



## SW Corridor Light Rail Project Community Advisory Committee (CAC)

Thursday, February 6, 2020, 5:30-7 p.m.  
Tigard Public Works Auditorium  
8777 SW Burnham St., Tigard

### Meeting Summary

#### Present

Rachael Duke – Community Partners for Affordable Housing (CPAH)  
Ethan Frelly – Tigard Chamber of Commerce, business owner  
Bill Garyfallou – Property/business owner  
Michael Harrison – Oregon Health & Sciences University (OHSU)  
Bob Ludlum – Washington County resident, Veteran’s advocate  
Melissa Moncada – Engineer, West Portland Park Neighborhood  
Julia Michel – Portland State University (PSU)  
Rebecca Ocken – Portland Community College (PCC) Sylvania Campus  
Ramtin Rahmani – Tigard resident, bicycle commuter to OHSU  
Elise Shearer – Tigard Transportation Advisory Committee, St. Anthony Parish  
Eric Sporre – PacTrust  
Lindsey Wise – Tigard Transportation Committee, transit commuter to PSU

#### Not Present

Chris Carpenter – Oregon & Southern Idaho District Council of Laborers  
Debra Dunn – Synergy Resources Group Business Consultant  
Calista Fitzgerald – Designer, Former Tigard Planning Commission Chair  
Angela Handran – Tualatin renter Transit commuter to PSU  
Chad Hastings – CenterCal Properties Bridgeport Village

#### Welcome & Introduction

Brandy Steffen, JLA

Brandy reviewed the agenda and asked the public in attendance to address comments or questions during the public comment period, or speak with TriMet staff in the hallway. The CAC introduced themselves. TriMet staff present were Scott Robertson (SW Corridor Design Manager), Fiona Cundy (Urban Design Project Manager), Libby Winter, Amparo Agosto, and Josh Mahar (Community Affairs Representatives).

#### Public Comment

Two members of the public addressed the committee: John Smith and Art Lewellen.

**John Smith** lives in Durham. He commented how important it is to have this project include continuous sidewalks on 79<sup>th</sup> Avenue near the proposed Bonita station, especially considering how close it is to Durham Elementary School and is within the walk zone. He asked about traffic study findings. He also emphasized how traffic is already bad in Durham: it takes 15 minutes to

go a mile and 45 minutes to get to King City, which is only a couple miles away. He would like to know what the stops and projected stop times will be for transit in this area because he is concerned traffic in this area is already much worse than it was expected to be.

**Art Lewellan** brought materials to submit to TriMet. He has been an advocate for light rail since the 1990s and seen the processes unfold for previous light rail lines. He expressed how he is adamantly opposed to this project because he believes it is engineered poorly and the development potential is exaggerated. He is concerned this project will make traffic worse and produce more accidents on Barbur Boulevard, rather than reduce them. He would like to see TriMet explore the potential for a bus system along Barbur Boulevard.

## Public Engagement Updates

**Josh Mahar and Amparo Agosto, TriMet**

Josh opened with a brief fly-through video of the SW Corridor project area, which TriMet released in preparation for the February/March outreach activities. Josh confirmed that the online survey closure date will now be March 27, as requested by committee members in January 2020.

Amparo explained how TriMet has been working with Centro Cultural to conduct Limited English Proficiency (LEP) community engagement in multiple languages. She explained this outreach will be done in partnership with organizations already working with communities of interest who will gather feedback and report back to TriMet. She expects this process should be completed around the end of March. TriMet will distribute information about the results of this outreach and will report back to the committee in April.

## Conceptual Design Report Overview

**Fiona Cundy, TriMet**

Fiona gave a broad overview of the Conceptual Design Report (CDR), explaining its purpose and overview of the design elements included. She emphasized the overall vision of the project along with project principles and goals, as well as their associated benefits. She stressed how gathering community feedback will be an ongoing process and is essential throughout design finalization in the next few years. Key points of the presentation were:

- Project benefits go beyond light rail. The project will include adding 10 miles of sidewalks, 6 miles of improved bike facilities, 1.6 miles of transit-only lanes, and up to 2,000 parking spaces at designated Park & Rides.
- Metro modeling estimates about 37,500 trips per average weekday (mostly riders who access stations by foot, which reinforces the necessity of sidewalk improvements) by 2035.
- Project partners are, and will continue to, create accessible bicycle connections to and from stations.
- Regarding buses, there will be changes in routes to eliminate redundancies and enhance connections to stations. There will be a separate process that engages the community on finalizing these routes closer to the opening of the MAX line.

