



Public Input

October 11 through November 2, 2017

November 2, 2017

The following pages document public input received since the last report released October 10, 2017. 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 to protect the privacy of participants.



The Coalition for SW MAX Railroad Options (C2/C4) represents 13 established businesses and property owners in Tigard that are at risk of displacement in four of the six proposed alternatives outlined in the Light Rail Plan.

Coalition Members

Ascend Holdings
Atiyeh Bros.
Burgerville
Curtiss-Wright
Gerber
Holiday Inn Express
Home Depot
Marriott Courtyard
PacTrust
Paul Schatz Furniture
Portland Clinic
Umpqua Bank
United Rentals

More about the coalition members:

(Preliminary Survey Results – data from 9 of 13 businesses)

56%
22 % have been in business 10+ years -
44% for 25+ years

89%
provide consumer/commercial services or retail goods

Over 55% serve 15,000 or more customers each year

89%
employ 11 or more employees - 33% have 50 or more

56%
reported annual revenue of \$5 million or more

Coalition Contact

Debra Dunn
Synergy Resources Group
971-202-7262 or

debra@synergyresourcesgroup.com

While we realize the need to enhance the transit opportunities in the area to prepare for living and working conditions expected in the future, it's also vital to recognize the needs of those already committed to the community. We acknowledge that the SW Corridor plan supports the Tigard Triangle Strategic Plan and the Tigard Downtown Vision by anticipating transportation demands from the projected growth in population and employment. Specifically, the current transit project will:

- Offer communities such as Tigard the ability to bring high quality transit to already congested corridors, an effort that would otherwise be difficult to achieve with limited city resources.
- Enhance existing jobs, housing and educational prospects and create new opportunities for commercial, housing and recreational development adjacent to transit.

The Coalition supports public transportation that benefits our community partners, employees and the customers we serve. Unfortunately, light rail options C1, C3, C5 and C6 will require coalition members to permanently close or relocate, causing a serious disruption to both business activities and our employees livelihood.

Alternatively, the Coalition supports **Railroad options C2 and C4** as they will reduce the impact to the businesses and properties located along I-5. *Therefore, we recommend that the jurisdictions in the affected area, along with the SW Corridor Steering Committee, the SW Corridor Community Advisory Committee, the TriMet Board and the Metro Council, join us in supporting Railroad options C2 and C4 in the Initial Route Proposal (IRP), Environmental Impact Study and, ultimately, the Local Preferred Alternative (LPA).*

The Coalition supports these Railroad Options for the following reasons:

- **Reduces Project Costs.** Right-of-way already exists and is used by the railroad to move freight and as a commuter line for WES (Westside Express Service), serving Beaverton, Tigard, Tualatin and Wilsonville. Plus, it mitigates the significant costs involved with acquiring property along I-5.
- **Shorter Travel Time.** PSU to Bridgeport is one minute less than the I-5 alignment.
- **Ridership.** Railroad alignment (C2/C4) and I-5 alignment offer comparable ridership.
- **Access to Transit dependent people.** Railroad alignment offers the best placement for most lower income residents, who represent the largest portion of rail transit users.
- **Economic Development.** A Railroad alignment would offer increased economic development from Hwy 217 to Bridgeport through private sector investments, creating more local jobs using light rail line. An I-5 alignment would end businesses and jobs in existing fully developed areas through planned 56 acres or more eminent domain property acquisitions.
- **Jobs Impact.** Some businesses will elect to leave Tigard if the I-5 alignments are selected, impacting existing customers and employees leading to the loss of quality, well-paying jobs provided by businesses located in the I-5 alignment options.

The Coalition supports **Railroad options C2 and C4** as outlined in the current Light Rail Plan. We look forward to working with stakeholders and being part of the solution as the plan moves forward.

