

**SOUTHWEST CORRIDOR LIGHT RAIL PROJECT ALTERNATIVE**IF YOU WISH TO SPEAK TO CITY COUNCIL, **PRINT** YOUR NAME, ADDRESS, AND EMAIL.

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✓ Wesley Risher	6840 SW 7th Ave 97219	wrisher@earthlink.net
✓ Tony Jordan	4540 SE Yamhill 97215	



**City Council November 1, 2018** *SW CORRIDOR TESTIMONY*  
**Good afternoon Mayor Wheeler and Council members.**

**My name is Len Michon and I live at 0841 SW Gaines Street in South Waterfront.**

**I am here as President of the South Portland Neighborhood Association (the SPNA).**

**The SW Corridor Light Rail Project is significant to the city of Portland and the other jurisdictions within the Metro region.**

**The SPNA unanimously endorses the SW Corridor Preferred Alternative on Barbur Blvd together with the reconstruction of the Ross Island Bridgehead and Naito Parkway.**

**South Portland Neighborhood includes Historic Lair Hill, John's Landing and South Waterfront.**

**We are currently involved with several city project:**

**The River Plan/South Reach of the Willamette with long term projected benefits for the greenway and development between Ross Island Bridge and the Dunthorpe district.**

**The Zero Addressing project which will eliminate the leading zero on addresses east of Naito, with significant benefits to delivery of emergency services, but with a cost to residents and businesses impacted. (I personally will miss the unique address.)**

**A rewrite of the 1980 South Portland National Historic District guidelines which will reflect current design review practices and is being done in conjunction with the regional commitment to move forward with reconfiguration of the west end Ross Island bridgehead.**

**Beyond the above, South Portland has challenges;**

**Significant traffic congestion throughout the neighborhood with the inherent problems of resident safety from impatient drivers and excess pollution created by idling of cars and unfiltered diesel exhaust from buses and delivery and long haul trucks.**

**The Lair Hill district is inundated with commuter traffic attempting to enter the Ross Island Bridge through Corbett and Kelly Avenues (neighborhood**

streets not designed for the high volume) as a result of wayfinding web based apps which assist commuters stuck in incessant delays from North Bound Naito onto the bridge.

The South Waterfront district is missing the major north bound SW Bond Avenue. North of the Tilikum Crossing to River Parkway is scheduled to open in the summer of 2019 to the benefit of OHSU. However, construction of the section to be located on the Zidell property is being delayed by continued discussions of the funding and priority of location. With construction of OHSU's CCH-South and the patient housing buildings nearing completion, further delays in delivery of this section of Bond Ave will only create untold delays for patients and residents.

Pedestrian movement from the proposed Gibbs Street light rail station to OHSU's Marquam Hill campus will require a significant design/construction effort through Terwilliger Parkway lands. The current SW Trail # 1 presents safety issues and requires physical stamina.

In the last regard I am speaking as a private citizen concerned about the destruction of park land to construct this connection.

While we are concerned about the taking of property along Barbur Blvd, we have been assured that will be minimal. While there has been significant concern regarding Affordable Housing along the SW Corridor right of way, reconfiguration of the Bridgehead should provide land for housing opportunities.

We continue to be concerned with potential transit-oriented-development (TOD) at the Gibbs Street station.

And potential Congestion Priced Tolling on major arterials raises additional concerns with regard to further degradation of neighborhood streets.

I want to reiterate the SPNA's support for the Barbur Blvd light rail project and high expectations that the Ross Island Bridgehead will be fully addressed in the regional transportation bond funding tentatively scheduled for 2020. And therefore support the resolution before you today.

But at the same time I expect that the council will look at all the issues within the boundary of South Portland noted above.

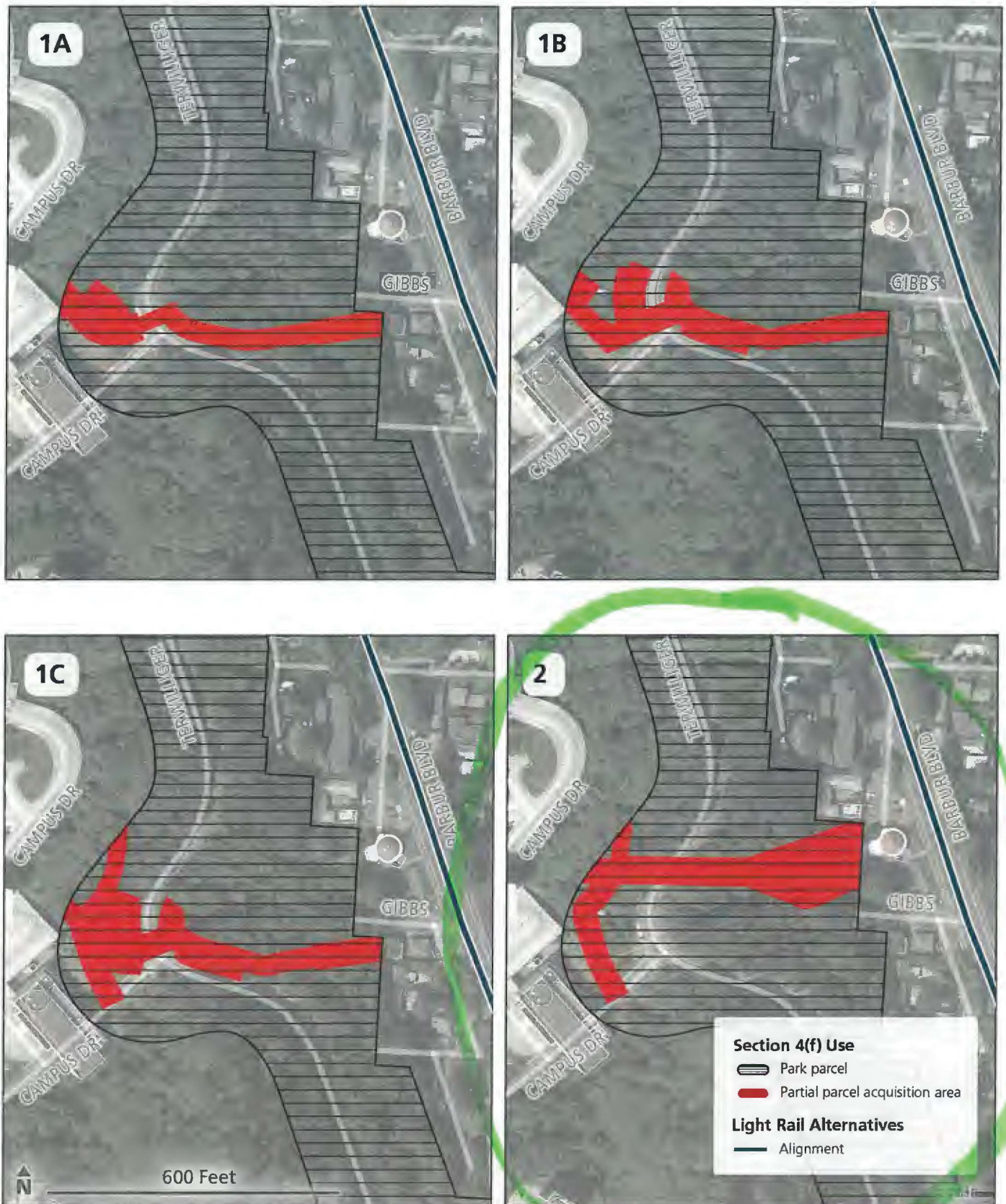
thank your for this opportunity.

Figure D-7

**Terwilliger Parkway**

*Marquam Hill Connection Options: Section 4(f) Permanent Use*

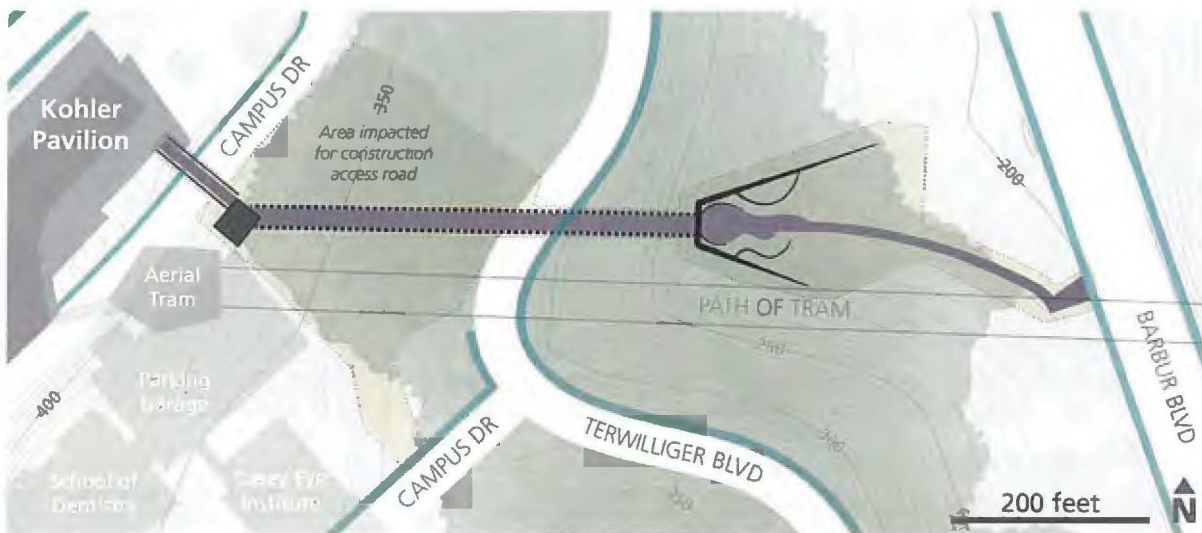
37393





## Connection 2: Full Tunnel

Connection 2 is distinct from the other three Marquam Hill connection options and has a single tunnel, an elevator and a bridge. A path from Barbur would lead to an open plaza area partially embedded into the hillside. A 450-foot-long tunnel would extend into the hillside under Terwilliger and connect to an elevator. A bridge would connect the top of the elevator to the seventh floor of Kohler Pavilion.

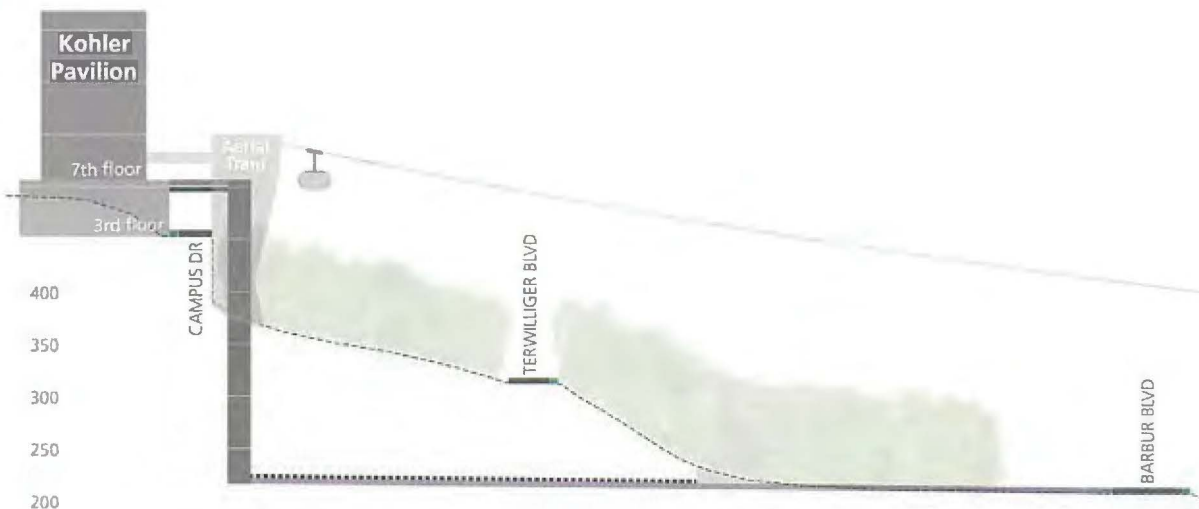


### Connection Elements

- Path, ramp or plaza
- Stairs
- Tunnel
- Bridge
- Tower with elevator and stairs
- Below-ground wall } Over about 5 ft tall  
Thicker line = taller
- Estimated construction footprint

### Existing Conditions

- Sidewalk or path
- Tree cover



### Connection Elements

- Path, ramp, plaza or stairs
- Tunnel
- Bridge
- Tower with elevator and stairs
- Wall (below ground level)

### Existing Conditions

- Ground level
- Sidewalk or path
- Tree cover



**Subject: Testimony to the Portland City Council on the Southwest Corridor Project, November 1, 2018.**

When the light rail line between Portland and Gresham was being considered as one of several options in the 1970s, I chaired the first and original Citizens Advisory Committee in the region for a transportation project of this magnitude. One of the strongest recommendations from the committee was to take as little private property as possible. As an example, routing the tracks under an elevated I-84 entrance ramp at 37th and Sandy saved property taking on the South side of the Freeway. The Southwest Corridor project should follow suit with the same type of guidelines to take as little private property as possible.

When the Gresham Max line was constructed, grading and overpass construction costs were shared with improvements to the Banfield Freeway. Sidewalks and park and ride lots were added adjacent to the alignment. The only major infrastructure enhancement not directly adjacent took place in the Hollywood District as a separate but companion PBOT project. If built, the Southwest Corridor should also be a bare bones project as opposed to a Rolls Royce type project that includes extended fingers of infrastructure. Any changes to the Ross Island Bridgehead and Natio Parkway "must" increase motor vehicle capacity and significantly reduce congestion - not create more of it.

The biggest issue with the Southwest Corridor is the price tag - nearly three billion for infrastructure plus another 1.5 billion to subsidize affordable housing, some of which will likely be property taken and removed from the tax rolls. The proposed bond measures that in part rely on residential property taxes to pay off the bonds will unjustly increase the costs of housing for the entire region.

The Gresham Max line was paid for with Mt. Hood Freeway dollars. Equity for motorists was achieved with the upgrade of I-84. 50% of the funding for a new Max line is expected to come from the federal tax on motor fuels through the Highway Trust Fund, yet there is a hullabaloo over just maintaining two full service motor vehicle travel lanes in each direction on Barbur so it won't become a peak period parking lot like frequently occurs on Interstate Avenue with I-Max. Equity and representation for stakeholder motorists is a "must" do!

Currently transit fares barely cover twenty-five percent of the operating costs. The riders are subsidized system-wide at near 65 cents per passenger mile. The tax and fee structure to pay for Portland's transportation infrastructure is totally upside down as it relates to the "privilege" rankings in the Comprehensive Plan mode hierarchy. Equity requires transit fares be increased whereby the riders share a substantial financial responsibility for transit infrastructure costs, adult bicyclists need to be assessed a license and/or user fee to pay for bicycle infrastructure, and since Portland taxpayers already heavily subsidized an over-budget tram, OHSU needs to pay for it's own connection(s) to transit. The entire project needs a clear and transparent, non-juggled cost-benefit analysis.

Respectfully submitted,

Terry Parker  
Northeast Portland

# Survey: TriMet service good, but faith in overall region on decline

*Homelessness, social issues seen as most vexing problems*

**By JIM REDDEN**  
The Tribune

**TriMet needs to add more security officers to its trains and buses.**

Homeless and housing are the most important problems in the region.

Traffic congestion is the most important transportation issue.

And people are losing faith in the region.

