

**SW Corridor Light Rail Project
Community Advisory Committee (CAC) – Meeting Summary**

**Thursday, March 7, 2019, 5:30-7:30 p.m.
Girl Scouts of Oregon and Southwest Washington
9620 SW Barbur Blvd, Room 220 (2nd Floor)**

Present

Chris Carpenter – Oregon & Southern Idaho District Council of Laborers
Rachael Duke – Community Partners for Affordable Housing (CPAH)
Debra Dunn – Synergy Resources Group Business Consultant
Ethan Frelly – Tigard Chamber of Commerce, Business Owner
Bill Garyfallou – Property/Business Owner
Angela Handran – Tualatin renter, Transit commuter to PSU
Julia Michel – Portland State University (PSU)
Melissa Moncada – Engineer West Portland Park Neighborhood
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

Absent

Calista Fitzgerald – Designer Former Tigard Planning Commission Chair
Chad Hastings – CenterCal Properties Bridgeport Village
Michael Harrison – Oregon Health & Sciences University (OHSU)
Rebecca Ocken – Portland Community College (PCC) Sylvania Campus

Welcome, introductions

Jennifer Koozer, TriMet Community Affairs Manager

Jennifer reviewed the agenda and gave a brief description of the meeting format.
Committee members introduced themselves.

- Ramtin Rahmani – would like to see more opportunities for walking and biking
- Lindsey Wise – advocate for greater transportation access and climate change goals
- Elise Shearer – representing Tigard Transportation Advisory Committee and St Anthony Parish; rides WES and MAX
- Angela Handran – Line 96 bus rider; eager for more transit
- Bill Garyfallou – Barbur Boulevard property owner since the 1980s
- Julia Michel – representing PSU and with a focus on diversity
- Chris Carpenter – representing labor interests: building and using the transit system
- Melissa Mondada – live, work, and commute along this line; have small kids; work as a structural engineer
- Eric Sporre – representing PacTrust, a developer and owner of many properties in the area
- Debra Dunn – own a business consulting firm in Portland; history with transportation planning and freight movement

- Ethan Frelly – representing Tigard Chamber; work in Tigard as a real estate agent

Jennifer explained to guests that the CAC is a committee of volunteers who provide comments and recommendations to staff and Steering Committee.

With a full agenda and 25 people signed up for public comment, Jennifer proposed options for ensuring all can be heard and the committee can complete its agenda. The group preferred to have each person speak for one minute and adjust the remainder of the agenda.

Public comment (also see written comments attached)

- Kevin Guinn with Girl Scouts – We’ve been involved with the Crossroads portion and we’ve been delighted by the comments and stakeholder engagement so far. We’ve been brought along transparently; we feel it’s going forward in the smartest way even though we’re directly affected. Thank you for keeping us informed. We’re happy with the process, even though we’re affected. Please buy cookies!
- Linda Palmer – I’m retired from OHSU and I live north of the 68th/OR 99W stop. I have a number of comments [provided in writing] but will discuss one due to the time constraint. There is a right turn from OR 99W that is at acute angle which makes for a poor view. Trucks drive over the curb and people don’t have safe access.

The remainder of the comments were about the potential 74th Avenue route option. Jennifer explained that TriMet has received over 200 emails from people concerned about potential impacts to The Circuit bouldering gym. There is also an online petition with over 600 comments. The emails focused on The Circuit being more than a gym, it’s a community; therapeutic for physical and mental health; nationally known facility that hosts competitions; used by families and kids. Most of the commenters support transit but were concerned about losing this community amenity. TriMet and The Circuit are planning a meeting for its members in April.

- Brad Satran – Please raise your hand if you oppose the 74th Ave alignment [about 50 people raised hands]. They aren’t going to read our emails, and this is life changing stuff. We deserve the time that the other alignments had.
- Dean Spradley – I’m opposed to 74th alignment. The Circuit is very inclusive; there is a sign at the front with inclusive messaging. It’s a very unique business and many people don’t know how big it is and how many people go there. We need businesses like that in Tigard. I’m 51 and it’s uncommon to participate in an activity with an 18-year-old, but that is common at the Circuit where all ages participate and the community wants that.
- Mark Pirsark – I’ve worked at Interstate Roofing for 10 years. I’ve known everyone since they started, and they employ 100 people. We can’t take transit because we need trucks with ladders and other equipment, but lots of employees live nearby and if we relocate, they can’t commute and it would negatively impact a good group. It’s about taking care of family; Interstate Roofing is like family.
- Andy Coleman – I’m the owner of Circuit and the property. I wish I had more time to talk about the complexity of this issue which is near and dear to so many people. I’ve

been operating for 15 years and only have three gyms because of the small number of suitable locations. There is little chance of relocation, I've been looking all over Portland since opening the Tigard location for expansion and I haven't found it. So, relocation is impossible.