From: [David Atiyeh](#)
To: [Southwest Corridor Plan](#)
Cc:
Subject: Low income ridership- Bonita Rd. station options
Date: Monday, October 16, 2017 3:06:42 PM

As the recent attached article describes, ridership has dropped in the Tri-Met system due higher housing costs, incomes and related factors. Lower income riders are not being served as well.

http://www.oregonlive.com/commuting/index.ssf/2017/09/trimet_report_rising_housing_c.html

The Decision Briefing Book- "Along the Railroad or I-5 in Tigard?", dated May 18, 2017, on page 4 covers information about the 2 Bonita Rd. station location options. Per this section, the I-5 route might better serve the rich people ("employment and multi-family housing east of I-5") on the pricy Lake Oswego side of the freeway, while the Railroad route would "better serve the multi-family housing west of the railroad tracks in Tigard". What is obscured by this verbiage, and what needs to be clearly and publicly stated, is that this housing along the Railroad route is low income and serves many Hispanic residents. These are specifically the citizens who will use and need public transportation like MAX; read the attached article again.

In the end, of all criteria, isn't public transportation about serving people who benefit most from it? This is one of the primary reasons why our company and other members of the Coalition for SW MAX Railroad Options support the "Railroad alignment" route south of Tigard. Just watch as ethnic kids come off the school bus in the afternoon on the west side of the tracks, or compare the rent and home prices between these 2 areas which are less than ½ mile apart. It is a completely different world.

[Note: This information was also submitted by email on October 12 to Eryn Kehe, Metro Councilors Stacey and Dirksen, Leah Robins with Tri-Met, and Chris Ford with Metro. We want this to be part of the SW Corridor public record, including for the Community Advisory and Steering Committees, and therefore have submitted our comments through this site as well]

David Atiyeh



Sales: Oriental Rugs | American Orientals Rugs | Wall-to-Wall Carpeting | Custom Area Rugs | Padding | Stair Runners & Rods
Services: Rug Cleaning | Residential & Commercial Carpet Cleaning | Furniture Cleaning | Rug & Carpet Repair | Rug Appraisals



UMPQUA
BANK

17 OCT 2017

Community Advisory Committee,

MY NAME IS TONY BAILEY, SVP, REAL ESTATE, FACILITIES AND CORPORATE PROCUREMENT OFFICER FOR UMPQUA BANK. WE HAVE A RETAIL BRANCH AND HOME LENDING CENTER ALONG I-5 BETWEEN BONITA RD AND CARMEN DR. PLEASE NOTE THAT FOUR OF THE SIX PROPOSED LIGHT RAIL ALIGNMENTS WOULD GREATLY IMPACT OUR BUILDING, PROMPTING SIGNIFICANT CUSTOMER IMPACT.

WE RESPECTIVELY ASK YOU TO CHOOSE THE LIGHT RAIL ALIGNMENTS (C2) AND (C4) ALONG THE RAIL WAY LINES.

THANK YOU FOR YOUR CONSIDERATION,
Tony Bailey

From: [Eryn Kehe](#)
To: [Southwest Corridor Plan](#)
Subject: Fwd: RE: Max line
Date: Wednesday, October 18, 2017 11:03:35 AM

From: John Cook
Sent: Wednesday, October 18, 2017 10:29 AM
To: 'Kevin Settelmeyer'
Cc: Lucy Folau
Subject: RE: Max line

Thank you Kevin, I appreciate hearing from you.

I'll copy your message to Metro to share with the rest of the Southwest Corridor Steering Committee members.

I appreciate the time you took to share your thoughts and hope you will continue to follow the project. Metro's website is a great place to track the project's overall progress – check out <http://www.oregonmetro.gov/public-projects/southwest-corridor-plan> to learn more.

Have a good day,
John L. Cook, Mayor
City of Tigard

Original Message-----

From: Kevin Settelmeyer
Sent: Wednesday, October 11, 2017 4:58 PM
To: John Cook <MayorCook@tigard-or.gov>
Subject: Max line

Hello Mayor Cook. I just wanted to send you a quick email to implore you to do all you can to avoid the Max line coming through Tigard. Particularly, the area that the WES currently utilizes. Make no mistake, if the Max line comes through Tigard, the Fanno Creek trail will become a tent city for the homeless. I've already had to contact the police about illegal campers in the Fanno Creek wetlands. One of the Tigard police officers stated that if the Max line comes through here, "It will change everything". Once the ball get rolling, it will be near impossible to stop and the Fanno Creek Trail and downtown Tigard/Burnham will become an eyesore. Thank you.