Those are among the findings of the 2017 TriMet Attitude and Awareness Survey that was released by the regional transit agency Wednesday. The most recent version of the annual survey was conducted by DHM Research between Nov. 7 and 12, 2017.

Although the survey was commissioned by TriMet, it included several questions that allowed respondents to express their opinions on nontransit-related issues.

Among other things, only 45 percent think the Portland metro region is going in the right direction, the third decline in three years. Nearly as many, 42 percent, think the region is off track, the third increase in three years.

The decline in confidence may be related to homelessness and the affordable

housing crisis. Asked to pick the most important issue that local governments need to address, 52 percent volunteered social issues. The overwhelming majority of issues named were homelessness, hunger, housing and affordable housing.

Only 24 percent volunteered transportation as the next highest category. In a follow-up question, 71 percent volunteered congestion, road maintenance and the need to increase capacity. Only 11 percent said transit, and just 2 percent wanted more bike lanes.

No other issue category was volunteered by more than 4 percent, including taxes, crime, schools, growth and the economy.

The news for TriMet was mostly good. Overall, 73 percent had a favorable opinion of the agency. Even more, 79 and 81 percent, think bus and MAX service is reliable. The approval ratings were even higher for TriMet riders.

Although the survey was conducted just six months after the horrific attack on a MAX train that left two men dead and one severely wounded, 76 percent approve of the job TriMet is doing to ensure safety. However, 50 percent said there was not enough security on the transit system, something TriMet is working on. And 26 percent said personal safety concerns had prevented them from taking TriMet in

## ONLINE

You can read the complete survey at: [tinyurl.com/yd45tcnd](http://tinyurl.com/yd45tcnd).

the past.

Only 10 percent believe TriMet treats minorities differently when it comes to applying the rules and fare enforcement.

The survey also found the total number of people using TriMet went up slightly in 2017, although the proportion of frequent riders went down. Asked why they were riding less, nearly a quarter cited lifestyle reasons such as retirement and telecommuting. About four in 10 said they used ride-sharing services like Uber and Lyft to some degree.

Eighty-six percent of all those surveyed viewed TriMet as a good value. Close to half, 45 percent, had heard of the Hop Fastpass electronic fare system TriMet has introduced.

And the survey showed that 45 percent of riders are interested in the low-income fare discount program TriMet is launching in July. It will allow adults at or below 200 percent of the federal poverty level to be eligible for TriMet's discounted Honored Citizen fare.

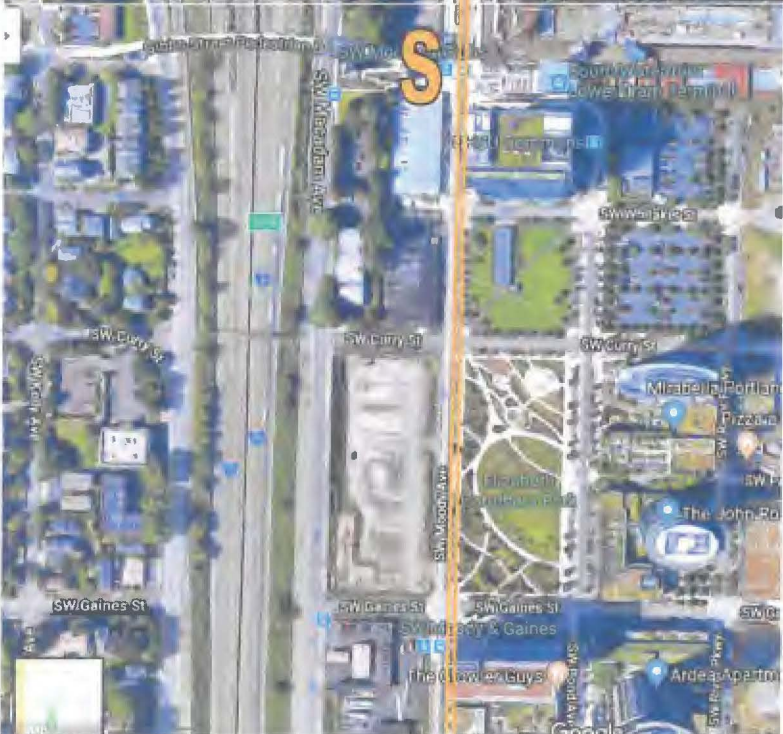
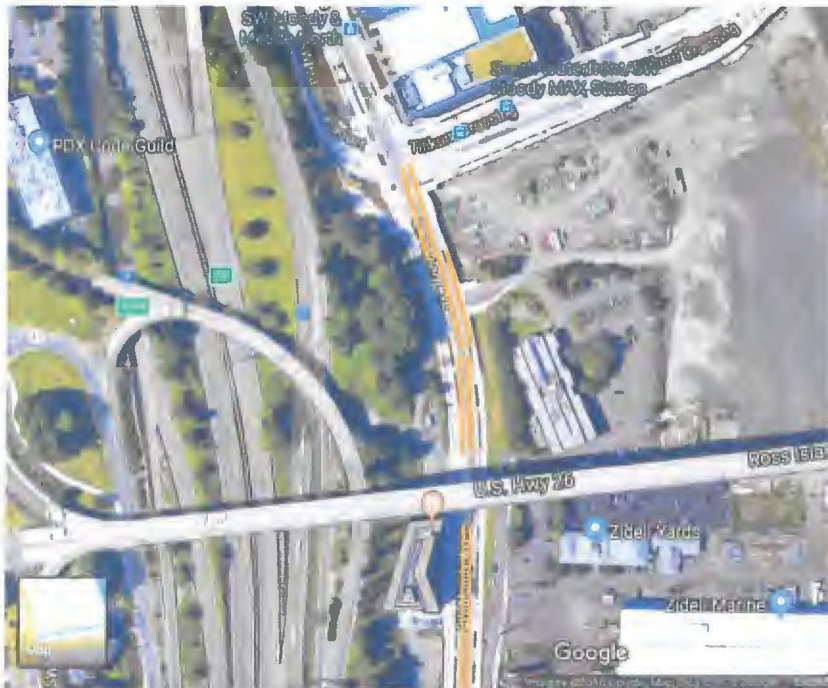
Eight-hundred residents in the TriMet service district participated in the survey. It has a margin of error of 3.5 percent.

**PBOT citizen committees continue to unjustly be non-inclusive of motorist specific representation.**

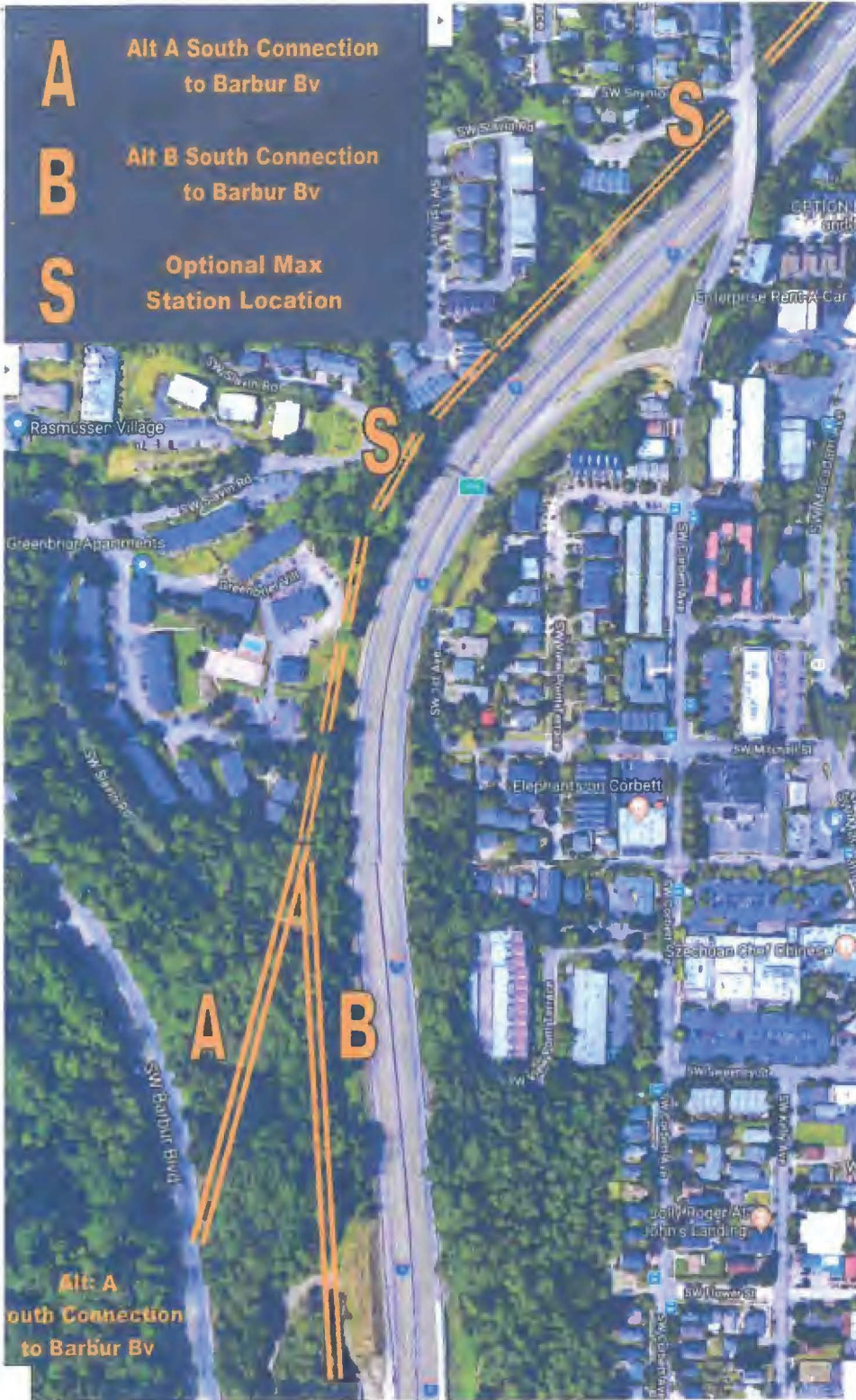
**How is spending nearly three billion dollars for a new Max line duly representing the public's priorities as identified in TriMet's November, 2017 survey?**



**Has a North end Southwest Corridor Max alignment been considered that goes through the South Waterfront for the purpose of connecting with the OHSU tram and then existing trackage to Downtown at the West end of the Tillikum Crossing?**









## Barbur to OHSU Light Rail Connection

Dear Mayor Wheeler and City Council members.

First, do no harm.

The Terwilliger Parkway is an important cultural and historic asset for the City. It was first envisioned by the Olmsted Brothers in the 1903 plan that they prepared for the City. Like Boston's "Emerald Necklace", the Terwilliger Parkway was proposed as an integral part of a greenbelt or parkway system across and around the City. This greenbelt idea was called the "40 mile loop", which has grown over the years and now exceeds 140 miles. Of all the park improvements proposed by the Olmsted Brothers, Terwilliger Parkway most closely hews to the original 1903 plan.

In 1983 the City Council recognized the historic and cultural values of the Parkway and adopted the "Terwilliger Parkway Design Guidelines". Page One of these Guidelines states: "Primary consideration shall be given to safeguarding unobstructed views and to preserve the heavily wooded character. Improvements shall make a minimal amount of interruption to the natural topography".

The current SW Corridor Plan identifies four alternatives for the connection from the proposed Barbur and Gibbs light rail station to OHSU's Kohler Pavilion. For some reason, a second tram was not considered as a viable alternative: perhaps it should be added to the list. All of the four identified alternatives will negatively impact the Terwilliger Parkway to a greater or lesser degree.

My concern is that of the four alternatives being considered, only the Tunnel Alternative (Connection 2) will minimize impacts on Terwilliger Parkway. This alternative also provides the best weather protection for users and greatly simplifies access for mobility impaired individuals. Please adopt this alternative as the "preferred Barbur to Marquam Hill connection".

The other alternatives (1A, 1B, 1C) require removal of many of the trees that help define the desired "forested character" of the Terwilliger Parkway. These three alternatives include numerous structures (stairs, retaining walls, elevators, ramps and crossing signals) that are inappropriate and violate the cultural and historic values of the Terwilliger Parkway which were recognized by the City Council in 1983. Please note that when the Casey Eye Institute building was approved by the Portland Design Commission, the 150 foot setback from Terwilliger was required to be replanted with trees appropriate for the "forested Setting" of Terwilliger Parkway. Many of these same trees would need to be sacrificed to accommodate these other alternatives.

Thank you for considering these comments. Please remember: First do no harm.

Wayne P. Stewart, former Chair of the Portland Design Commission  
515 SW Cheltenham Street  
Portland, Oregon 97239

# It's Too Late For More Light Rail

R A Fontes [rfontes@Q.com](mailto:rfontes@Q.com)

## **Metro staff consistently overestimates ridership on major transit projects.**

Our last six rail transit projects failed to meet original ridership projections. After local government approval, staff deflated numbers for eastside streetcar, WES, and Green Line; two of the revised forecasts still remained above ridership [1]. Orange Line is well below projections [2]. Lake Oswego streetcar wasn't built, but no-build ridership has been flat to declining, far below the stratospheric five-fold increase staff forecast [3],[4].

## **MAX has failed to be cost-effective over its 32 years of operation.**

On average, MAX trains carry only about 36 to 52 riders, roughly 14% of capacity [5],[6]. MAX would need to more than double ridership without adding additional runs to be cost effective compared with high quality BRT using 60' diesel-electric hybrid buses [7],[8]. TriMet has absorbed light rail's high costs by raising taxes and fares faster than inflation while eliminating poorer performing bus services and delaying or reneging entirely on promised bus improvements. Overall per capita ridership has suffered, having peaked 10 years ago [9].

BRT isn't just cheaper; they also offer much shorter stopping distances, the ability to go around problems, off-guideway operation, more tolerance of adverse weather, far more resilience in earthquakes or other disasters, potentially far greater rider capacity, and express operations at a much lower cost than rail.

## **Automating transit vehicles will make buses cheaper to operate relative to rail.**

Driver expenses are roughly 60% of TriMet bus ops costs but only about 20% of light rail's [10],[11]. While MAX now costs about 3 ½ times as much to operate as buses [7], it's set to be potentially seven times as much after both systems are automated. MAX will lose any chance of ever being cost-effective.

## **Self-driving taxi-like services are set to take a big chunk of transit ridership.**

Many researchers believe that shared autonomous vehicles (SAVs) will attract riders from traditional transit. Transportation consultants Fehr and Peers post some research online, part of which was included in a state task force's recent AV report. The chart on the reverse shows their models predicting an average transit ridership drop of 29% to 35%, with one showing an 82% drop for rail. One important variable is how successful Portland's stated AV policies will be at encouraging carpools. It also will be in SAV fleet owners own interest to use their databases to encourage ride sharing, at least during high demand periods. Carpooling could bring SAV passenger fares below those of heavily subsidized public transit, even during peak demand periods.

## **It's time to let go of most fixed route, fixed schedule, big box rail transit.**

Rail transit often made sense 120 years ago when density was higher, roads were usually unpaved, and most people didn't have access to cars. The 19th century is not coming back.