- Some riders do not have adequate access to transit options, so Park & Ride facilities will be included in the project that provide up to 2,000 parking spaces.
- Design elements and concepts for stations included in the CDR: station walls, light rail intersections, bike facilities and protected intersections, operations facilities, stormwater features, urban design elements, overhead structures, station platforms, and trackway and alignment. TriMet will also be considering alignment with existing transit and viaducts improvements.
- Improvements to Barbur Boulevard vary along the length of the corridor, but include: pedestrian crossings, bike facilities (shared streets, buffered bike lanes, and/or raised protected bike lanes), and protected intersections.
- The City of Portland is looking at what can be done with the redevelopment of Barbur Transit Center as part of the Inclusive Communities program.

## Questions & Discussion

Brandy Steffen, JLA

Throughout the meeting, committee members asked clarifying questions and expressed additional comments or concerns. Below are questions members asked during the presentation and during the question and answer period.

**Michael** asked about the stats for folks who would be taking the light rail all the way downtown.

**Fiona** clarified that, the number of riders are counted once when they get on the MAX and doesn't consider where riders are going.

**Bill** commented that there are many more members of the community who have influenced project over the past decade and wanted to see if there's any room to acknowledge them.

**Josh** replied TriMet looked into a more comprehensive acknowledgement, but the list was getting very long. However, the project team will consider for the final CDR.

**Elise** appreciated how project partners are prioritizing pedestrian connectivity and safety, especially regarding crossing Barbur Boulevard.

**Ramtin** commented on the elevated structure over I-405 and how there's no signal alignment for bikes.

**Fiona** responded that the bike facilities do not continue up 4<sup>th</sup> Ave into downtown because the light rail alignment is on structure through the tie-in, but that bike facilities at this location are being coordinated among the projects here (ex: Central City in Motion, Green Loop, etc)

**Lindsey** asked if there was a deadline for making the decision for the Marquam Hill Connector (either an inclined elevator versus bridge and elevator) and who would make that final decision.

**Fiona and Scott** replied they are both included in the Environmental Impact Statement (EIS) and TriMet will quantify the impacts (e.g. tree impacts, walking distance, etc) in the Final EIS. The final decision will be made by the Federal Transit Administration (FTA) once they get feedback from all stakeholders. Metro will gather the comments and the FTA will make the final recommendation on the mitigations for each option, which then goes to the Steering Committee.

**Lindsey** asked if the bus routes on 4<sup>th</sup> Avenue will be different.

**Fiona** answered that, as planned, buses in the shared transitway will stop at Gibbs street and continue on the shared transitway to connect to the Portland Transit Mall (not up 4<sup>th</sup> Ave).

**Michael** asked about pedestrian crossing signalization and which kind would go where.

**Fiona** responded the mode is to be determined (flashing beacon, painted crossing, etc.), but that in most conditions it would be a full street crossing.

**Ramtin** mentioned closed road access along the railroad near Bonita and asked if there was an opportunity for cyclists access. He also wanted to know if the area south of Naito Parkway could have a buffered bike lane or maybe even curb protection that will help prevent cars from swerving into the bike lane when merging.

**Fiona** replied there is stair or ramp access for pedestrians where roadways are closed to vehicles, so both pedestrians and bikes can access. Project partners are continuing to explore options for Barbur north of Naito. (*Note: Fiona and Ramtin later clarified that the page cut symbols on the graphic were being misread on the graphic as road closures*).

**Scott** added that the City of Tigard is interested in making a multi-use path that will enhance bike and pedestrian facilities in Tigard and Tualatin, including streetscape improvements and the Bridgeport Transit Center.

**Ramtin** asked how they could create fewer traffic conflicts with bikes at the stations with Park & Rides- specifically at Barbur Transit Center.

**Fiona** answered that Park & Ride areas have two access points for cars to enter and exit, and that the designs on screen are snapshots with plenty of area for improvement through ongoing urban design. Because they are at the 10% design state, it is still very early and designs will continue to change.