- Kyh Holland – I'm an Interstate Roofing manager. You need to provide a supplemental EIS for 74th alignment before making a decision. At least 25 businesses or more will be forced to relocate, just because these buildings aren't fancy that will still be hard for them. We've heard that TriMet would help us relocate, but we just did a huge search for a new location and couldn't find anything suitable. So, we just built a new building here. Our business is built on referral and we can't move.
- Steve Stolze – I'm speaking about 74th Avenue. The first rule in business is location, location, location. We looked for a long time to find the location we are in. Our business is part of an older family's retirement plan. They will lose everything because there are wetlands on the other side and there will only be a sliver of land left. They will lose their life savings. We have 30 employees that come to work there.
- David Walshe - My dad's been at Interstate Roofing for 30 years. We make family wages and it's like a family and the owners are like a family. We deserve the same consideration as the other alignments.
- Danny Burkherd – Here are some facts about our community: we had over 300,000 visits last year, ages 2-80, more than 9,000 children, 130 children parties, lots of adult classes, two national champions. In 2020, climbing is coming to Olympics, which means we could have someone training for the Olympics here. We also offer free classes/tickets to non-profit and school fundraisers. We employ 60 staff.
- Brant Stokes – I live in Tigard and own a computer place in Portland. I use The Circuit. In a world with so much online bullying, it's completely the opposite of what the feeling is at the Circuit.
- Tresa Pate – My husband has worked at Interstate Roofing for 29 years and I've worked there for 26 years. We moved from Battle Ground to be closer to work, and now they want to take our Interstate Roofing away. You didn't inform the community. We do so much for the community.
- Dylan Mead – I've been a Circuit manager for the last 5 years. Portland's bouldering community has grown and we host 150 youth for competitions and have thousands of spectators, from all over the country to participate. We were ranked in the top seven citizen events, most friendly by magazines. In 2020 the Olympics will have climbing and the next Olympic athlete could be there at The Circuit.
- Anahi Aravallo – I manage the Tigard location of the Circuit. We would be directly affected by the 74th route. I understand the route of TriMet but this means a lot to the community in Tigard. I brought emails as well as the competition information; please read these.
- Andrew Gimenez – I'm a manager at Circuit Gym. It's my understanding that the Environmental Impact Statement won't have a supplement. You need to rethink that. The route itself is supposed to be less costly but that's not clear. If we had more time then we'd have more time to review and comment. Just give it more consideration.

- Josh Green – I've worked in Tigard in past 5 years and I'll be bouldering until I am physically unable to do it. If The Circuit moves, I won't be able to do that. I hope you'll be able to solve it because The Circuit is good for the community.
- Gale Nelson – I own the business park along 74th Avenue, built in 1996. Eighteen businesses have leases and a number of employees live locally and commute by bike. I have applications weekly for people wanting to locate into the business park because there is a shortage of this type of buildings. I'd like to see the 74th Alignment eliminated from this process.
- Stan Prosser – owner of Precision Door, we are one of the 18 businesses that rent from Gale. We picked this location because it's easier to go here than anywhere else. It would cost \$150-200K to move and it would affect 18 employees; think of the impact of small businesses.
- Michael Valadez – The Circuit is my community center in Tigard. My friends and family all come over to climb here. And these people coming from all over come to climb then eat and buy things in Tigard. You would lose a gem and one of the best things about living in Tigard.
- Roger Averbeck – from SW Portland and served CAC during Metro planning phase. Keep in mind the project's purpose and need statement as you work through the details and when considering the difficult decisions and community access. There are many years yet to go.
- Cynthia Fraser – attorney for Bridgeport Land LLC, Men's Warehouse and other businesses. I was hired three days ago because the new alignment hadn't gone through the DEIS and none of these people had been able to comment on the 74th alignment. These businesses will lose access and 150 employees will be affected. As an attorney that does relocations, these businesses are not made whole and you need to do more work if you make that decision.
- Jesse Vladimirov – I work at New Seasons Market and I'm a father. I've climbed for the last two years at the Circuit. Not only have I seen the positive growth in myself, but I've reached out to others and helped them improve and enlist in healthy activity, in a positive environment. You can find a transit route without hurting The Circuit. I want to see money put to transit and roads.
- Ryan Sweeney – I'm the co-owner of the Village Inn Restaurant, which has been family-owned since 1977 and in same location until we moved in 2004 for Bridgeport Village. The developer paid for that move and we looked into relocation funds, but they were not favorable, and I don't think it would work for us. We received 3,000 signatures to not move [written packet provided].
- Andrew Jones – I'm the Vice-president of PacTrust, we're a stakeholder because we are a landlord to 250 business in this area. We support the locally preferred alternative but not the 74th alignment. The locally preferred alternative impacts fewer businesses. You're going to spend much more money on location and condemnation. This is not a minor change and you need a supplemental EIS. Please give the same consideration and analysis to 74th Avenue that was done for the locally preferred alternative.