### References:

- [1] [www.transit.dot.gov/before-and-after-studies](http://www.transit.dot.gov/before-and-after-studies)
- [2] [https://www.oregonlive.com/commuting/index.ssf/2016/10/max\\_orange\\_line\\_riders\\_arent\\_s.html](https://www.oregonlive.com/commuting/index.ssf/2016/10/max_orange_line_riders_arent_s.html)
- [3] [http://trimet.org/about/pdf/census/2018spring/route\\_stop\\_level\\_passenger\\_census\\_report\\_\(weekday\).pdf](http://trimet.org/about/pdf/census/2018spring/route_stop_level_passenger_census_report_(weekday).pdf) {Routes 35 & 36}
- [4] [https://www.oregonmetro.gov/sites/default/files/2014/10/23/122010\\_lotp\\_entire\\_deis\\_for\\_web.pdf](https://www.oregonmetro.gov/sites/default/files/2014/10/23/122010_lotp_entire_deis_for_web.pdf) {page 4-18, table 4.2-4}
- [5] [http://trimet.org/about/pdf/route/2018spring/route\\_ridership\\_report\\_\(sorted\\_by\\_route\)\\_weekly.pdf](http://trimet.org/about/pdf/route/2018spring/route_ridership_report_(sorted_by_route)_weekly.pdf)
- [6] <https://www.portlandoregon.gov/transportation/article/321180>
- [7] TriMet Monthly Performance Report, September 2018, full-version {not online excerpt}, page 5, hourly cost data
- [8] [https://cms.fta.dot.gov/sites/fta.dot.gov/files/docs/ntd/transit-agency-profiles/66046/transit-profiles-2016-complete-set-and-report-year-summary-part-1-3\\_0.pdf](https://cms.fta.dot.gov/sites/fta.dot.gov/files/docs/ntd/transit-agency-profiles/66046/transit-profiles-2016-complete-set-and-report-year-summary-part-1-3_0.pdf) {page 147 - Eugene, our closest BRT: 60' hybrids hourly cost about as much their regular 40' diesels}
- [9] <http://trimet.org/budget/pdf/2019-adopted-budget.pdf> {page General-1}
- [10] <http://trimet.org/budget/pdf/2019-adopted-budget.pdf> (page Financial Summary-4: 'bus transportation' and 'rail transportation' are driver costs)
- [11] <http://trimet.org/about/pdf/trimetridership.pdf> {page 3 / 5, Divide Operations Costs into respective 'transportation' costs from [10] above for %}

## TRANSIT TRAVEL TRENDS

How Will Autonomous Vehicles Influence the Future of Travel?

- Trip-Based Model
- Activity-Based Model

PRIVATE AV OWNERSHIP

50% SHARED AVs

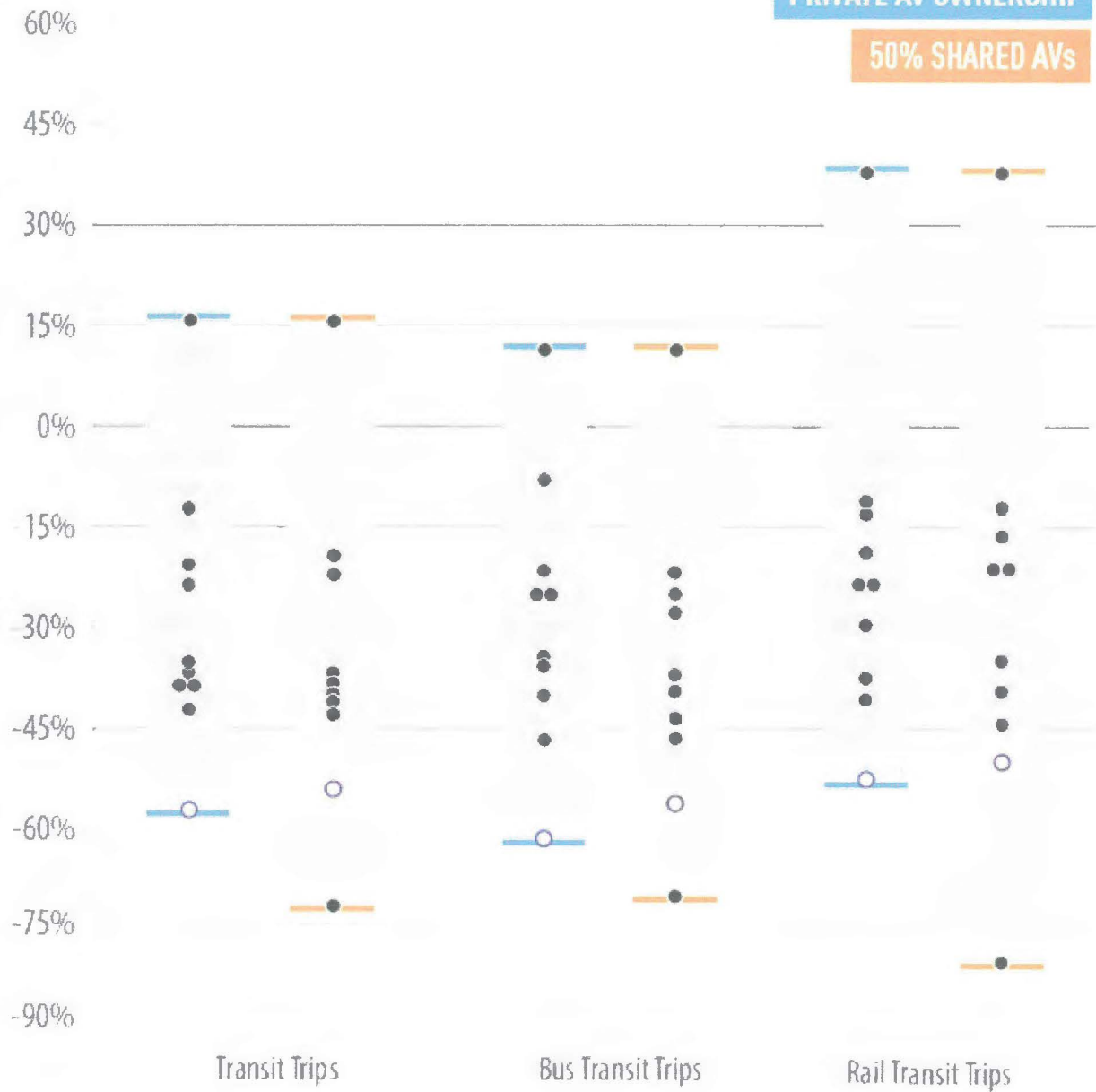


Figure 2. AV Effects on Transit Ridership. Source: Fehr & Peers, 2018. <http://www.lehrandpeers.com/autonomous-vehicle-research/>

**Moore-Love, Karla**

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**From:** Jonathan Levine <radiantclarity@gmail.com>  
**Sent:** Thursday, November 1, 2018 11:40 AM  
**To:** Southwest Corridor Plan; Council Clerk – Testimony  
**Subject:** Light Rail on Barbur -- Commentary on Crossroads Route Options & 68th Undercrossing

Esteemed Government,

I am a resident of the SW Portland neighborhood of Crestwood. I have lived there 15 of my 17 years in Portland. Like much of Portland, Crestwood is a last, best place, and I am deeply invested in keeping it that way.

That said, I applaud the idea of affordable housing paired with mass transit in general, and of affordable housing paired with light rail down Barbur more specifically.

However, I am deeply concerned by some of the proposed options for the route and structure of light rail as it passes near and through my neighborhood.

The only routing option that makes sense is the B2 option. In my opinion this was the clearest “least harm” option even when B1 was still on the table. While I’m not an engineer or designer, my opinion is informed by two important things: 1) watching the Metro system get built in my hometown of DC, and seeing how, over time, the presence of the Metro changed the landscape of the city in general and more especially the landscape of the areas around the stations; and 2) living in Japan, arguably the nation with the world’s best-developed public transport system, for almost a decade, and seeing what worked there and what didn’t. NOTE: I would be more than willing for my tax dollars to be spent on sending Portland’s light rail designers to Hakodate, Hiroshima, and Kumamoto to see how light rail really should be done.

**Crossroads B2 Route Option** - below are my thoughts about each of the areas of impact:

Visual aspect — not ideal, but no worse than the other options.

Displacement —

\*It displaces no residents — the most important thing, in my opinion

\*What businesses it does displace can easily be relocated. There is a glut of commercial space in this piece of SW.

Starbucks, Chase Bank, Metro Car Care, and Black Rock can go anywhere. Master Wrench won’t survive long where it is after light rail opens — the land will be too valuable.

\*Ditto for displaced employees; their commute will change very little

Park Impact — the 2nd most important thing in my opinion; B2 has the least impact

Station Visibility — In my opinion, the station BELONGS behind the current Barbur Transit Center. In general, light rail should run down the center of a road, but with some narrow exceptions the stations should not be in the center of the road. (Interstate is a very different road over very different topography than Barbur.) Rail in back/buses in front is a standard feature of well-designed light rail (see comments about Hakodate, Hiroshima, and Kumamoto, above). B2 is the only option that makes any sense at all from a station accessibility standpoint. However, I would recommend putting the gated crossing near this station a couple hundred yards north/west of where it is located on the Draft; crossing at the location currently proposed on the Draft will severely cramp auto traffic turning north onto Barbur from Taylor’s Ferry, especially at rush hour.



Walking and biking — least harm option

Land use — I disagree completely that B2 is the option least supportive of development. Again, the rail station belongs in back of the bus station. Move the bus center back from the street a little. Put a residential tower on a piece of the parking lot. Put a multi-story garage under it. Run the rail line next to it. Make a space for businesses, especially food carts, between Barbur and the bus depot. If a pedestrian overpass is built between the housing and the rail station/bus depot, I can almost guarantee that at some future point a "roof over the road", with businesses on it, will evolve. (See Google maps for how this has happened on the north side of Omiya Rail station in the Tokyo suburbs.)

Auto traffic — by far the least impact (especially if the gated crossing is north/west a few blocks, as suggested above).

#### **68th Undercrossing thoughts:**

All due apologies, but the idea of a tunnel in this area is enough of an abomination that I might lie down myself in front of the bulldozers. Please, think about other options. The promise to Tigard not to build light rail in the center of Pacific Highway was a foolish promise, and this area is very very far from the Tigard core. In general, light rail should run down the center of a road. In this particular spot, it should run in the center of the road until it's much closer to 69th, and the station should be closer to 70th, or even on the other side of the road near the Tigard Fred Meyer parking lot — there is a lot of underutilized space in and near that lot.

Further, half of the proposed "cut and cover" tunnel from 64th to 68th is WITHIN THE CITY LIMITS OF PORTLAND. So I am hoping the Portland City Council will rise up in opposition to this idea.

Thank you for considering my thoughts.

Jonathan Levine  
SW 64th Drive, 97219

**Moore-Love, Karla**

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**From:** Jackie Phillips <inning2@comcast.net>  
**Sent:** Thursday, November 1, 2018 8:40 AM  
**To:** Council Clerk – Testimony  
**Subject:** Corrected comments to agenda item 1135 SW Corridor Light Rail  
**Attachments:** Comments to city council re sw corridor oct 30 2018.pdf

Please accept my corrected comments to agenda item #1135. They are attached.

*Jackie Phillips  
503-449-9687  
inning2@comcast.net*

October 30, 2018

**Comments regarding Council Agenda Item #1135, Resolution to Adopt the Southwest Corridor Light Rail Project Preferred Alternative**

From Jackie Phillips, 4205 SW View Point Terrace, Portland, Oregon 97239

The proposed SW Corridor Light Rail Project is one of the largest and complex light rail transportation systems ever considered for the Metro Area. Therefore, it should be given the time it deserves and the expertise it deserves to create a positive regional transportation plan.

It is unfortunate that the SW Corridor Plan has been hurried and rushed through a process that did not give the necessary careful and measured thought that could make this concept an improvement to Portland's Transportation system instead of a regretted error. Many of the more complex issues and engineering difficulties are not given the necessary attention in the finalized DEIS. In fact, you could say that an incomplete DEIS was approved.

Four components of this plan fail to improve our transportation system and may prove to make it worse. All four of these components need more careful consideration, time and more public input to not only solve current transportation issues but also not to exacerbate existing transportation problems along this corridor.

**The Crossroads** is an extremely complicated and difficult transportation situation. It has many environmental issues attached and has not received the attention it deserves. It has the potential to add much more to the budget than expected and unless planned carefully, could produce headaches for commuters and neighbors for years to come.

**Bridges on SW Barbur Blvd.** This portion of the plan has not even been finalized in terms of traffic plans and could conceivably create even more congestion to the already extremely congested area. None of the DEIS plans solve this congestion.

**The SW (Marquam Hill) Connector** has completely been neglected in terms of planning. This project is the one component that is critical to the success of this light rail system. Comments in the exhibits in the DEIS are unacceptable both in terms of a concrete plan and in preserving historic parklands and Terwilliger Parkway. The cost for this component could be a deal breaker and yet the plan continues as if wearing blinders.

**Ross Island Bridgehead** solutions were promised in the beginning, but this component has been taken off the table and will be looked at separately. This could prove to be a mistake and a missed opportunity. The entire project with all transportation systems should be looked at holistically.

**I ask City Council to vote to place this project decision on hold until these issues can be addressed thoughtfully and thoroughly by the best in the business and request that metro do a better job of gaining some consensus around these issues. I also request that Council request metro to hold off on any decisions that take this project to the next step without approval from Portland City Council.**

**Announced today: On November 15, Metro Council will vote to adopt a land use final order for this project. Once that is adopted, persons will not be able to appeal any of these issues unless they have commented ahead of this date. I request that City Council request that Metro place a hold on this land use final order until the project and all the components are finalized.**

Sincerely,  
Jackie Phillips  
4205 SW View Point Terrace  
Portland, Oregon 97239  
503-449-9687  
Inning2@comcast.net



**Moore-Love, Karla**

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**From:** Tony Hansen <atonehansen@gmail.com>  
**Sent:** Thursday, November 1, 2018 12:15 AM  
**To:** Council Clerk – Testimony; Wheeler, Mayor; Commissioner Eudaly; Commissioner Fish; Commissioner Fritz; Commissioner Saltzman  
**Cc:** City Auditor, Mary Hull Caballero; Boyle, Teresa; Gillam, John; Engstrom, Eric; Frederiksen, Joan; Chris Ford; Eryn Kehe; Jennifer Koozer; Dave Unsworth; Castro, Cynthia; Duhamel, Jamey; Grumm, Matt; Fitzgerald, Marianne  
**Subject:** Re: Crestwood NA : City Council Agenda Item 1062, October 10, 2018  
**Attachments:** Crestwood SWC Testimony for 20181101 City Council .pdf

Please accept the attached comments on City Council Agenda Item 1135, November 1, 2018, concerning the Southwest Corridor Plan (SWC) Locally Preferred Alternative (LPA) and direction for further action. I will present these comments to Council in person if able, if not I submit them for the written record.

Sincerely,

Tony Hansen

*Tony Hansen, President*



**CRESTWOOD**  
*Neighborhood Association*

Cell: 503-317-3914

[CrestwoodNABoard@gmail.com](mailto:CrestwoodNABoard@gmail.com)

[www.swni.org/Crestwood](http://www.swni.org/Crestwood)

On Mon, Oct 8, 2018 at 10:42 PM Tony Hansen <atonehansen@gmail.com> wrote:

Please accept the attached comments on City Council Agenda Item 1062, October 10, 2018, concerning the Southwest Corridor Plan (SWC) Locally Preferred Alternative (LPA) and direction for further action. Our comments identify a significant number of issues with the Resolution and we urge you to delay acceptance of the LPA and amend the workplan as described in the attached letter to allow more time for public dialogue.