**Bob** commented that he was aware of 230-300 units of affordable housing being planned in the corridor and asked if there are other opportunities for additional affordable housing.

**Rachael** added she was worried that the CDR does not mention affordable housing targets and that housing is only tied to Barbur Boulevard. She stressed the importance of having community equity goals that are prioritized in the planning and design stages. She wants to see actual commitments to how affordable housing is developed because the market will not take care of building housing for people who don't have the money. People who are living in unregulated affordable housing will get displaced and there are many opportunities along the corridor for providing affordable housing. She would like TriMet to state the goals, details of the number of additional housing units, and numbers of preserved housing units.

**Fiona** replied that the project partners know the region needs more housing and TriMet is trying to step into that role responsibly. TriMet will have specialists working with us to make and keep those commitments.

**Scott** added that project partners could have put more into the CDR about affordable housing. TriMet has started a process with firms around town who are putting together a plan to meet those regional goals. While that discussion didn't happen early enough to have in the draft

report, it will be in the final draft. Any property TriMet buys, the previous owner has the right to retain ownership of remaining parcels, so it's tough to be specific at this stage in the process

**Michael** [to *Rachael*] asked in what way the region hasn't made commitments to affordable housing.

**Rachael** answered there have been several meetings about equity targets and what's needed to move the needle, but the region hasn't made a concrete commitment or articulated explicit goals. Equity goals don't mean anything if you're not actively working to find places for people to live. There have to be strategies included.

**Elise** asked if the land TriMet purchased could be set aside for affordable housing if the property owner didn't buy it back. She also wondered if Metro set aside bond money for affordable housing and when can they expect to have solid commitments from Metro on setting land aside for affordable housing.

**Scott** replied TriMet is meeting monthly to discuss these kinds of things. The available housing bond money has to be committed by 2027 and they won't know how much of the property will be available by then.

**Bob** commented that TriMet seems like an outlier compared to other regions where transit authorities can do more with affordable housing and wondered how TriMet could leverage their money.

**Brandy** replied that TriMet has looked at case studies with other agencies.

**Scott** responded that the consultant, EcoNW, is analyzing opportunities for affordable housing development in the corridor, but it's not on the same level as New York or Boston because of the lower population density in this area. TriMet recently hired a new transit-oriented development (TOD) specialist to help them with this goal.

**Bill** provided a private investment angle to Rachael's issues regarding affordable housing. There's a waiting list for affordable housing and there are homeless people in the area. These concerns are important. Development companies want to build units but the bottom line is always when the money will come in; they want to know whether or not the bond passes before they commit. Third parties want to see real investment before agreeing to build the units. The question to the committee should be: how do we sell this to the public so we get a bond measure successfully passed? He would like to discuss this at the next meeting.

**Brandy** clarified that Bill is interested in getting an update on the Metro Transportation bond measure. As well as understand how Metro is talking about the measure with the public to gain support.

**Bill** responded he wants to know the budgetary hot spots and how they could influence this design, and how the committee can sell it to the public. The Final EIS will be published in June 2020, so he also wants to know whether the design will address traffic and engineering issues (such as the traffic issues in Durham).

**Fiona** answered the Final EIS will respond to all public comments, identify mitigations the project could put in place, safety concerns, traffic impacts, etc.

**Josh** added the Steering Committee's goal is to make decisions that relate to budgetary issues and at this point TriMet doesn't have that information.

**Ramtin** asked why the 53<sup>rd</sup> Avenue station could not be considered for housing and why TriMet didn't extend the buffered bike lanes south to 53<sup>rd</sup> Avenue.

**Elise** called attention to page 74 and asked about a column inconsistency. She was concerned that station access project 27, Bonita Sidewalks and Bikeway was labeled as "no" under equitable access.

**Fiona** replied that may be a typo. TriMet will evaluate and follow up with the committee about what was intended to go in that column.

**Josh** told the committee there will be more information at the February 12 Open House at Multnomah Arts Center and the February 25 Open House at the University Place Conference Center . Project staff who can answer more detailed questions will be present.

**Brandy** thanked the group and reminded them the next meeting will be Thursday, March 5 from 5:30 – 7:30 p.m., location to be determined but will not be at the Tigard Public Works Building.