6600 SW Bonita Rd
Tigard, OR 97224
503-620-6600

www.paulschatzfurniture.com

Members of the SW Corridor Community Advisory Committee

October 18, 2017

My name is Paul Schatz III and I represent Paul Schatz Home Furnishings. We have been in the Portland Oregon area since 1919 when my grandfather started our company. Our company is a member of the Coalition for SW MAX Railroad Options which supports the compelling advantages of using existing railroad right of way in the "Railroad alignments" being proposed. We strongly oppose the "I-5 alignments" that are also being considered as it would harm existing developed companies such as ours which would result in loss of jobs, loss of revenues for Tigard and surrounding areas.

Over the years our company has been located all over the Portland area, my grandfather built his first new store in the Hollywood district in 1939, at the time that area of Portland was where most of our customer base was located. As the years went on, a large percentage of our customer base moved to the west side and it became apparent that we were no longer convenient to our customers, so in 1973 we opened a store out in Tualatin where Cabela's is now located, on a land leased property owned by the Nyberg's. In 1985 we moved out of the Hollywood store and relocated in Delta Park on land leased property owned by Tom Moyer. The moral to this story is that we never owned our locations. So in 1997 we had the opportunity to purchase a permanent location that we could build on for our family's future and that is where we are located now, just south of Bonita Road next to I-5.

We specially targeted our location to be adjacent to other retailers in the home furnishings area. It was known at that time that the Ethan Allen store had been, consistently, the number one Ethan Allen store in the country. Similarly Norwalk furnishings (which was located where currently Trader Joes is) was also consistently number one in the nation. After closing both of our old locations and moving to our current Bonita / I-5 location, we did more volume in that single store than we did in both old stores combined in the first year. This area, between Bonita Road and Carmen Drive / Upper Boones Ferry is magical. Most likely Trader Joes and Home Depot stores rate very high in their company's performance metrics.

The Railroad alignments provide shorter travel times, have roughly the same ridership, provide for significant additional economic development opportunities without disrupting the existing I-5 business development, brings additional jobs to the area and provides the best access for lower income populations that depend on access to transit.

The I-5 alignments would put a station and park & ride where we exist today. The thought of losing this location is devastating to our family, and to all the other businesses that have moved to this location for similar reasons. These properties are irreplaceable. I hope the decision makers recognize the value that all of our businesses bring to the community and specifically the Tigard, Tualatin communities. We understand that the rail option has its own set of issues, but it would be the least disruptive route and I can't help but feel it would be far less costly. Please stand with us choosing the Railroad alignments and saving these established businesses on the I-5 route.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul Schatz III".

Paul Schatz III



Home Furnishings

6600 SW Bonita Rd
Tigard, OR 97224
503-620-6600

www.paulschatzfurniture.com

Members of the SW Corridor Steering Committee

October 18, 2017

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Sincerely,

Paul Schatz III

Oct. 23, 2017

Dear SW Corridor Steering Committee members:

The Portland Clinic is a locally owned medical provider that has served the local region with quality health care for nearly 100 years. We have had one of our six branch offices along I-5 between Bonita Road and Carmen Drive since 1991.

DOWNTOWN
800 SW 13th Avenue,
Portland, OR 97205
Ph 503 221 0161

According to the four of the six proposed alignments, our three-story building with 40,000 square feet would be demolished to make way for the Southwest Corridor Light Rail line.

BEAVERTON
15950 SW Millikan Way,
Beaverton, OR 97003
Ph 503 646 0161

Because of that potential, The Portland Clinic has joined with 13 other businesses along I-5 that would be adversely affected to form the Coalition for SW MAX Railroad Options.

SOUTH
6640 SW Redwood Lane,
Portland, OR 97224
Ph 503 620 7358

We respectfully ask you to choose the Light Rail alignments C2 and C4 along the railway lines.