Sincerely,

Tony Hansen

*Tony Hansen, President*



**CRESTWOOD**  
*Neighborhood Association*

**Cell: 503-317-3914**

[CrestwoodNABoard@gmail.com](mailto:CrestwoodNABoard@gmail.com)

[www.swni.org/Crestwood](http://www.swni.org/Crestwood)

Hi, I'm Tony Hansen, President of Crestwood Neighborhood Association (Oral Testimony to City Council 11 01, 2018). We submitted written testimony on October 8, 2018. This highlights our main points.

Crestwood believes the SW Corridor Locally Preferred Alternative (LPA) lacks the vision to support projected growth in our region. We agree with the Portland Planning and Sustainability Commission's July 2018 comments that the DEIS prioritizes motor vehicle movement over people movement, particularly in the vicinity of West Portland Crossroads. We ask that you not accept the LPA and design the SW Corridor project in a way that anticipates long-term growth in our region, encourages transit ridership, and protects the safety of everyone who lives in and travels through our neighborhoods.

These are a few of the issues, concerns and recommendations relative to the SW Corridor Locally Preferred Alternative. We ask that you:

- Not Accept the Locally Preferred Alternative in Exhibit A and B;
- Support Alignment B1, Center Barbur, or if you must, the unrefined Alignment B2;
- Reject Refinement 2, the Taylors Ferry I-5 Overcrossing;
- Amend Refinement 4, the Barbur Undercrossing

Specifically:

- **We want to Keep Light Rail on Barbur (Alignment B1) throughout SW Portland.** The current "Crossroads" is dominated by motor vehicle traffic and has a long list of safety issues. Rebuilding "Crossroads" offers many benefits such as a more direct route with a full minute faster travel time that translates into increased ridership, earthquake resilience for a key connection over I-5, and safer walking and bicycling infrastructure that best supports the Barbur Concept Plan to make West Portland a more people-friendly town center. Staff has rejected B1 because of cost and constructability concerns without a full comparison of costs and benefits in the LPA.
- **Our second preference is Alignment B2 without Refinement 2, the Taylors Ferry Refinement.** Unrefined B2 would "flyover" I-5 and SW Capitol Highway, which would do much less harm to local residences and businesses and have less impact on traffic congestion and safety than running light rail along SW Taylors Ferry.
- **Specifically, we ask you to reject Refinement 2, Taylors Ferry.** The Taylors Ferry proposal will exacerbate existing traffic congestion and safety issues and negatively impact natural resources and many residential and commercial properties. Our letter for testimony October 8 details a long list of problems with this proposal.
- **Amend Refinement 4, the Barbur Undercrossing,** to continue the alignment at grade within the City of Portland and add sidewalks and bike lanes to the light rail

structure over I-5 (there are no bike lanes on the existing Barbur motor vehicle structure over I-5). This will save the cost of tunneling under Barbur.

- **Amend Exhibit C, Priority Actions and Issues, to include Refinement 4 tasks to evaluate options within the City of Portland** and improve pedestrian and bicycle access to the proposed station at SW 68<sup>th</sup>.
- **No matter what, the SW Corridor Light Rail Plan must have better pedestrian and bicycle infrastructure to access transit from our neighborhood to the proposed stations** at the Barbur Transit Center, SW 53<sup>rd</sup> and SW 68<sup>th</sup>, and the Markham pedestrian/bicycle crossing over I-5.

Please design the SW Corridor project in a way that anticipates long-term growth in our region, encourages transit ridership, and protects the safety of everyone who lives in and travels through our neighborhoods.

Thank you for considering these comments.  
Crestwood Neighborhood Association

**Moore-Love, Karla**

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**From:** Janis Barker <cyberduckette@yahoo.com>  
**Sent:** Wednesday, October 31, 2018 9:00 PM  
**To:** Council Clerk – Testimony  
**Subject:** Southwest Lightrail Project - an opportunity to do the right thing

To whom it may concern,

In this era of kick the can down the road, I would hope that the leaders of this project would buck the trend and address the problems with the Capitol Hwy bridge over I-5 while designing the new light rail system.

I attended the meeting at the Multnomah Arts Center Monday night and appreciated learning of the challenges in fixing the bridge which would be included in the Alternative B1 design.

However, it's not going to be cheaper or easier 10 years from now. The biggest difference - it won't be your problem, it will be someone else's problem. How refreshing it would be to take into consideration the consequences on future generations of this decision.

Although I question the wisdom of moving ahead with the light rail project given the decrease in ridership for this type of transportation over the last few years, the increase in telecommuting and flexible work hours, and the changes associated with autonomous vehicles, it appears that the project will proceed. Selecting light rail as the solution shows a disappointing lack of innovative thinking in terms of addressing transportation issues in the metro area.

That said, please consider incorporating an upgrade to the bridge over I-5 so that B1 can be a viable option. I, and many others, will campaign furiously against any proposed bond if upgrading of the bridge is not included in the final plan.

Respectfully,

Janis Barker  
9447 SW 49th Ave  
Portland, OR 97219  
503.701.1038



Moore-Love, Karla

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**From:** mjones@miltjones.com  
**Sent:** Wednesday, October 31, 2018 4:37 PM  
**To:** Council Clerk – Testimony  
**Subject:** Agenda Item 1135

Please accept these comments concerning the proposal to adopt the SW Corridor Preferred Alternative.

This proposal is premature because at least three very major components of the project are not sufficiently developed enough to know what the impacts of the project are going to be. Adopting the Preferred Alternative at this point also shortcuts the public participation process. Solutions to outstanding issues need to be developed, laid out in the Preferred Alternative and made available for public comment before it is adopted.

Unresolved components include:

- The Marquam Hill Connector. Consideration of this connector was put off until the end and even today how the connection will be made, where the connector will be, what the connector will look like, and what the impacts will be to Terwilliger Parkway and Terwilliger Park remain a mystery even to those who have diligently followed this project.
- The Crossroads. This is an extremely difficult and complicated transportation situation with very large community impacts. But at present, no one really knows what a definitive proposal (much less a real preferred alternative) looks like for this area.
- Barbur Boulevard Bridges. If there is a real definitive solution for the problems in this area, I have not yet seen it. Analysis of congestion and traffic plans for this portion of the project have not been finalized, and the potential for increasing congestion in this already congested area is large.

I urge you to put off approving Preferred Alternative until it addresses these items and the public has had an opportunity to comment on a more fully developed proposal for addressing them.

Thank you,

Milt Jones  
425 SW Bancroft

**Moore-Love, Karla**

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**From:** Christina Scarzello <christina.scarzello@gmail.com>  
**Sent:** Tuesday, October 30, 2018 10:17 PM  
**To:** Wheeler, Mayor; Commissioner Saltzman; Commissioner Fish; Commissioner Fritz; Commissioner Eudaly; Council Clerk – Testimony  
**Subject:** Testimony for the SW Corridor Light Rail project  
**Attachments:** SWCORRIDORToCC\_word.docx

October 30, 2018

Mayor Ted Wheeler:  
 Commissioner Dan Saltzman:  
 Commissioner Nick Fish:  
 Commissioner Amanda Fritz:  
 Commissioner Chloe Eudaly:

Dear Mayor Wheeler and City Commissioners -

I have been following the SW Corridor light rail project as it progresses through early draft design and EIS studies and would like to comment on the latest options. I am unable to attend the Portland City Council hearing on November 1st 2018.

I attended the Metro-hosted meeting at the SW Community Center on October 29th 2018. At that meeting, Metro staff presented 3 additional alternatives (Smith, Smith Modified, and Collins) plus 2 that had already been discussed and retained as recommended by the Steering Committee this past summer (Alternative B2 and Refinement 2). I believe you will be hearing about these alternatives with the same amount of detail that we heard.

Of these 5 options, the only one I see as acceptable is Alternative B2 (although I still prefer Alternative B1, now off the table, which would keep light rail in the middle of Barbur and require a rebuilding of the roadway over I-5. As a former government employee, I really hate it when a new project is built without improving the older infrastructure around it - it's very bad for public perception, and in the long run makes no financial sense.)

Alternative B2 would make use of a known and assessable park & ride, pair the light rail with existing bus service at the same stop, would not worsen a heinous intersection at Barbur & Capitol Hwy (one of the fixes we were hoping for in Alternative B1), would leave Barbur World Foods and Mater Wrench intact, would possibly remove some auto-oriented businesses (Valvoline, Black Rock, Starbucks and their illegal parking lot expansion, and McDonalds, the latter 2 being very ubiquitous and unnecessary in this location), and would be perfectly set up for the alignment down to Tigard. And, it would not impact Woods Memorial Park.

Metro staff notes that B2 is the "least supportive of redevelopment" but I would argue that with CM2 zoning on the Barbur Transit site, TriMet or other approved entities could significantly alter the transit center (it could be the first in Portland!) to add housing, businesses, offices, etc. including transit-supportive services. Note that the land under the transit center & park & ride is owned by ODOT.....

The Collins option is interesting, but separates the light rail station from the Barbur Transit Station - bad for transfers - and would likely increase traffic in and around the neighborhood. It proposes a fly-over Taylors Ferry Road, impacting Woods Memorial Park and the neighborhood surrounding it. Of the businesses affected, parts of a towing yard (behind Master Wrench) and an auto body shop that keeps changing ownership (corner of Taylors Ferry and Capitol Hwy) are 2 that would have little impact on the neighborhood. But the tunnel (really a cut/cap, so the structures above the tunnel are demolished) would completely remove Michael Harper's (Trail Blazer 1980-'82) insurance business on Capitol Hwy. I think my biggest concern with the Collins option is the separation of the transit stop from the Barbur Transit station.

I understand that these 5 options will be under additional study between now and early 2019, when a new steering committee will make the final choice of a route option.

Thank you for taking my testimony in writing. I'm not sure how your vote will impact the final chosen option but I would urge you to favor Option B2.

Christina Scarzello  
 6130 SW Brugger ST  
 Portland, Oregon 97219

October 30, 2018

Mayor Ted Wheeler:  
 Commissioner Dan Saltzman:  
 Commissioner Nick Fish:  
 Commissioner Amanda Fritz:  
 Commissioner Chloe Eudaly:

Dear Mayor Wheeler and City Commissioners -

I have been following the SW Corridor light rail project as it progresses through early draft design and EIS studies and would like to comment on the latest options. I am unable to attend the Portland City Council hearing on November 1st 2018.

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Thank you for taking my testimony in writing. I'm not sure how your vote will impact the final chosen option but I would urge you to favor Option B2.

Christina Scarzello  
6130 SW Brugger ST  
Portland, Oregon 97219

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**From:** Doug K <dougurb@gmail.com>  
**Sent:** Tuesday, October 30, 2018 8:50 PM  
**To:** Council Clerk – Testimony  
**Subject:** SW Light Rail Corridor Zoning

Mayor Wheeler and Commissioners:

I plan to testify on Thursday, but this article from Sightline explains my concerns about inadequate zoning for housing along the Southwest Corridor:

<https://www.sightline.org/2018/10/04/southwest-corridor-project-affordable-housing-luxury-housing/>

Thank you.

Doug Klotz  
1908 SE 35th Pl.  
Portland, OR 97214





## ACTUALLY, LET'S NOT SET ASIDE LAND NEXT TO RAIL LINES FOR MANSIONIZATION

Apartments are banned from half the land around stations on Portland's next rail line. If that won't change, the line shouldn't be built.



Author: **Michael Andersen**  
(@andersem) on October 4, 2018 at 9:31 am

This article is part of the series [Legalizing Inexpensive Housing](#)

Two years from next month, Portland's regional government plans to ask voters for about a billion dollars to help build the first modern light rail line through the region's most exclusive quadrant.

The "Southwest Corridor" project through Portland's mostly well-off (but poorly connected) southwest neighborhoods could become a new model for the Pacific Northwest in how to improve housing and transportation at the same time.

Alternatively, it could become a model of how to utterly fail at doing so.

On Thursday, Portland's city council seems certain to approve a toothless document packed with good ideas for mitigating one of the risks of that rail line: that it'd help trigger price increases that force 12,000 low-income households out of Southwest Portland's "naturally occurring affordable housing"—that is, the old, intact and relatively cheap market-rate apartment buildings scattered around the Barbur Boulevard area.

Notably, the plan recommends buying a bunch of those buildings and converting them to public, rent-regulated housing at their current prices. It's a great idea that nobody objects to, at least until someone asks them to help pay for it. (Hint: we should pay for it.)

But one of the reasons Portland's Southwest Corridor housing strategy is so uncontroversial is its toothlessness. Specifically, it fails to sink any teeth into anything that might change this:



Median price of a detached home here: about \$450,000.

That's what the housing options look like today two blocks north of one of the most important stations of this proposed \$2.8 billion rail line, Barbur Transit Center.

Or, here's the housing selection immediately north of the station at Barbur and 19th:



Median price of a detached home here: about \$475,000.

I just showed you pictures of about 200 houses on 60 acres, all of them within a future five-minute walk of a massively expensive new rail line to downtown and almost all of them requiring mortgage payments of \$2,400 or more—which makes very few of them affordable to a family of four making the Portland area's median income of \$81,400.

And these are the prices before a rail line has even been built.

The strangest part of the images above is that these home prices are essentially mandatory. On most of these lots, dividing the land into so much as a duplex would be illegal.

If that's not a recipe for luxury housing, I don't know what is.

In defense of Portland's housing strategy document, it does identify this issue. All told, apartment buildings are illegal on 48 percent of the land near Portland's potential stations, it notes. Upzoning this currently exclusive land to allow four-to-six story buildings would eventually make the rail line useful to many thousands more people while also triggering the affordability requirements that kick in for buildings with more than 20 homes.



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Here are the document's proposed remedies: "a corridor-wide station area planning process, beginning in select station areas using a fair housing and health equity lens" and followed by "additional affordability goals and incentives" to get below-market housing built.

In other words, **Portland should legalize apartment buildings near its future rail stations**, then find offsets that ensure a meaningful number of those new homes are **affordable to people who truly need to ride the train**.

This isn't rocket science. And, unlike purchasing the corridor's old apartment buildings (which, to recap, we the public should also do) it might not even require new dedicated tax revenue.

But it *would* require big changes to the neighborhoods in the pictures above. And Portland, for all its good intentions, currently has no timeline for making them.

Shawn Fleek, a spokesman for OPAL Environmental Justice Oregon, told me Tuesday that the city recommendation to upzone these station areas into mixed-income apartment buildings with community benefit agreements could easily be forgotten, just like "any of those clauses that is going to benefit low-income communities and communities of color."

"We're looking for definitive material gains and not just empty promises," Fleek said.

Every city in Cascadia needs better transit, and any proposed rail line has promise. But unless we make it legal for lots of people to actually live near rail stations if they want to, that promise will indeed be empty—for most of us.

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**Previous article in series:**

« Duplexes Are Now Legal on 99% of Vancouver's Low-Density Lots

**Next article in series:**

Could Your Backyard Help Ease the Affordable Housing Crisis? »



37393

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**Moore-Love, Karla**

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**From:** Jackie Phillips <inning2@comcast.net>  
**Sent:** Tuesday, October 30, 2018 12:53 PM  
**To:** Council Clerk – Testimony  
**Subject:** Comments to Council Agenda Item #1135 SW Corridor Light Rail Project  
**Attachments:** Comments to city council re sw corridor oct 30 2018.docx.pdf

Please accept my comments to city council agenda item #1135. They are attached.

