as they have extensive bus routes to chose from. Light rail should be about moving people from Portland to single points in Tigard, or Tigard to Tualatin, and eventually Wilsonville or Sherwood. Everything in-between should rely on buses, not light rail behaving as a bus.

Thank you.

From: [feedback](#)
To: [Southwest Corridor Plan](#)
Subject: FW: Mass transportation/Southwest corridor
Date: Tuesday, May 01, 2018 8:27:35 AM

From: Betts
Sent: Tuesday, May 01, 2018 7:28 AM
To: feedback <feedback@oregonmetro.gov>
Subject: Mass transportation/Southwest corridor

New feedback form submission: submitted on Tuesday, May 1, 2018 - 7:27am

First name: Hella

Last name: Betts

Subject: Mass transportation/Southwest corridor

Comment or question:

I travel from my home on Barbur Blvd. every morning (5:30am to avoid traffic) to my S.E. warehouse . My suggestion would be-develop light rail from downtown Pld to the coast (with one or two transfers) this can be done . As an Austrian(many hills & mountains) you can live without a car and go anywhere you wish. This would solve parking and congestion. METRO NEEDS COURAGE!

Group Meetings and Tabling Events 2018

	Event	Date	Location	Metro Staff	Other Staff/CAC
1	Tigard Leadership	1/8/2018	Tigard Public Works Auditorium	Eryn Kehe	Jennifer Koozer
2	Tabling at Assaber Masjid	1/26/2018	SW 43rd Ave, Portland, OR 97219	Eryn Kehe Chris Ford Ambar Espinoza	
3	Community Alliance of Tenants event in Tigard	1/30/2018	St. Anthony Church, Tigard	Eryn Kehe Ambar Espinoza	
4	Hillsdale Neighborhood Assoc	2/7/2018	2201 SW Vermont St, Portland		Jennifer Koozer
5	Momentum Alliance discussion group	2/24/2018	PCC - Sylvania	Eryn Kehe Samuel Garcia Chris Ford Brian Harper Ambar Espinoza	Jennifer Koozer
6	Tigard Buisness Breakfast	3/22/2018	Tigard Town Hall	Metro - Eryn, Matt	TM - Jennifer, Wendy, Amy CoTi - Lauren, Shawn, Dillon
7	Unite Oregon meeting	4/3/2018	St. Anthony Church, Tigard	Chris Ford Ambar Espinoza	Jennifer Koozer Wendy (TriMet)
8	SW Portland Neighborhood Association leaders	4/4/2018	Mult Arts Center	Eryn Kehe Matt Bihn	Jennifer Koozer Brenda (TriMet)
9	South Portland Neighborhood Assoc.	4/4/2018	PBS offices (Corbett)	Eryn Kehe Matt Bihn	Brenda (TriMet) Teresa (PBOT)

10	SWNI Transportation Committee	4/16/2018	Mult Arts Center	Eryn Kehe Matt Bihn	Brenda (TriMet) Amy Fandich (TriMet) Teresa (PBOT)
11	Hillsdale Neighborhood Association	5/3/2018	The Watertower housing	Eryn Kehe, Michaela Skiles	Brenda Martin, John Gillam
12	Tigard Transportation Advisory Committee	5/3/2018	Tigard City Hall	Matt Bihn	Jeb Doran
13	Washington County Coordinating Committee	7-May	Beaverton Library	Matt Bihn	
14	SPNA subcommittee	8-May		Matt Bihn	Jennifer Koozer
15	Tigard Town Center Advisory Commission	9-May	Tigard City Hall	Chris Ford	Jeb Doran Jennifer Koozer
16	Elmhurst neighbors	10-May	a home on Elmhurst	Eryn Kehe	Jennifer Koozer Lauren Scott
17	Masjid As Saber (Mosque)	11-May	Masjid As Saber	Eryn Kehe Ambar Espinoza	Joan Fredrickson Brenda Martin
18	CAT hosted - SW Equitable Housing event	5/13/2018	Markham Elementary	Chris Ford Bob Stacey	Wendy Serrano, TriMet