TIGARD
9250 SW Hall Blvd,
Tigard, OR 97223
Ph 503 293 0161

The Portland Clinic believes removing our medical offices along I-5 would have unintended negative consequences on the health and wellness of the Tigard and Tualatin area.

COLUMBIA
5847 NE 122nd Avenue,
Portland, OR 97230
Ph 503 256 3401

Currently, we serve 6,000 east Washington County patients from our medical office along I-5. Many of the most vulnerable patients are senior citizens from nearby Summerfield and King City.

EAST
541 NE 20th Avenue, Ste 210,
Portland OR 97232
Ph 503 233 6940

If forced to move, The Portland Clinic would have no guarantees finding an affordable and suitable replacement in the area. Our patients would have to find their health care elsewhere in a time when primary care is at premium because of physician shortages.

ALBERTY SURGICAL CENTER
9100 SW Oleson Road,
Tigard, OR 97223
Ph 503 445 9066

There would be ripple effects on other Tigard area health care providers for cancer care and imaging that are part of our referral network.

APPOINTMENTS
Ph 503 223 3113

Our branch closure would also affect about 80 health care professionals at this branch, many of whom live in the surrounding area and support the community through taxes and volunteerism.

VANCOUVER DIRECT DIAL
Ph 360 693 3532

The Portland Clinic is a solid corporate citizen of Tigard and Tualatin. We have offered financial support to the Good Neighbor Shelter for the homeless.

We are active members of the Tigard Chamber of Commerce. And we are starting to offer free medical care through Project Access Now and Compassion Clinics held this year at Tigard High School.

We feel Tri-Met and Metro have a viable alternative with the railroad alignment, which would not disrupt the area's health care and a group of strong businesses along I-5.

Thank you for your consideration.

Sincerely,



Dick Clark, CEO
The Portland Clinic

Date: 10/24/2017

From: Landmark Lane LLC.
2480 NE Century Blvd.
Hillsboro, Or., 97124

To: SW Corridor Steering Committee

Re: SW Corridor Light Rail Project

As a representative of the partners of Landmark Lane LLC I am writing to you to register our strong opposition to the "I-5 alignment" as a route for your light rail project, and our support for the "Railroad Alignment" route which we believe to be a much better option. Overall project cost, disruption to businesses, and loss of jobs in the area caused from businesses being relocated out of the I-5, Hwy 217 triangle.

Our 92,000 sq. ft. building on a five acre lot is located at the west end of Landmark Lane, and houses a tenant who has been in operation in the building for 17 plus years. The I-5 alignment takes the light rail track directly through the center of our building as it leaves the current rail corridor, and proceeds east to the I-5 alignment before turning south. Conversely the Railroad alignment seems not to cause any disruption to their operation, nor cause them to incur any cost for business relocation.

Similar relocation costs, and or disruptions are imposed on at least fourteen other businesses in the area as a result of the I-5 alignment. In addition, jobs, commerce, and resulting revenue will be lost in the area as a result of the relocation of companies currently in the path of the I-5 option. Conversely there would be minimum disruption, and job migration resulting from continuing the light rail along the existing railroad line.

For these reasons we strongly recommend to the Committee that you support options C2, or C4 (Railroad Alignment) as your choice for the new light rail path. It simply makes common sense from all angles!

Regards,



Glenn Hayter, Partner
Landmark Lane LLC

From: [Elly B.](#)
To: [Southwest Corridor Plan](#)
Subject: SW Max
Date: Wednesday, November 01, 2017 6:34:48 PM

Hello,

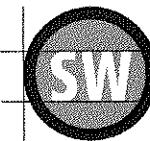
Thanks for sending the info and requesting my comments. However, I couldn't get past your map. When I clicked on "comment" it took me back to the map. Over and over again.

This is what I'd like you to know: We need rapid transit from downtown Portland to SW Portland, Tigard, Tualatin, and all the way down to Salem. Many people who work in Salem live in Portland and points in between. We need a transportation system to get their cars off the roads.