Sincerely,

*Jackie Phillips  
503-449-9687  
inning2@comcast.net*

October 30, 2018

**Comments regarding Council Agenda Item #1135, Resolution to Adopt the Southwest Corridor Light Rail Project Preferred Alternative**

From Jackie Phillips, 4205 SW View Point Terrace, Portland, Oregon 97239

The proposed SW Corridor Light Rail Project is one of the largest and complex light rail transportation systems ever considered for the Metro Area. Therefore, it should be given the time it deserves and the expertise it deserves to create a positive regional transportation plan.

It is unfortunate that the SW Corridor Plan has been hurried and rushed through a process that did not give the necessary careful and measured thought that could make this concept an improvement to Portland's Transportation system instead of a regretted error. Many of the more complex issues and engineering difficulties are not given the necessary attention in the finalized DEIS. In fact, you could say that an incomplete DEIS was approved.

Four components of this plan fail to improve our transportation system and may prove to make it worse. All four of these components need more careful consideration, time and more public input to not only solve current transportation issues but also not to exacerbate existing transportation problems along this corridor.

**The Crossroads** is an extremely complicated and difficult transportation situation. It has many environmental issues attached and has not received the attention it deserves. It has the potential to add much more to the budget than expected and unless planned carefully, could produce headaches for commuters and neighbors for years to come.

**Bridges on SW Barbur Blvd.** This portion of the plan has not even been finalized in terms of traffic plans and could conceivably create even more congestion to the already extremely congested area. None of the DEIS plans solve this congestion.

**The SW Connector** has completely been neglected in terms of planning. This project is the one component that is critical to the success of this light rail system. Comments in the exhibits in the DEIS are unacceptable both in terms of a concrete plan and in preserving historic parklands and Terwilliger Parkway. The cost for this component could be a deal breaker and yet the plan continues as if wearing blinders.

**Ross Island Bridgehead** solutions were promised in the beginning, but this component has been taken off the table and will be looked at separately. This could prove to be a mistake and a missed opportunity. The entire project with all transportation systems should be looked at holistically.

**I ask City Council to vote to place this project decision on hold until these issues can be addressed thoughtfully and thoroughly by the best in the business and request that metro do a better job of gaining some consensus around these issues. I also request that Council request metro to hold off on any decisions that take this project to the next step without approval from Portland City Council.**

**Announced today: On November 15, Metro Council will vote to adopt a land use final order for this project. Once that is adopted, persons will not be able to appeal any of these issues unless they have commented ahead of this date. I request that City Council request that Metro place a hold on this land use final order until the project and all the components are finalized.**

Sincerely,  
Jackie Phillips  
4205 SW View Point Terrace  
Portland, Oregon 97239  
503-449-9687  
Inning2@comcast.net



**Moore-Love, Karla**

---

**From:** Peggy Hiatt <peggy.hiatt@gmail.com>  
**Sent:** Tuesday, October 23, 2018 3:42 PM  
**To:** Council Clerk – Testimony  
**Subject:** SW Corridor Locally Preferred Alternative

Hello,

I may not be able to make the meeting on November 1st so I want to make sure that my support FOR the improvements is noted. Including either of the proposed elements along SW 53rd. I have gotten a few emails from people in the neighborhood who oppose doing anything along 53rd but other than saying "No" I haven't heard them come up with alternative solutions.

I refuse to be part of any nimbyism. If it is good for the neighborhood as a whole it is good for me. It isn't like the traffic is going to get any better so whatever that can be done now to encourage public transportation is fine in my book.

Sincerely,  
Margaret Hiatt  
11411 SW 51st Ave, Portland, OR 97219  
503.977.2346

## Moore-Love, Karla

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**From:** Joseph Jenkins <jenkins.ja@gmail.com>  
**Sent:** Friday, October 19, 2018 10:25 AM  
**To:** Council Clerk – Testimony  
**Subject:** Fwd: SW Corridor Crossroads Alignment

Joseph Jenkins

[jenkins.ja@gmail.com](mailto:jenkins.ja@gmail.com)  
(360) 608-9293

----- Forwarded message -----

**From:** Joseph Jenkins <jenkins.ja@gmail.com>  
**Date:** Fri, Oct 19, 2018 at 10:17 AM  
**Subject:** SW Corridor Crossroads Alignment  
**To:** <cetestimony@portlandoregon.gov>  
**Cc:** <mayorwheeler@portlandoregon.gov>, <nick@portlandoregon.gov>, <amanda@portlandoregon.gov>, <dan@portlandoregon.gov>, <chloe@portlandoregon.gov>

Mayor Wheeler and Commissioners Eudaly, Fish, Fritz and Saltzman:

My name is Joseph Jenkins and I am a resident at 6400 SW Luradel St, Portland, OR, 97219. I am deeply concerned and firmly against Trimet and Metro's preferred alignment through Crossroads that would put light rail at grade on Taylor's Ferry and Capitol Highway; an intersection I use every day of the week.

As a licensed Civil Engineer, I can appreciate that this alignment is being considered to reduce costs for the SW Corridor project. However, this option would leave our community less walk-able; bike-able; drive-able, and frankly, less live-able. Specifically, this alignment:

- Fails to address the seismic vulnerability of the I-5 overpass that will fail in a significant seismic event.
- Fails to address the substandard design of the existing on and off ramps.
- Fails to address pedestrian and bicycle connections in the entirety of the Crossroads area (including connections to the Barbur Transit Center).
- Fails to understand the space limitations on Taylor's Ferry for light rail.
- Fails to understand the existing congestion at Taylor's Ferry and Capitol Highway that will be worsened by this alignment.
- Fails to protect Barbur World Market and surrounding businesses and residential properties.
- Fails to take into account recommendations from a 2015 ODOT Barbur Road Safety Audit and the 2008 Taylors Ferry Road Plan.

**Please support Alignment B1, Center Barbur, and reject Refinement 2 Taylors Ferry I-5 Overcrossing.**

Thank you for your time,

Joseph Jenkins, PE

[jenkins.ja@gmail.com](mailto:jenkins.ja@gmail.com)

(360) 608-9293

## Moore-Love, Karla

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**From:** David Rich <dar@copper-by-design.com>  
**Sent:** Tuesday, October 9, 2018 11:43 AM  
**To:** Council Clerk – Testimony  
**Cc:** Fitzgerald, Marianne; Wheeler, Mayor; Commissioner Saltzman; Commissioner Fish; Commissioner Fritz; Commissioner Eudaly  
**Subject:** SW Corridor light rail and the Taylors Ferry alignment

--  
**Testimony:**

**I have run a construction business out of our home/office for the last quarter century and a finalist in the BBB Torch Awards this year. I need to have access out of my neighborhood on a daily basis. Although, the Taylors Ferry and Capitol Hwy. crossing is one of only 2 ways I have out of our neighborhood, which is already very limiting. I believe this poorly drafted construction would gravely impact my business. My Wife is a medical professional dealing with birthing, so her emergency calls would also be severely crippled as well. I believe there are still a lot of unresolved issues with the alignment and it would be wise to delay your vote until we have more information about the locally preferred alternative.**