SW Corridor Project Context

Carol Mayer-Reed, urban design team

Carol provided an overview of the purpose and context of the project. Regional transit achieves more than greater access to employment, housing, and recreation – it is a key element to help communities achieve their vision.

As our region faces continued growth, the light rail system is intended to reduce congestion and allow more capacity for goods and services to move throughout the region, which, in turn, helps to support the economy. Investments in light rail infrastructure can include enhancements to roadways, sidewalks, bike lanes, parks, trails, creeks and wetlands -- contributing to an increased quality of life for everyone as growth continues.

Development can be concentrated versus continuing inefficient dispersed land use patterns. One goal is to make these areas more walkable neighborhoods with services, amenities, and equitable, affordable housing. The project's urban design team will study opportunities for connections to existing bike and pedestrian trails in the communities served by light rail.

New technologies are also part of the picture. For example, a driverless shuttle operating on a short, fixed route is being considered between 53rd Ave station and PCC Sylvania.

Who will light rail serve? It serves work commuters, residents, students, seniors, working parents, families and those with accessibility needs. Access to the multi-line light rail system enables connections throughout the region.

Looking at history, the present-day I-5 corridor has been a north-south path of travel for centuries, beginning with indigenous people and then white fur trappers and settlers. Next followed railroads and then the automobile era, and remnants of car-centric culture are still present along Capitol Highway and Barbur Blvd. By the end of the 1960s, Interstate-5 replaced or paralleled many of the early north-south routes through the region.

The corridor has a variety of physical characteristics from automobile-oriented commercial strips to industrial work centers to major watersheds and forested areas. The area includes sensitive creeks and wetlands, many of which have become degraded over time. Many developed areas consist of large, unbroken parcels that lack connecting streets. Much of the corridor is challenged by topography, and a portion is adjacent to existing freight rail.

Work commuters travel in both directions between Portland, Tigard and Tualatin. The corridor also includes a number of institutions of higher education and health and healing.

Each station area can have a unique community identity through the plazas, open spaces and structures. They can become elements of distinction, while the stations, and wayfinding are more consistent for ease of use by riders.

The Orange Line in downtown Milwaukie is as a case study. It runs in an existing freight rail corridor. The station was placed south of downtown next to an undeveloped parcel that now supports a food cart pod as a temporary use. Re-development projects that benefit from the light rail connections are currently taking place nearby.

The Southwest Corridor project will be designed using best practices in green stormwater infrastructure, pedestrian, bicycle and roadway connections, and many kinds of transit-oriented development projects are possible around stations.

Comments

- Bill – suggest adding Lewis and Clark to the map of educational institutions

Light rail alignment at Portland Crossroads

Jeb Doran, TriMet Senior Project Manager

- Review design issues, options, community input
- Staff recommendation: Alternative B2
- CAC discussion and recommendations

Jennifer reminded the group that after the presentation, we would like to get comments and recommendations to share with the Steering Committee next week. There is a staff recommendation, and CAC's feedback will also be important.