Also, please know that if you want people to use the new transportation system, they will need a safe place to leave their car. Please build enough Park and Ride lots to serve us all. It's ridiculous to have a MAX stop at the Oregon Zoo and discourage people from driving there to use it. Someone flunked out of planning class that day. You can do better for those of us living in the SW Corridor!

Thank you.

Elly B.



GREAT PLACES

SW Corridor Plan

Tell us what you think! Please write clearly.

Name

Kristina Oster

Email

KRISSEY.SPIKE.4.LIFE @ GMAIL.COM

Add me to the email update list



Yes



No

I'm already on it

YES PLEASE MAKE A MAX TO SW PORTLAND MY
STORAGE IS AT BARBIE, I USE A LARGE SHOPPING
CART TO LUG MY TABLE & JEWELRY AND/OR TENT
FOR SLEEPING IT IS DIFFICULT ON BUS. PLUS I'M
DISABLED SOMETIMES LOTS OF PAIN W/ M.S. IF PEOPLE
WON'T MOVE SO I CAN SIT WHEN I NEED. THEY ARE
TIED TO SO JUST WANT TO SIT MAX MAKES
MORE SPACE :)

SWCorridor

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1,995 people reached View Promotion

Like Comment Share SW

Mark Lind, Malu Wilkinson and 8 others Chronological

12 Shares

Lara Jones I'm not seeing the map, and where to indicate my choice of route please... Like · Reply · Message · 23 hrs · Edited · View previous replies

SWCorridor The meetings this year have been committee meetings. They aren't filmed. Next spring we will plan several public meetings to collect feedback before decisions are made. We'll plan childcare for those. What locations are most convenient for you? Like · Reply · Commented on by Eryn Deeming Kehe [?] · 18 hrs · View more replies

Denise Whitney Stay off Barbur blvd. Run it down I-5 and no stops on sw *** 53rd of up SW 53rd sending thousands of students up 53rd in any fashion through a quiet neighborhood. Like · Reply · Message · 2 · 21 hrs

Denise Whitney Don't see options just map. How do you vote Like · Reply · Message · 20 hrs · View previous replies

SWCorridor I'm so sorry for the trouble you are experiencing. If you have time, try a computer or email us at swcorridorplan@oregonmetro.gov. No decisions are being made about shuttles to PCC at this time. Like · Reply · Commented on by Eryn Deeming Kehe [?] · 18 hrs · View more replies

Rick Kappler Walk bridges are needed over I-5. Like · Reply · Message · 1 · 16 hrs

Matt Bodall Jennifer Irwin we're going to have a max line running by us at some point in the future Like · Reply · Message · 1 · 6 hrs

Write a comment... See All

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printed 11/2/17

Group Meetings and Tabling Events					
27	Welcome back student BBQ (PCC)	10/11/2017	PCC Sylvania campus	Matt Bihn Eryn Kehe	Jennifer Koozer Talked to 30 students. Everyone was excited about the project and said they would likely ride it.
27	SW Corridor Equitable Housing Learning and Sharing session	10/14/2017	Markam Elementary School	Samuel Garcia Chris Ford Eryn Kehe Councilor Stacey	Jennifer Koozer
28	Intertwine Alliance Fall Summit	10/18/2017	Oregon Zoo	None	Poster session
29	Tualatin Chamber of Commerce Transportation Breakfast	10/24/2017	Tualatin Country Club	Malu Wilkensen	Jennifer Koozer Tom Margraf
30	Transit Center outreach	10/31/2017	Barbur Transit Center	Samuel Garcia	Jennifer Koozer Distributed 80 cards with the map tool url Received one comment card (shown below) Name: Kristina Oster Email: \ Comment: Yes please make a MAX to SW Portland my storage is on Barbur, I use a large shopping cart to lug my table and jewelry and/or tent for sleeping it is difficult on bus. PLUS I'm disabled sometimes lots of pain with M.S. and people won't move so I can sit when I need. They are tired, too, so just want to sit. MAX makes more space
31	Transit Center outreach	11/1/2017	Barbur Transit Center	Samuel Garcia Eryn Kehe	Distributed 150 cards with the map rool url.