**If you must proceed I want light rail to stay on Barbur (B1, or B2 without the Taylors Ferry refinement). It is imperative that pedestrian and bicycle access from the neighborhoods to light rail stations at the Barbur Transit Center and SW 68 are carefully worked into this plan for the success of this project as well.**

~~~~~  
Thank you for your confidence in **DMR Gutters**. We appreciate your business.

David Rich - cell# 503-351-7082  
10432 S. W. 52 Ave.  
Portland, OR 97219

**bid@dmr-gutters.com**  
**dmr-gutters.com**  
**copper-by-design.com**

**Favorite quotes:**

**"Quality means doing it right when no one is looking"**  
**Henry Ford**

***"Any fool can know. The point is to understand."***  
**Albert Einstein**

***"We put our customers first, so we don't come in second."***  
***"In stead of chasing the almighty dollar, I believe if I focus on our Client's long-term satisfaction our finances will work out just fine."***  
**David Rich**



*Pay it forward! (randomactsofkindness.org)*  
mind-temple.com/ethics.htm

**Moore-Love, Karla**

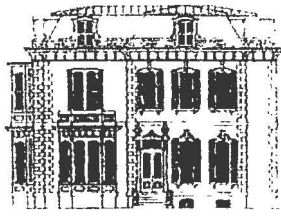
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**From:** William Hawkins III <billhawkins1@qwestoffice.net>  
**Sent:** Wednesday, October 10, 2018 12:14 PM  
**To:** Council Clerk – Testimony  
**Subject:** Agenda item  
**Attachments:** 20181010100134.pdf

Council Clerk,

Please forward the attached letter to the Mayor and Commissioners.

Thank You, Bill Hawkins



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WILLIAM J. HAWKINS III  
ARCHITECT • FAIA  
1124 SOUTHWEST 20TH AVENUE  
PORTLAND, OREGON 97201  
497-9084

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Mayor Ted Wheeler  
Commissioner Dan Saltzman  
Commissioner Nick Fish  
Commissioner Amanda Fritz  
Commissioner Chloe Eudaly

October 9, 2018

Re: City Council Agenda Item 1062 - Resolution concerning the Southwest Corridor Plan (SWC) Locally preferred Alternative (LPA)

Dear Mayor Wheeler and Commissioners:

As long-time advocates of our City Park system, my family has supported Terwilliger Boulevard since its inception in 1903 when my relative Col. L.L. Hawkins discussed the concept with John C. Olmsted, Senior Partner in Olmsted Bros. The nationally famous Landscape Architects had been invited to Portland to prepare a Portland Parks Plan, of which Terwilliger (Hillside) Parkway was an integral part. When it was completed, my grandparents, including my father, attended the Parkway's opening ceremony in 1912. As a family we have been enormously proud to see the parkway mature and remain a quintessential part of Portland's famous parks. As a third-generation family member, I, too, became enamored with our parks, joining the Portland Parks Board and the Board of the National Association of Olmsted Parks and writing on our beloved parks, "The Legacy of Olmsted Brothers in Portland, Oregon," to help maintain and improve them.

Now Terwilliger Boulevard, one of the great successes of the 1903 Olmsted parks plan for Portland, faces the possibility of a significant destructive intrusion. The proposed new connection between the light-rail line on Barbur Boulevard and the Kohler Pavilion of OHSU has options that either add elevators, bridges, stairs, ramps, or tunnels, any of which would remove valuable land and mature trees from the landscaped parkway. This is a very serious intrusion, the very situation warned about in Federal transportation laws which intended to protect parks.

The connection may be essential to the functioning of Marquam Hill, but I ask that the least intrusive solution possible be explored, lest we harm one of the City's greatest assets irreparably.

Respectfully Yours,

William J. Hawkins, III FAIA

**Moore-Love, Karla**

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**From:** Anton Vetterlein <antonvett@comcast.net>  
**Sent:** Tuesday, October 9, 2018 6:09 PM  
**To:** Council Clerk – Testimony  
**Cc:** Wheeler, Mayor; Commissioner Eudaly; Commissioner Fish; Commissioner Fritz; Commissioner Saltzman  
**Subject:** Agenda Item 1062 - SWC Plan LPA  
**Attachments:** Council Testimony Re- Agenda Item 1062.docx

Please see my attached testimony regarding the SW Corridor Plan Locally Preferred Alternative.  
Thank you,

Anton Vetterlein  
430 SW Hamilton St.  
Portland, OR., 97239  
[antonvett@comcast.net](mailto:antonvett@comcast.net)  
ph: 503.866.1667



October 9, 2018

Anton Vetterlein  
430 SW Hamilton St.  
Portland, Oregon, 97239

Mayor Ted Wheeler  
Commissioners Dan Saltzman, Nick Fish, Amanda Fritz, & Chloe Eudaly  
Portland City Council  
1221 SW Fourth Ave.  
Portland, Oregon, 97204

Re: City Council Agenda Item 1062 - Resolution concerning the Southwest Corridor Plan  
Locally Preferred Alternative (LPA)

Dear Mayor Wheeler and Commissioners Eudaly, Fish, Fritz, and Saltzman,

I agree with Marianne Fitzgerald that a vote on the LPA should be delayed until there is more resolution of the options and impacts of several critical components of the plan. Friends of Terwilliger has grave concerns about the Marquam Hill Connection options that are being advanced as part of the SW Corridor light rail plan. And Marianne has sent you a letter outlining the unresolved issues in the West Portland Crossroads area. By voting to endorse the LPA now you will be limiting the options for successful resolution of the outstanding issues.

Regarding the Marquam Hill Connection, there has been inadequate study of the options and impacts to make a decision about its location. The Draft Environmental Impact Statement (DEIS) of June 2018 admits that little research has been done to determine the impacts on historic and natural resources in the Terwilliger Parkway corridor. It also states "There are federal laws that restrict transportation projects from impacting parks when other options are available." The impacts of the current four proposals are too drastic to close off discussion of other alternatives.

All of the connection options violate the Terwilliger Parkway Corridor Plan in several ways. Please refer to Friends of Terwilliger's comments on the DEIS for a detailed analysis (included here.)

The DEIS states: *"The impacts to Terwilliger Parkway from the vegetation removal and ground disturbance will be long lasting and will result in a severe visual change to this park. These impacts cannot be mitigated..."* Please do not let this happen!

Sincerely,

Anton Vetterlein



Metro  
Southwest Corridor DEIS  
600 NE Grand Ave., Portland, OR 97232

July 19, 2018

RE: Southwest Corridor Plan DEIS & Initial Route Proposal Comments

The early elimination of the LRT route that would have tunneled under Marquam Hill and provided a station at OHSU was premature. The current justification for a “Marquam Hill Connection” between Barbur Blvd. and OHSU – that Marquam Hill is a critical destination with 10,000 potential daily riders – was downplayed at the time. Now this justification is being used to push another connector across Terwilliger Parkway that will greatly alter the character and quality of this historic and much-used linear city park. We don’t agree with the planners and politicians who have decided that it’s worth sacrificing a portion of Terwilliger Parkway in order to avoid the potential (and poorly studied) costs and complications of the Marquam Hill LRT Tunnel option. Friends of Terwilliger would like to support light rail to Marquam Hill in order to reduce traffic in the parkway and neighborhood, but the elimination of the underground OHSU station option leaves us with no acceptable alternatives.

**Regarding the initial route proposal:**

The description of the Marquam Hill Connection in the Project Introduction on page 1-4 states: *“The connection between the medical complex on Marquam Hill and SW Barbur Boulevard is critical for the project. Approximately 10,000 daily MAX line transit riders are expected with this improved access to the main campus of OHSU and the Veterans Affairs (VA) Portland Health Care System and Shriners hospitals.”* This clearly shows the need for a LRT connection to Marquam Hill, especially given that it comprises 22% of projected daily ridership. But, according to Appendix I, the Marquam Hill Tunnel options were removed *“due to the relatively small travel time and ridership gains compared to the high capital cost of the tunnel, the substantial construction impacts at portals and station areas, and the high engineering risk”* and that

*"Instead, a pedestrian and bike connection to Marquam Hill from the nearby surface HCT station on Barbur or Naito will be part of the project."* How can a 22% increase in ridership be a "relatively small ridership gain"? The capital costs and construction impacts are not quantified in any detail and have not been adequately studied. It appears that it was easier to sacrifice a portion of the historic and environmentally significant Terwilliger Parkway rather than undertake that study.

According to the discussion of Section 4(f) Resources in Appendix D, the impacts to Terwilliger Parkway of all the Marquam Hill Connection options are significant: *"The impacts to Terwilliger Parkway from the vegetation removal and ground disturbance will be long lasting and will result in a severe visual change to this park. These impacts cannot be mitigated down to de minimis, and the Marquam Hill connection is therefore assumed to be a permanent use regardless of the option selected."* In spite of this evaluation, the Connection options have moved forward and no alternatives that don't significantly impact the parkway have been adequately studied. As the record will show, Friends of Terwilliger testified or provided comment on several occasions and implored project staff and leaders to find a LRT connection that does no harm to Terwilliger Parkway, but it appears we have been ignored.

#### **DEIS Comments RE: Marquam Hill Connection:**

All four Marquam Hill Connection options have significant and unacceptable impacts on Terwilliger Parkway in the vicinity of Campus Drive. *It is important to point out that the bulk of the infrastructure and impacts of the Connection will be on public park property (not on OHSU property or city right-of-way) and that this park property will be acquired from Portland Parks and Recreation and taken out of park use.* Options 1A, 1B, and 1C will all place an elevator tower and bridge in what is now a scenic canyon east of Terwilliger Blvd. that is full of Oregon white oaks, douglas firs, and other mostly native trees, many of which will be removed. They will also require the removal of native trees and plantings on the west side of Terwilliger and replace them with ramps, steps, retaining walls, and other construction that will destroy what few park-like qualities that remain in that area. These west side trees were planted in the 1990s to screen new OHSU buildings in accordance with the Terwilliger Parkway Corridor Plan which calls for a "forest corridor" in this location and they are only just now reaching a size where they can actually screen OHSU buildings from view. Connection Option 2 – a pedestrian tunnel – seems preferable because it connects people most directly from Barbur to OHSU and would have no physical presence at Terwilliger, but the proposed cut-and-cover construction method would remove even more trees than the other options; it would also leave a significant section of parkway hillside denuded and would expose an extensive conglomeration of OHSU buildings to direct view from Terwilliger Blvd. and pathway. Promising to re-plant trees is a hollow promise in that it will take several decades – under ideal conditions – to mature enough to screen buildings from view and recreate the forest corridor called for in the Terwilliger Parkway Plan. Other trees planted at Terwilliger and Campus Dr. in the last couple decades have not grown in as expected because of later OHSU construction projects

requiring their removal, or because they were not planted in proper conditions and they ended up dying. So if history is any indication, we should keep the trees we have and not remove them.

The Terwilliger Parkway Corridor Plan (TPCP), adopted by Portland City Council ordinance no. 155241 in 1983, is the governing planning document for the area proposed for the Marquam Hill Connection. Some of its goals relevant to this project are:

Goal A. *"To preserve and enhance the scenic character and natural beauty of Terwilliger Parkway and Boulevard."*

Goal B. *"To maintain and enhance unobstructed views from Terwilliger Boulevard and Trail"*

Goal D. *"To guide the siting, scale, landscaping, traffic impacts and design of new development to enhance the aesthetic experience of Terwilliger."*

Goal E. *"To manage the location and design of new vehicular and pedestrian access to Terwilliger in order to reduce traffic hazards and incompatible visual impacts."*

All four of the connection options violate one or more of these goals and, as stated in the 4(f) evaluation, will have *"long lasting impacts"* that *"will result in severe visual change"* and that *"cannot be mitigated"*.

TPCP Land Use Policy C. states: *"Allowable uses within the Terwilliger Parkway and Boulevard shall be limited to recreational uses such as walking, bicycling, jogging and picnicking, and other forms of passive recreation; supportive development such as restrooms; and viewpoint parking..."* The proposed connection is clearly not a recreational use.

Landscape Policy A. of the TPCP states: *"Develop, through plantings and improved maintenance, the Landscape Concept shown on Map 1 and illustrated in Figures 3 through 10..."* Map 1 shows a "Forest Corridor" for the west side of Terwilliger Parkway around Campus Drive where the connection is proposed. Figure 3 defines a Forest Corridor as *"A continuous, visually uninterrupted segment of the roadway which is heavily enclosed by native forest plantings and hillsides. Development is completely screened from view."* Yet the DEIS states on page 4-77: *"With the connection options, developed infrastructure would displace the mature vegetation. However, because the OHSU campus is directly uphill of Terwilliger Parkway here and is the dominant feature experienced by parkway users in this location, the change to the setting would be localized and reduced by the existing presence of large buildings and transportation infrastructure."* This statement contradicts both the aforementioned Goals of the TPCP and the Landscape Policy. The fact that OHSU campus buildings are dominant in this location is because of negligence and oversight. Trees were required to be planted to screen OHSU buildings as mitigation for tree removal and use of the parkway during construction of the aerial tram (see Land Use Review #05-122007 EN.) The trees subsequently died because the rock construction access road where they were planted was not removed. If those trees



had been planted in favorable conditions and had survived they would be starting to screen the buildings as required in the TPCP and OHSU buildings would not be the “dominant feature”. Justifying a new harm on the basis of an old harm should not be a valid argument.

Map 1 of the TPCP also shows a “Major View” to the east over the connection project area. While that view is currently partially obstructed by trees, many of those trees are deciduous and the view improves in the winter. The placement of an elevator tower and connecting bridge in the view shed would need to be sensitively handled to not block or mar the view, especially given that the project will open up this view by removing trees. There is little information in the DEIS that indicates how connector options 1A, 1B, and 1C will impact this view.

Landscape Policy B. of the TPCP states: *“Re-landscape the major entrances and focal points of Terwilliger Boulevard (including...Campus Drive...) using, where possible, larger plant materials and ground-cover.”* This was undertaken in the 1990s as mitigation for construction of the Casey Eye Institute and the Doernbecher Children’s Hospital, but much of those plantings were removed during construction of the Kohler Pavilion and aerial tram and not properly re-planted. The few trees that have survived would likely be removed under all four connection options. Much of the planting area would be displaced by transportation infrastructure and there would be little room for planting larger plant materials and ground cover.

Why is there no mention of the historic importance of Terwilliger Parkway? The DEIS says that *“Terwilliger Parkway is recommended as eligible for listing on the NRHP”* but there is no mention of its “Historic Characteristics and Significant” in Table D-1 or elsewhere. Terwilliger Parkway holds an important position in the history of park development in Portland. It was conceived and partially designed between 1903 and 1912 by the most famous and sought-after landscape architecture firm of the time, Olmsted Brothers Landscape Architects, who were sons of the illustrious Frederick Law Olmsted. The elder Olmsted designed Central Park in NYC and many parks throughout America, the US Capitol grounds, Stanford University grounds, the Biltmore Estate, Riverside, Illinois, and the 1893 Chicago Worlds Fair grounds, to name just a few. He is a colossal figure in American Landscape Design and his sons continued his illustrious practice throughout the USA. John C. Olmsted came to Portland in 1903 to design the 1905 Lewis and Clark Exposition grounds and a master plan for Portland parks. Of the numerous parkways that they recommended to the Portland Park Board, only Terwilliger Parkway was actually constructed. This history and its connection to broad national currents make it the most historically significant park property in the entire DEIS study area, yet it gets virtually no mention. Additionally, Table 4.6-1 should show all four connection options as having “Full: Presumed Adverse Effect” due to acquisitions and easements.

#### **Additional Miscellaneous DEIS Comments:**

RE: Table 4.2-3 Segment A: Summary of Local Plan Compatibility: There is no mention of the Terwilliger Parkway Corridor Plan, Terwilliger Parkway Design Guidelines, or the Marquam Hill Plan. These plans are relevant and should be included.

RE: Table 4.4-2 Long Term Community Impacts: Segment A: The table ignores or understates the impacts of the connection options on Neighborhood Cohesion, Neighborhood Quality of Life, and Community Facilities. The Homestead Neighborhood, where the project area is located, considers Terwilliger Parkway to be an important asset to the neighborhood. The Homestead Neighborhood Association regularly expresses support for maintaining the “Character of Terwilliger”. A recent survey by Friends of Terwilliger on a Saturday morning of pedestrians and runners found users from throughout the city, but the greatest numbers were from the surrounding neighborhoods. Many residents walk or run or bike on Terwilliger daily without the need to get in a car. Terwilliger Parkway offers a cool, forested respite from urban intrusions, but the Marquam Hill connection options will all bifurcate the parkway with tree removal and an intrusion of urban infrastructure. Terwilliger Parkway is an especially valued resource to citizens from throughout the city during hot summer weather because it can be 5 or 10 degrees cooler than the city at large due to its east-facing aspect and the cooling effect of the forest canopy. Removing more of that tree canopy, especially on the west side, would affect the value of Terwilliger as a destination for runners, walkers, and bikers.

Finally, it’s important to note that a “parkway” is a linear park (often with a road or pathway running through it) rather than a well-landscaped highway (as is often thought.) One of the prime characteristics of a linear park is its continuity. Terwilliger’s continuity is characterized by its well-designed grades and curves, its minimal infrastructure of roadway, pathway, and light poles, and by its natural setting that alternates between forest corridors and scenic viewpoints. Any Marquam Hill Connection option that interrupts the park continuity with urban infrastructure or that exposes more OHSU buildings to view degrades this valuable and historic city resource.

Sincerely,

Anton Vetterlein  
President, Friends of Terwilliger  
430 SW Hamilton St.  
Portland, Oregon, 97239

## Moore-Love, Karla

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**From:** David Rich <dar@copper-by-design.com>  
**Sent:** Tuesday, October 9, 2018 11:43 AM  
**To:** Council Clerk – Testimony  
**Cc:** Fitzgerald, Marianne; Wheeler, Mayor; Commissioner Saltzman; Commissioner Fish; Commissioner Fritz; Commissioner Eudaly  
**Subject:** SW Corridor light rail and the Taylors Ferry alignment

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**Testimony:**

I have run a construction business out of our home/office for the last quarter century and a finalist in the BBB Torch Awards this year. I need to have access out of my neighborhood on a daily basis. Although, the Taylors Ferry and Capitol Hwy. crossing is one of only 2 ways I have out of our neighborhood, which is already very limiting. I believe this poorly drafted construction would gravely impact my business. My Wife is a medical professional dealing with birthing, so her emergency calls would also be severely crippled as well. I believe there are still a lot of unresolved issues with the alignment and it would be wise to delay your vote until we have more information about the locally preferred alternative.

If you must proceed I want light rail to stay on Barbur (B1, or B2 without the Taylors Ferry refinement). It is imperative that pedestrian and bicycle access from the neighborhoods to light rail stations at the Barbur Transit Center and SW 68 are carefully worked into this plan for the success of this project as well.

~~~~~  
Thank you for your confidence in **DMR Gutters**. We appreciate your business.

David Rich - cell# 503-351-7082  
10432 S. W. 52 Ave.  
Portland, OR 97219

**bid@dmr-gutters.com**  
**dmr-gutters.com**  
**copper-by-design.com**

**Favorite quotes:**

"Quality means doing it right when no one is looking"  
Henry Ford

*"Any fool can know. The point is to understand."*  
Albert Einstein

*"We put our customers first, so we don't come in second."*  
*"In stead of chasing the almighty dollar, I believe if I focus on our Client's long-term satisfaction our finances will work out just fine."*  
David Rich

***Pay it forward! (randomactsofkindness.org)***  
mind-temple.com/ethics.htm

**Parsons, Susan**

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**From:** Amy DeBolt <abdebolt@msn.com>  
**Sent:** Sunday, October 21, 2018 3:06 AM  
**To:** Council Clerk – Testimony  
**Subject:** Light rail on Taylor's Ferry Road

I would recommend that you come any weekday morning and watch how far the traffic backs up on Taylor's Ferry Rd towards 45th Ave and watch what an absolute cluster the traffic is at the Taylors Ferry/Capitol hwy/Barbur blvd is Every. Damn. Day. You need to fix traffic here not make it worse by running light rail part of the way up. This is not a smart plan. It might be a cheaper option but that doesn't make it better.  
Amy DeBolt

Sent from my iPhone



**Parsons, Susan**

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**From:** MIKE MAUCK <maucksnix@comcast.net>  
**Sent:** Friday, October 19, 2018 5:50 PM  
**To:** Council Clerk – Testimony  
**Subject:** lite rail to Crestwood

By the time this rail is operational we (who live here) will be using driverless transportation and only the homeless will be left riding the rail. I have to wonder whose pocket the tax payer's money will be going for this useless "government works" project.

Michael Mauck, Ph.D. Environmental Science and Resources.

**From:** Barry Lavine  
**To:** [Council Clerk – Testimony](#)  
**Subject:** comment on proposed Barbur light-rail route  
**Date:** Tuesday, October 23, 2018 11:47:13 AM

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Greetings.

My wife and I have lived not far from the Barbur/Capitol Hwy intersection for over 25 years. We are quite familiar with the issue of southbound traffic backing up on Capitol, before the 4-way stop at Taylor's Ferry and Capitol.

In fact, this morning **around 10 am**, there were about 15 southbound cars backed up, waiting to clear that intersection. At rush-hour times, that backup extends even further north on Capitol.

The proposed at-grade Capitol/Taylor's Ferry crossing will seriously and **permanently** negatively impact traffic flow in my neighborhood, at all times of the day. I urge the design team to dismiss this option, despite the tantalizing savings in **SHORT-TERM** costs.

The grade-separated option, which is "Alignment B2", is WITHOUT A DOUBT the better alternative.

Thank you.  
Barry Lavine and Karen Stolzberg  
9315 SW 37th Ave  
503-860-4514

**Moore-Love, Karla**

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**From:** Dave Knaub <bracket@comcast.net>  
**Sent:** Saturday, October 6, 2018 11:32 AM  
**To:** Council Clerk – Testimony  
**Subject:** SW Corridor Light Rail Plan

I am deeply concerned about the adverse impacts of the current SW Corridor Light Rail Plan on the South Portland Neighborhood and on Terwilliger Parkway.

South Portland has been decimated by transportation projects over the decades, and the current plan appears to continue that sorry tale. It is hard to conceive of light rail and the present number of Barbur traffic lanes coexisting without the removal of most neighbors, homes and businesses along Barbur Blvd.

The loss of public parkland and trees on Terwilliger Parkway for a connection to OHSU under the current plan is similarly tragic. The Parkway is a regional treasure used by all, and is visible from across the Willamette. The draft Environmental Impact Statement itself calls the changes required to the Parkway as severe, long lasting and unable to be mitigated.

I ask the City Council to demand transportation solutions along the Southwest Corridor that do not adversely impact area residents and green spaces. Surely a city of our creativity can do better. I would hope that no one would have to lose so that some may win.

David Knaub  
4019 SW Corbett Ave.  
Portland OR 97239

## Moore-Love, Karla

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**From:** Carolyn and Wayne Stewart <candwstewart@q.com>  
**Sent:** Saturday, October 6, 2018 12:42 PM  
**To:** Council Clerk – Testimony  
**Cc:** . candwstewart@q.com  
**Subject:** Item 1062 SW Corridor Light Rail Preferred Alternative

Dear Mayor Wheeler and City Council members,  
First, do no harm.