Jeb reminded the group that the Steering Committee adopted the locally preferred alternative (LPA) route but wanted more evaluation of three alternatives for the Crossroads area ahead of the FEIS. He reviewed project objectives, with the ultimate goal of extending, reliable, safe, light rail transit service all the way to Bridgeport. Jeb outlined the data compiled to evaluate options against these goals and objectives. The data reflects the analysis completed in the Draft Environmental Impact Statement.

Jeb reviewed slides and a matrix comparing options for the Crossroads alignment. Project staff refined designs and expanded to five options. Based on feedback from the first of three community meetings, the project refined these options down to two: Collins and B2. Jeb reviewed the differences between the two options, as well as some potential redevelopment scenarios developed by City of Portland. From public meetings and comments submitted, there was strong support for B2. For the Collins option, there were of concerns about impacts to Woods Park and nearby homes. The analysis also found that B2 would have fewer utility conflicts, no at-grade crossings and no significant cost savings compared to Collins. Based on these factors, executive staff recommend option B2. Jeb thanked everyone who participated; these comments led to a fully-informed recommendation. After the Steering Committee decision, there will be more discussion with the community regarding Park & Ride sizes, cross-sections of Barbur Blvd, bike access, and other design elements.

Questions

- Elise – What was the utility issue?
 - There is an existing water facility that would be costly and difficult to move.

- Bill – playing devil's advocate for B2; focusing on business concerns. How is there more development potential with Collins? What are the mitigations to protect the creek? Collins station walkshed further north seems to have a positive neighborhood benefit.
 - Both options provide development opportunities for West Portland Town Center. The potential development scenarios developed by the city looked at parcels that the project impact. B2 uses more of the land in the existing transit center for new transit facilities, while Collins leaves that area open for potential development.
 - Either option would include creek protection, erosion control, and protect trees during construction. Mitigations for impacts would include creek restoration, installing more trees, etc.
 - The station placement affects neighborhood access, but the southern station with B2 is closer to Jackson and Markham schools.
- Ramtin – in this meeting room we can hear all the cars rushing past on I-5. A station along I-5 in the B2 option should include noise mitigation for people waiting for the MAX.
- Lindsey – For B2, I'm happy to see the walkshed reaches the school and keeps the pedestrian bridge. Collins forces pedestrians to cross Barbur, but B2 is safer for station access. Plus, there was overwhelming support for B2.
- Ethan – visually speaking and the overwhelming support lead me to B2; I like that you can see it and easier to access.
- Melissa – I'm concerned about the park and have heard those comments from neighbors in West Portland. B2 seems to make the most sense; you wouldn't want people to cross the Barbur to reach the station for Collins and don't like to see that environmental impact. Happy to see some new planning and development, because it's a convoluted area.
- Chris – Any difference in the people using the walkshed, demographically?
 - Qualitatively no.

Jennifer asked if anyone supported the Collins option; no one raised their hands. Jennifer asked if the CAC is in concurrence with the staff recommendation for B2; the group agreed.

Bill suggested that businesses that need to be relocated could be moved into new development along the light rail line.

Light rail alignment between Bonita and Bridgeport

Scott Robertson, TriMet Design Manager

- Update on decision timeline
- Overview of design issues, options, community input
- CAC discussion

Jennifer asked the CAC to consider what information it needs before making comments and recommendations about the route between Bonita and Bridgeport. The group wants to see a matrix like Crossroads.

Scott reviewed the Bonita to Bridgeport segment of the route. The DEIS noted some issues in this area, related to traffic and property impacts, which the technical team is exploring options to mitigate.

With the LPA route, there would be significant traffic and safety impacts where the tracks would cross Upper Boones Ferry Road at-grade with gates. The team explored elevating the trackway, but found this to significantly increase costs. The team is beginning to look at other, less costly ways to resolve the traffic impacts while keeping the tracks at-grade.

The team has also been exploring an adjustment to the route, running between the WES tracks and 74th Avenue, which would allow for a shorter structure and overall line, thus reducing costs. The extent of property impacts would depend on the street width, and there are a variety of street cross-sections that could be considered, ranging from 50' wide to as narrow as 36' depending on parking and bike/sidewalk facilities. The team is also beginning to look at a route on the east side of the WES tracks, which would have different property impacts.

