Public Input
February 5, 2018 through March 2, 2018

March 2, 2018

The following pages document public input received since the last report released February, 2017. Content includes copies of letters, emails, relevant Facebook comments and comment forms received. Personal information such as email addresses and phone numbers have been removed in some cases to protect the privacy of participants.

From: ed gorman
Sent: Tuesday, February 13, 2018 8:51 PM
To: Trans System Accounts
Subject: comments on Southwest Corridor Design

I asked Alan Lehto Senior Planner at TriMet for the comparative costs of constructing the rails in a subway configuration, a ground surface configuration, and an elevated configuration. He replied the subway model was far more expensive than either the ground surface or the elevated model.

Comparing a ground surface and elevated construction provided different results dependent on variables. Per Alan, in an undeveloped area the cost for an elevated system was roughly three times greater than a ground surface system. However, in a developed environment the costs were roughly the same.

I recommend that an elevated system be considered for the SW Corridor for these reasons:

- the pathway for the SW Corridor is predominantly a developed environment thus the costs would be somewhat equal
- safety
    - eliminates crossings for vehicles, bicyclists, pedestrians etc. Therefore reduces potential for serious or fatal collisions between trains and

      others

- eliminates congestion
    - the single greatest drawback to the existing system is the bottleneck that is downtown Portland. This could have been eliminated if an elevated

      track had been constructed through downtown Portland i.e more cars per train, faster speeds
    - an elevated system down Barbur and elsewhere provides the following advantages:
        - The space between the columns can support turn lanes for intersecting streets rather than having a ground surface rail walling off intersecting streets
        - power substations can be located in the area beneath the tracks thus saving utilization of valuable property adjacent to the roadway.
- better maintains traffic flow on existing roadway
- allows trains to travel at maximum operating efficiency, providing a better experience for the transit agency and passengers
- incorporate a bicycle protected pathway with spiral enter/exit ramps at intervals into the elevated system to encourage and enable higher bicycle commuting participation
    - if suspended below the tracks it would provide a sheltered path and enhance rainy weather activity
    - or
    - utilize straddle bents to support the deck. This would allow a dedicated bike lane down the center of the roadway which would eliminate the need for valuable space on the outside edges of the roadway

thank you

- Ed Gorman

Feb. 27, 2018

Metro
600 NE Grand Avenue
Portland, Oregon 97232

To: The Southwest Corridor Steering Committee

Re: National University of Natural Medicine: The Impact of the Naito Parkway Alignment

Dear Steering Committee Members:

On behalf of the National University of Natural Medicine, the nation's oldest and foremost accredited medical university for natural medicine, I am writing to request your support for the Southwest Corridor Plan's Naito Parkway alignment, now under consideration.

Naito Parkway: An Opportunity to Fix Outdated Transportation Planning
The initial transportation plans for Naito, developed in the 40's and 50's, effectively cut the Lair Hill neighborhood in half and inadequately positioned Naito to handle the population growth and increased traffic of the future.

National University of Natural Medicine (NUNM) has a keen interest in transportation issues within the South Portland area, the location of our university campus. NUNM's five-acre footprint is a virtual island surrounded by a maze of roadways with high-volume, high-speed traffic on all sides, from Naito Parkway to the west and Kelly Avenue to the east and north. Traffic from the Ross Island Bridge also defines our south campus boundary.

Pedestrian access to our campus is not only difficult, but also dangerous. There are no stoplights surrounding our campus. The one flashing-light crossing on Kelly is often ignored by drivers. As well, the Naito Parkway footbridge is eschewed by many pedestrians due to its long and cumbersome access ramps and switchbacks that are not ADA compliant. This indirect access to and from our campus unfortunately results in pedestrians routinely risking their lives by dashing across Naito.

Growing Student Enrollment, Increasing Volume of Clinic Patients
NUNM's campus population, along with the numbers of NUNM Lair Hill Health Center patients and visitors, has been steadily growing for the past 10 years. Our Master Plan was approved by the City of Portland in 2012. Originally established as a naturopathic medical school, NUNM accredited programs now include two doctoral, six master's, and three undergraduate degrees. For our 2017-2018 academic year, the university has:

- 623 graduate and undergraduate students;
- more than 400 faculty and staff; and
- an on-campus health center with more than *15,000* patient visits per year. (We also have a health center in Beaverton and seven community clinics throughout the Portland metro area, where we have 15,000 additional patient visits.)

Light Rail on Naito: Use of Public Transit by NUNM Community
Parking on our urban campus is limited. Many of our students, staff, faculty and patients use public transit to get to campus. NUNM provides discounted TriMet passes for its staff, faculty and students—approximately half of our students have TriMet passes. (We have no reliable data on the number of patients who come to our health center by public transit, but parking is restricted and anecdotally, many patients report using public transit.) We anticipate a much higher reliance on public transit if light rail is built along Naito, across from our campus.

Access to campus is difficult at best, and, as mentioned earlier, the safety of pedestrians and bicyclists to and from our campus via the Naito Parkway crossing is compromised daily as they attempt to cross Naito—a virtual highway on our western border. The potential for serious bodily harm posed to the members of our community is great and has been a persistent cause of concern for many years. The complexity of transportation issues surrounding our campus are compounded by the fact that ODOT and PBOT have jurisdictional oversight of the various roadways.

Naito Parkway was never designed to be the super highway that it has become. In any number of transportation discussions with Metro and PBOT, it seems very clear that the SW Corridor project may be the last, best opportunity in decades to fix a roadway that is increasingly dangerous to pedestrians and drivers, and poses severe access issues.

Although the costs of creating the light rail line may be higher on Naito, we believe the benefits over time will far exceed the costs. The Naito alignment offers an important opportunity to correct a poorly designed arterial road that will affect many people beyond our campus community. We urge you to please lend your support for the Naito Parkway alignment.

Most sincerely,

Marilynn S. Considine
Director, Public Relations & Communications
National University of Natural Medicine