The Terwilliger Parkway is a cultural landscape, first envisioned by the Olmsted Brothers in 1903. The City Council recognized the historic and cultural values of the Parkway when the "Terwilliger Parkway Design Guidelines were adopted in October, 1983. The adopted objective for this Design Zone is:

"Primary consideration shall be given to safeguarding unobstructed views and to preserve the heavily wooded character. Improvements shall make a minimal amount of interruption to the natural topography." (Page 1, Guidelines)

The "Character of Terwilliger", which is included in the adopted Guidelines, is described as follows: "Terwilliger Parkway, Boulevard and Trail are unique and notably successful parts of the City which allow people to enjoy the natural beauty and setting of Portland while moving through it. There are sequential views of the City, Mt. Hood, Mt. St. Helens, the Willamette River and the wooded hills along which the Boulevard is constructed. These expansive views are contrasted by sections of the Boulevard which are lush and enclosed by tall stands of deciduous trees and second growth fir". (Page 7, Guidelines)

The current SW Corridor Plan identifies four alternatives for the connection from the proposed Barbur and Gibbs light rail station to OHSU (Kohler Pavillion). All of these alternatives will negatively impact the Terwilliger Parkway to some extent. This is my concern.

Of the four alternatives being considered, only the tunnel alternative (Connection 2) will minimize impacts on Terwilliger. This alternative provides the best weather protection for users and significantly simplifies access for mobility impaired individuals. Please encourage adoption of this alternative as the "preferred Barbur to Marquam Hill connection.

The other alternatives (1A, 1B, 1C) require removal of many of the trees that help define the desired "forested character" of the Terwilliger Parkway. These three alternatives also include numerous structures (stairs, retaining walls, elevators, ramps, crossing signals) that are inappropriate within the setback area along the Parkway. Please note that when the Casey Eye Institute building was approved by the Portland Design Commission, the 150 foot building setback from Terwilliger was required to be replanted with trees appropriate for the "forested setting" of the Terwilliger Parkway.

Thank you for considering these comments. And remember: First, do no harm.

Wayne P. Stewart, former Chair of the Portland Design Commission  
515 SW Cheltenham Street  
Portland, Oregon 97239

**Moore-Love, Karla**

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**From:** mjones@miltjones.com  
**Sent:** Saturday, October 6, 2018 5:27 PM  
**To:** Council Clerk – Testimony  
**Subject:** SW Corridor: Marquam Hill Connection

Briefly. I live on Marquam Hill. I have supported the SW Corridor project from its inception in hope that it would provide a good alternative to automobile traffic for employees and patients of the hospitals on Marquam Hill.

But the proposed connection from Barbur Boulevard up Marquam Hill is deficient in two ways:

First, it essentially cuts a gash through Terwilliger Park and turns historic, very valuable, scenic park land, into a commercial walkway.

Second, it does not well serve the Veterans' Hospital, and its disabled patients in particular. I urge you to walk the proposed connection route recognizing that many veterans use public transportation to reach their medical care. It may be made compliant with ADA criteria, but realistically the proposed connection cannot be used by persons in wheelchairs or on crutches or otherwise mobility limited. The access is simply too long and onerous.

Part of the problem seems to be that in the planning process, the Marquam Hill connection was left until the end. This despite being a primary ridership location. (I doubt that the project can even be justified without Marquam Hill ridership.) It really needs to be rethought from scratch.

This project has many talented people working on it. And the proposed connection, in addition to being both ugly and unusable to disabled veterans, is expensive. I am sure that given direction project staff can come up with something better than what is currently on the table.

Thank you,

Milt Jones.



**Moore-Love, Karla**

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**From:** Eric Schnell <eric8schnell@gmail.com>  
**Sent:** Saturday, October 6, 2018 9:18 PM  
**To:** Council Clerk – Testimony  
**Subject:** Save Terwilliger Parkway

Dear Portland City Council,

I am writing in support of Terwilliger Parkway, one of Portland's most treasured parks and a legacy that has passed through several generations of Portlanders. The parkway is now being gravely threatened by the current Marquam Hill connector options, each of which would devastate over an acre of park and cut a huge permanent scar through the parkway.

I strongly urge you to reconsider the Marquam Connector designs, as each of them violates the Terwilliger Parkway Plan, which has codified the preservation of the Park as one of the city's planning priorities. Violating this Plan goes against generations of planning decisions, and not only devastate one of the city's gems, but also set a horrendous precedent re: planning decisions and park preservation.

The city can do better than the current connector designs. I strongly believe that a Marquam Hill tunnel option/alignment would represent a truly forward thinking construction, as it would be the most efficient way for commuters to get to the Marquam hill institutions, preserve Terwilliger park, and not result in further congestion in the SW Corridor, which undoubtedly will continue to increase its congestion in the coming decades. If anything, the Barbur (or Naito) alignments will only add to that mess if they do not follow an alternative route on their way south.

Thank you for considering my testimony.

Eric Schnell  
408 SW Hamilton Ter  
Portland OR 97239

**Moore-Love, Karla**

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**From:** Jan Spalding <jan@spaldingshome.com>  
**Sent:** Monday, October 8, 2018 12:49 PM  
**To:** Council Clerk – Testimony  
**Cc:** Fitzgerald, Marianne; Wheeler, Mayor; Commissioner Saltzman; Commissioner Fritz; Commissioner Eudaly; Commissioner Fish  
**Subject:** Proposed SW Light rail on SW Taylors Ferry

I write to you today to let you know my strong opposition to one of the proposed routes that would take the SW Light rail down SW Taylors Ferry Road.

I have lived off SW 53rd and Taylors Ferry Rd. in the Crestwood Neighborhood for 30 years. I have always been very active on my street such as forming a neighborhood watch phone tree, hosting neighborhood parties, and bringing cookies to the new folks who move in on my street. I have always believed in building friendships in my neighborhood to make this a safer and more pleasant place to live.

I am extremely worried about the possibility of light rail being routed off of Barbur Blvd. and on to Taylors Ferry at Capitol Hwy. Presently, I can stand on my street at 7:45 am and watch a solid line of “stop and go” traffic passing my street headed towards Capitol Hwy. Adding light rail into the traffic nightmare at Capitol/Taylors Ferry is simply crazy. Anyone familiar with that intersection will attest to this. That intersection goes into failure during peak traffic times daily.

I am completely supportive of the new SW Light Rail, as long as it stays on Barbur Blvd. I know that we must have light rail to plan for our traffic needs now and in the future. I support light rail staying on Barbur (B1 or B2 WITHOUT the Taylors Ferry refinement.

Please consider delaying the vote on this so that information can be gathered in order for an informed decision to be made. I will always fight for the livability of my neighborhood that I love so dearly.

Thank you.

Janet Spalding. 9919 SW 53rd Ave.

Sent from my iPad

## Moore-Love, Karla

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**From:** Tony Hansen <atonehansen@gmail.com>  
**Sent:** Monday, October 8, 2018 10:42 PM  
**To:** Council Clerk – Testimony; Wheeler, Mayor; Commissioner Eudaly; Commissioner Fish; Commissioner Fritz; Commissioner Saltzman  
**Cc:** City Auditor, Mary Hull Caballero; Boyle, Teresa; Gillam, John; Engstrom, Eric; Frederiksen, Joan; Chris Ford; Eryn Kehe; Jennifer Koozer; Dave Unsworth; Castro, Cynthia; Duhamel, Jamey; Grumm, Matt; Fitzgerald, Marianne  
**Subject:** Crestwood NA : City Council Agenda Item 1062, October 10, 2018  
**Attachments:** Crestwood SWC Letter for 20181010 City Council .pdf

Please accept the attached comments on City Council Agenda Item 1062, October 10, 2018, concerning the Southwest Corridor Plan (SWC) Locally Preferred Alternative (LPA) and direction for further action. Our comments identify a significant number of issues with the Resolution and we urge you to delay acceptance of the LPA and amend the workplan as described in the attached letter to allow more time for public dialogue.

Sincerely,

Tony Hansen

*Tony Hansen, President*



**CRESTWOOD**  
*Neighborhood Association*

Cell: 503-317-3914

[CrestwoodNABoard@gmail.com](mailto:CrestwoodNABoard@gmail.com)

[www.swni.org/Crestwood](http://www.swni.org/Crestwood)



# CRESTWOOD

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## *Neighborhood Association*

### **Crestwood NA Response to the Southwest Corridor (SWC) Steering Committee Locally Preferred Option to Portland City Council 10/10/2018**

October 8, 2018

Mayor Ted Wheeler  
Commissioners Chloe Eudaly, Nick Fish, Amanda Fritz and Dan Saltzman  
Portland City Council  
1221 SW Fourth Avenue  
Portland, OR 97204

Re: City Council Agenda Item 1062, Southwest Corridor Light Rail Project

Dear Mayor Wheeler and Commissioners Eudaly, Fish, Fritz and Saltzman:

Crestwood Neighborhood Association submitted comments on the Southwest Corridor Light Rail Project Draft Environmental Statement (DEIS) on July 25, 2018 (attached for your reference). The Locally Preferred Alternative (LPA) before you today, and Agenda 1062 staff report, contain new information that we are very concerned about. We are especially concerned that the Resolution language regarding the LPA and workplan will make decisions today before sufficient information and dialogue to resolve some of the outstanding issues detailed in Exhibit C and in our comments.

Crestwood NA believes Metro's SWC Steering Committee (SWC SC) Locally Preferred Alternative (LPA) lacks the vision to support projected growth in our region. We agree with the Portland Planning and Sustainability Commission's July 2018 comments that the DEIS prioritizes motor vehicle movement over people movement, particularly in the vicinity of West Portland Crossroads.

Please

- Support Alignment B1, Center Barbur or unrefined Alignment B2;
- Reject Refinement 2 Taylors Ferry I-5 Overcrossing;
- Amend Refinement 4 Barbur Undercrossing; and
- Amend the LPA preliminary workplan

to design the SW Corridor project in a way that anticipates long-term growth in our region, encourages transit ridership, and protects the safety of everyone who lives in and travels through our neighborhoods.

Crestwood urges you to support Alignment B1 for a number of reasons related to the complex high-crash intersections, motor vehicle traffic congestion and pedestrian and bicycle safety issues within the Town Center known as West Portland Crossroads (Crossroads):

- The Draft Environmental Impact Statement (DEIS) dated June 2018 Table 5.2-2 notes Alignment B1 predicts one-minute faster travel time between downtown Portland and Tualatin or Bridgeport, with similar impact on ridership, displacement and operating costs.
- DEIS Table 5.2-2 notes that Alignment B1 better supports the Barbur Concept Plan than other proposed alignments including Alignment B2.
- The SWC SC LPA (pages 10-11) states the negative impacts of Alternative B1 but does not state any positive impacts. Some of the benefits of rebuilding the existing structure over I-5, in addition to faster light rail travel times, include earthquake resiliency, better safety during winter weather conditions, safer motor vehicle traffic circulation, and safer pedestrian and bicyclist infrastructure so people can safely access transit, shops, services, schools, libraries and parks through the redesigned and reconstructed intersection.
- The existing overcrossing at Crossroads, built in 1959, is highly likely to fail even in a modest Cascadia Earthquake. A new overcrossing that meets current earthquake standards would enable key connections between Portland's emergency responders and Portland Community College, Markham Elementary School, Jackson Middle School, Capitol Hill Library, and residents in SW Portland in the event of an earthquake and other natural disasters.
- The SWC SC LPA (page 11) speculates a possible need to reconstruct the substandard on/off freeway ramps within the Crossroads but does not mention that the 2015 ODOT Barbur Road Safety Audit recommended an intersection safety study and the 2008 Taylors Ferry Road Plan recommended removing the off-ramp, nor acknowledge DEIS comments that support relocating the motor vehicle traffic to other on/off ramps.
- Refinement 4 should also be a Center Barbur alignment to avoid the expense of the "undercrossing" and reap the benefits of the most direct transit time to the proposed station at SW 68<sup>th</sup>.
- Sidewalks and bike lanes need to be incorporated into any new or reconstructed structure at this time because they were not built when the existing structures were built and people cannot walk or bike safely to the proposed stations.

Metro staff and project partners have discouraged meaningful conversations about the pros and cons of Alternative B1 and we believe that conversation needs to happen before the LPA is approved.

Crestwood's second preference is Alignment B2 without the Taylors Ferry refinement with additional pedestrian and bicycle station access safety improvements in Crossroads. Some of these projects include improvements to SW Barbur west of the Barbur Transit Center, SW



Capitol Highway north and south of the Transit Center, and SW Taylors Ferry Road between the Barbur Transit Center and SW 48<sup>th</sup>.

Alignment B2 without the Taylors Ferry refinement would “fly over” I-5 and SW Capitol Highway and continue along I-5 on the south side of Barbur. Alignment B2 without the Taylors Ferry refinement does less harm to neighborhood livability than the alignment with Refinement 2 because it has little impact on roadways within Crossroads.

TriMet’s Board of Directors adopted a Land Use Final Order (LUFO) Resolution 18-09-67 on September 26, 2018, that supports unrefined Alignment B2, as follows: “To the extent practicable, the light rail route, stations, park and ride lots, maintenance facility and highway improvements, including their locations, included in the application filed by, or on behalf of, the General Manager shall be consistent with those identified in the LUFO Steering Committee Recommendations. *Notwithstanding the forgoing, the application shall not include the first option identified by the LUFO Steering Committee for the Outer Southwest Portland Segment to travel on SW Taylor’s Ferry Road.*” (*Italics added for emphasis*)

Crestwood urges you to remove Refinement 2 from further consideration due to significant concerns about safety, motor vehicle traffic congestion, property impacts and natural resource impacts related to running light rail from Center Barbur to Taylors Ferry Road. Some of the reasons for this recommendation and desired outcomes are described below.

- Refinement 2 crosses both SW Barbur and SW Capitol Highway with a gated crossing at-grade. These at-grade gated crossings will increase motor vehicle traffic congestion at an intersection that is already severely congested. The DEIS proposes to mitigate motor vehicle congestion by adding more motor vehicle lanes on SW Taylors Ferry Road, not by adding better walking and bicycle facilities or better bus transit service.
- The light rail tracks will dislocate several residents and commercial businesses and insufficiently mitigate for negative impacts on alternative transportation and natural resources.
- West Portland is a town center that needs safer access to transit and other services. It has substandard or missing pedestrian and bicycle facilities on SW Barbur as well as SW Capitol Highway and SW Taylors Ferry Road that need to be improved as part of the SW Corridor project. The proposed construction of the light rail tracks on the north side of Taylors Ferry and proposed mitigation measures of adding motor vehicle lanes and noise/vibration walls will make it impossible to add sidewalks and bicycle lanes in the future.
- In particular, Portland TSP Project 90064.1 (SW Taylors Ferry Road Sidewalks and Bikeway) and Portland TSP project 90068 (West Portland Town Center Pedestrian Improvements) are needed to safely access transit from our neighborhood to the Barbur Transit Center.

- PBOT is finally implementing the SW Capitol Highway Project between Multnomah Village and West Portland but has temporarily suspended the design phase in the vicinity of SW Capitol Highway and SW Taylors Ferry Road because of uncertainty related to the SW Corridor alignment.
- Mixed Use Development in and near the Barbur Transit Center will better support light rail ridership than motor vehicle parking spaces. We recommend you reduce or eliminate the proposed number of vehicle parking spaces at Barbur Transit Center and consider affordable housing at the transit station location.
- The proposed construction of the light rail tracks on the north side of Taylors Ferry will have a negative impact on stormwater management at the headwaters of Woods Creek and Ash Creek and negatively impact the natural areas near Woods Creek and Woods Park.