The team is developing data for comparing all five of the options, which we will share at the next meeting. Traffic, delay and queue reductions are being considered. Travel time is another issue -- a faster trip means more riders. We are gathering information on the number of building and employee displacements, as well as impacts to natural areas and other environmental issues. Constructability is another issue to consider, the LPA parallels Union Pacific Railroad (UPRR), which may be difficult to work with, while there may be more flexibility along the WES tracks. Cost estimates include the cost of the property, relocation, construction, etc. Next steps, we are compiling data and will have information ready to share at the March 28 open house in Tualatin.

Questions

- Ramtin – please include a 5-mile bikeshed in the matrix. For an elevated route, would there be bike/ped improvements? Do multiple at-grade crossings limit train headways? On 74th Ave, on-street parking seems odd. Would you remove the multiuse path because of Fanno Creek and you can't add lighting for safety?
 - There would be fewer street/sidewalk improvements along the route where the tracks are elevated; these would be focused at areas touched by construction.
 - Multiple at-grade crossings could affect future headways; we will look into this more.
 - There are city requirements for parking.
 - A multiuse path is a two-way path for people biking and walking. There is a section of the trail along Fanno Creek from Durham to Bonita, which is in the planning phase, but we're trying to determine if it needs to be placed on 74th Ave or along the creek.
- Lindsey – What are volume to capacity ratios?

- It's a measurement comparing lanes and daily traffic volumes; it's better to have a lower ratio. When the MAX has at-grade crossings it slows the cars, so fewer cars can get through each signal.
- Rachel – please add an equity overlay to the walksheds for the matrix.
- Debra – What is the baseline traffic impact that TriMet is seeking and how does it compare to the current traffic analysis?
 - The baseline (no-build) is 0.85, compared to 0.88 in the traffic analysis. We will make this clearer in the matrix.
- Debra – We heard from a lot of people tonight about the impacts on 74th Ave. Can we get a formal opinion from FTA/TriMet legal counsel about when a supplemental EIS is warranted?
 - Yes, we're working with FTA. If 74th is chosen there will be analysis and mitigation.
- Debra – How does City of Tigard feel about 74th Ave, since there is so little industrial land?
 - Tigard is a project partner, so we're all at the table on a daily basis.
- Eric Sporre – Please include comparison of capital costs in dollars on the matrix.
- Eric – concerned that next open house on Bonita to Bridgeport is during spring break.
- Eric – if cost is an issue, why not ask voters for a little more and choose the right option?
 - It's about leveraging federal funds. The FTA hasn't given a federal match higher than \$1.25 billion, so we have to come up with the other amount locally. Cost is going to be a huge issue if we want to get all the way to Bridgeport Village.

Property acquisition and relocation process

Jennifer Koozer, TriMet Community Affairs Manager

Jennifer noted that the acquisition process would likely start in 2021, beginning with properties where construction or relocation is most complex. The process is governed by federal regulations that are meant to protect property owners and those who must relocate.

Acquisition is a real estate transaction with just compensation; relocation is a package of relocation benefits. Acquisitions are based on appraisals, including economic damages to any remainder parcel retained by the owner. Businesses and residents are paired with relocation specialists who help them find a new place and cover all moving expenses. For residential tenants, there can be a rent subsidy if necessary to get them into appropriate housing. For businesses, there can be funds for reestablishment expenses in addition to reimbursement for moving expenses. Some businesses opt not to move, and can receive a small payment in lieu of relocation benefits.

Questions

- Rachel – The housing market is really tight and it's going to be harder to relocate residential renters than on the Orange Line.

- Elise – Regarding relocation for businesses, commenters tonight said relocation expenses would take a lot more than the \$25K shown on the slide.
 - The \$25K refers to reestablishment expenses, like business cards or marketing. There is not a limit on relocation expenses.
- Bill – is there different weight placed on of relocation of house vs business for decision-making?
 - Steering Committee members may have different priorities.
- Eric – What if there is no option for a person to move to because of very special needs and a limited market with few options?
 - A relocation specialist will do their best to find a location in the area and access all available benefits.

Committee roundtable

There was no time for a roundtable at 7:35 pm.

All of the materials are posted on the project website. No changes to the previous meeting's notes.

Next CAC meeting

Thursday, April 4, 5:30-7:30 p.m.

Tigard Public Works Auditorium, 8777 SW Burnham St., Tigard