We are also concerned that Refinement 4, Barbur Undercrossing, does not have much information in the SWC SC LPA, and request more information about this option before the LPA is adopted. Crestwood's July 25 testimony recommended amendments:

- The proposed "undercrossing" does not seem to be necessary and an at-grade Barbur/99W alignment needs to be studied to analyze costs and travel times between SW 53<sup>rd</sup> and SW 68<sup>th</sup>.
- The segment of SW Barbur from SW 53<sup>rd</sup> to SW 68<sup>th</sup> has many dangerous gaps in the pedestrian and bicycle network. The SWC LPA needs to include pedestrian and bicycle access to light rail stations at SW 53<sup>rd</sup> and SW 68<sup>th</sup>. In particular, TSP Project 90011 (SW Pomona/SW 61<sup>st</sup> sidewalk and bicycle improvements, SA-16), TSP Project 90048 (Markham Pedestrian/Bicycle overcrossing, SA-19 and SA-20), and Outer Barbur TSP Project 90017 are critical connections to these light rail stations.
- The DEIS Table 3.2-6 notes that the intersection of SW Barbur and SW 64<sup>th</sup> does not meet mobility targets yet the DEIS does not propose mitigation. The SWC SC LPA does not acknowledge noise and vibration impacts on low income residents living near light rail tracks near SW 64 and Barbur.

#### Preliminary Workplan Development (LPA Appendix A)

There are several items missing from the workplan, particularly regarding Segment B. The staff report for Resolution 1062, Exhibit C, provides more detail but we continue to have concerns.

- Community members such as Crestwood Neighborhood Association residents must be included in the discussions about park and rides, bicycle and pedestrian issues and traffic in our neighborhood. Metro and project partners have not said what the public involvement process will be in the next phase and we are requesting a citizens advisory group and frequent opportunities to discuss the project with members of the community.

- Bicycle and Pedestrian designs must consider how residents can safely access light rail stations over I-5 in the Crossroads, along SW Taylors Ferry Road, along SW Barbur between SW 53 and SW 68, and along SW Pomona/Pasadena/64<sup>th</sup> to Barbur to access the light rail stations.
- Park and Rides at Barbur Transit Center need to consider housing opportunities as a priority over motor vehicle parking spaces.

Traffic analyses must be broadened beyond what is proposed in Exhibit C and include:

- The effects of ODOT's proposed congestion pricing pilot project that is highly likely to generate more motor vehicle trips through Crossroads.
- The effects of additional motor vehicle travel through SW Portland to access park and rides located in Portland.
- The cumulative effects of traffic behavior at all intersections in Crossroads beyond those listed in Table 3.2-6, as noted in Exhibit C: SW Taylors Ferry Road and SW Capitol Highway, SW Taylors Ferry Road and the I-5 off ramp, the intersection of SW Capitol Highway/SW Brugger/SW 41<sup>st</sup>, SW Taylors Ferry and SW 41<sup>st</sup>, SW Taylors Ferry and SW Barbur, SW Capitol Highway and SW Barbur, SW Capitol Highway and SW Huber, SW Huber and the I-5 on ramp, etc.
- Strategies for mitigating existing congested intersections such the intersection of SW Capitol and SW Taylors Ferry Road which would be worsened with the proposed gated crossings.

Better bus transit service and connections to light rail stations are also critical so people can use transit directly from neighborhoods to light rail transit stations. Today, neither Bus #43 nor bus #44 directly transfer with other buses at the Barbur Transit Center and riders must walk ¼ mile to make the connections.

As stated earlier, Crestwood believes the SWC SC LPA lacks the vision to support projected growth in our region. Please support Alignment B1, Center Barbur or unrefined Alignment B2; reject Refinement 2 Taylors Ferry; amend Refinement 4 Barbur Undercrossing; and amend the preliminary workplan to design the SW Corridor project in a way that anticipates long-term growth in our region, encourages transit ridership, and protects the safety of everyone who lives in and travels through our neighborhoods.

**We urge you to postpone consideration of the SWC SC LPA until these neighborhood concerns are further investigated and addressed.**

Sincerely,

/s/

Tony Hansen, President

Crestwood Neighborhood Association

October 8, 2018

Page 6

Cc: City Auditor Mary Hull Caballero  
Teresa Boyle, PBOT  
John Gillam, PBOT  
Eric Engstrom, BPS  
Joan Frederiksen, BPS  
Chris Ford, Metro  
Eryn Kehe, Metro  
Dave Unsworth, TriMet  
Jennifer Koozer, TriMet

Attached: Crestwood Neighborhood Association DEIS Testimony dated July 25, 2018



# CRESTWOOD

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## *Neighborhood Association*

July 25, 2018

Southwest Corridor Plan Steering Committee  
Metro  
600 NE Grand Avenue  
Portland, OR 97232

Re: Southwest Corridor Plan DEIS

Dear Members of the Southwest Corridor Plan Steering Committee:

Crestwood Neighborhood Association is one of seventeen neighborhoods within Southwest Portland. We had been in favor of the SW Corridor Light Rail Transit Plan until the most recent Initial Route Proposal that destroys livability within our residential neighborhood and West Portland Town Center. Please consider these comments as you deliberate on the future alignment of the SW Corridor Plan.

**Crestwood Neighborhood Association supports Alternative B1 (Center Barbur) and reconstruction of the intersection of SW Barbur and SW Capitol Highway.**

To meet the stated goals of the DEIS in 1.3 “Need for the Project”, Metro and its partners must make the complex changes to the many intersections of Barbur Blvd, I-5, SW Capitol Highway, SW Taylors Ferry and SW Huber to make it safer for everyone—motor vehicles, pedestrians, bicyclists, transit and freight—that travel through the West Portland Crossroads Town Center. In 2010 residents renamed West Portland Town Center the “West Portland Crossroads” to reflect the dominance of transportation issues that inhibit the Town Center from realizing its potential. The Barbur Concept Plan vision for the Crossroads focus area is that the congested intersections of the Crossroads are redesigned to improve traffic flow, but also with improved pedestrian and bike safety. The Barbur Concept Plan is referenced heavily in the SWC DEIS Project Introduction and as a key document in the SWC DEIS Planning and Policy Framework.

The Barbur Concept Plan notes that there is no way to solve the transportation circulation in the Crossroads one intersection at a time. In 2015 ODOT’s Barbur Road Safety Audit recommended a long list of improvements needed at one of the least safe intersections in the City of Portland (Vision Zero). One of the long-term recommendations is the need for an intersection/interchange preliminary design study to identify future needs at this location and



identify property impacts. Instead ODOT decided to implement a near-term “jughandle” solution that reroutes traffic from Barbur onto local streets that will surely make conditions less safe at the SW Taylors Ferry and SW Capitol Highway intersection.

Because of all of these complex transportation issues within Crossroads, the DEIS motor vehicle traffic analyses in Chapter 3 must study all seven intersections in order to assess traffic impacts in the Crossroads and consider long term investments needed for the safety of all people traveling through this intersection.

The Crossroads intersection was constructed in 1959 and is not likely to survive an earthquake even of less magnitude than the predicted Cascadia earthquake. The Crossroads intersection does not have safe sidewalks and bike lanes that would allow people to walk and bike to the Barbur Transit Center and other services within the Town Center, and the Barbur Concept Plan recommended addressing the deficiencies that are preventing the Crossroads from achieving its potential as a Town Center. The Initial Route Proposal does not include improvements on SW Barbur or SW Capitol Highway within the Crossroads station area that would accomplish that long term goal.

Alignment B1 offers a full minute less travel time (Table 5.2-2), better supports the Barbur Concept Plan and redevelopment within the Crossroads, and would create a safe overcrossing for motor vehicles, light rail and people in the event of an earthquake and weather-related conditions. Please reconsider the Initial Route Proposal and adopt Alignment B1 as the Locally Preferred Alternative.

**Crestwood does not support Refinement 2, Taylors Ferry Road** due to the following concerns. If Refinement 2 is selected in Metro’s SWC Locally Preferred Alternative (LPA), Crestwood insists on having in-depth discussion of these concerns with our residents and businesses during the next phase of the project.

Traffic: Traffic congestion in our neighborhood in the vicinity of SW Taylors Ferry Road and SW Capitol Highway and at the I-5 ramps is really bad during commute hours and when Portland Community College’s Sylvania campus is in session, and it is unsafe to walk or bike through this area today. The proposed at-grade crossing through the SW Taylors Ferry and SW Capitol Highway intersection will make traffic and safety conditions worse. The traffic analysis in Chapter 3 studied only one intersection (Taylors Ferry at the I-5 off-ramp) and not all seven intersections as noted above. The Taylors Ferry Road Vision Plan adopted by Portland City Council in 2004 recommends removal of I-5 exit ramp and numerous changes to this area, as does the 2015 ODOT Barbur Road Safety Audit. The proposed mitigations—a traffic signal, a motor vehicle “storage lane” and a marked crosswalk—are not sufficient to alleviate our traffic congestion and safety concerns. The DEIS must also consider the current effort to implement Congestion Pricing on I-5 between SW Multnomah Blvd and downtown Portland and the additional motor vehicle traffic this will add to SW Taylors Ferry Road, SW Capitol Highway, SW Barbur Blvd. and other roadways in our neighborhood.

ODOT jughandle project: ODOT has funded but not provided detailed information to Crestwood on their proposal to eliminate the left turn from northbound SW Capitol Highway to I-5 southbound other than the 2015 Barbur Road Safety Audit description (Page E-6, key assumptions). Crestwood objects to this “jughandle” proposal because it will add more motor vehicle traffic to many neighborhood roadways at multiple intersections without adding needed safety improvements for all people traveling through the Crossroads. Crestwood recommends a much simpler solution to ODOT’s safety concerns at SW Barbur and SW Capitol Highway: add a left-turn signal where northbound SW Capitol Highway enters the I-5 southbound ramp.

Safe Walking and Biking Needs: There is a narrow path next to the eastbound travel lane on SW Taylors Ferry Road that was constructed as a bike path in the 1980s. This narrow path is constrained where it crosses Woods Creek and terrifying for pedestrians and bicyclists trying to access the transit service and facilities in West Portland Crossroads. SW Taylors Ferry Road needs to be transformed into safer access between our neighborhood and the Barbur Transit Center. Project SA16, Taylors Ferry Sidewalks and Bikeway, must be constructed concurrently with the light rail project to allow people to safely walk and bike through this intersection. Refinement 2 includes additional “storage lanes” and retaining walls and sound walls that will make it more complex and expensive to add pedestrian and bicycle facilities in the future. If Refinement 2 moves forward, Project SA16 must be included as part of the SW Corridor Project Plan and not an optional project that would be assumed to be constructed some time between now and 2035. If Refinement 2 moves forward, the light rail structure over I-5 must also include bicycle and pedestrian facilities that allow people to cross I-5 more safely than the current conditions on SW Capitol at Barbur.

Property Displacement Impacts: Crestwood is extremely concerned about the loss of residential housing in our neighborhood so close to the West Portland Town Center. Crestwood is also concerned about negative impacts to Barbur World Foods, a popular grocery destination for many residents and key to the town center’s success. The DEIS does not discuss how the alignment would affect access to Barbur World Foods and Walgreens. The DEIS Appendix F does not differentiate whether properties would be partially or fully impacted by the proposal and the Refinement maps don’t illustrate the detail of the proposal, making a lot of people very concerned about whether and how this refinement affects their home and livability in our neighborhood. A number of our residents are alarmed about the loss of property value and livability from a light rail alignment running through our neighborhood.

Noise and vibration, sunlight, trees and livability: Crestwood is concerned about the noise and vibration impacts described in the draft Initial Route Proposal. The proposed light rail structure might be located above existing homes. While sound walls might mitigate against noise and vibration impacts, Crestwood is very concerned about the massive visual impact of the light rail structure and walls, and loss of sunlight and trees in our neighborhood, and livability. The

proposed sound walls (and needed retaining walls as well as the train tracks and motor vehicle mitigations) may make it impossible to construct needed pedestrian and bicycle facilities on SW Taylors Ferry Road in the future.

Station Access Over I-5: Crestwood has advocated for over 20 years for a pedestrian/bicycle overpass over I-5 in the vicinity of Markham Elementary School to make the neighborhood more accessible to schools, shops and services as well as the proposed LRT stop at SW 53<sup>rd</sup> and Barbur. Projects SA19 and SA20 are essential Station Access Projects for our neighborhood. These are also Safe Routes to Schools and other services in our neighborhood. At a minimum, if Refinement 2 and/or Refinement 4 are pursued then each of the LRT I-5 overcrossings must include facilities for pedestrians and bicyclists.

Environmental Concerns: The proposed location of the Taylors Ferry alignment is at the headwaters of Woods Creek. Crestwood is concerned about existing stormwater issues within the nearby neighborhoods and water quality impacts that would be exacerbated by this proposal. Woods Creek and Woods Park are not discussed in Chapter 4 and only briefly mentioned in Refinement 2. The impacts on the Woods Creek watershed and Woods Memorial Park must be addressed in the SW Corridor Plan.

Park and Rides: The IRP proposes to add as many as 2200 parking spaces at the three park and rides in the vicinity of Crestwood (825 at Barbur Transit Center, 950 at SW 53<sup>rd</sup> and 425 at SW 68<sup>th</sup>). This additional motor vehicle traffic driving through our neighborhood to access the park and rides will compromise livability and safety in our neighborhood. Station Access Projects such as SA16 and SA22 need to be constructed at the same time as light rail construction to make it safer to travel through our neighborhood by foot, bike, car or transit. The motor vehicle analyses and mitigations in Chapter 3 only discuss intersections directly at the entrance to the park and rides and must address the safety on the roadways that access the park and rides.

Bus Transit Service: The DEIS does not discuss what would happen to bus #43 which travels along SW Taylors Ferry Road. Over the last 20 years TriMet has cut service to the #43 and eliminated direct service to the Barbur Transit Center which resulted in lower transit ridership and increased motor vehicle traffic accessing the park and ride. Crestwood recommends that the SW Corridor Plan enhance transit service along SW Taylors Ferry Road and directly connect #43 with the Barbur Transit Center station and add weekend transit service. This is especially important because TriMet's Service Enhancement Plan calls for bus #43 to cross the Sellwood Bridge to connect with the Orange Line rather than traveling to downtown Portland, making it essential that #43 riders directly connect with transit service to downtown Portland and Tigard at the Barbur Transit Center station.

**Crestwood Supports Refinement 4, Barbur Undercrossing, with some concerns.**

The proposed SW 68<sup>th</sup> station in Refinement 4 would improve access to SWC light rail for the western portion of Crestwood, as noted on page E-13, but the undercrossing makes no sense and the maps do not illustrate how this will work. As described above, Crestwood believes Alternative B1 (Center Barbur) provides a more direct route and faster travel times than Alternative B2. Alternative B1 should continue the alignment along Center Barbur from the vicinity of the Barbur Transit Center to the station at SW 68<sup>th</sup> and NOT tunnel under Barbur. Refinement 4 must also include bicycle and pedestrian facilities to infill the many gaps in the pedestrian and bicycle network on 99W to access the station near SW 68<sup>th</sup>.

The Barbur Undercrossing as proposed may negatively impact the low-income housing at Ash Creek Commons and other residents nearby through vibration and noise; Ash Creek Commons residents are already subject to toxic exhaust fumes from the I-5 off-ramp that would be worsened by added congestion on 99W. Table 3.2-5 indicates that the intersection of Barbur, SW 64<sup>th</sup> and the southbound I-5 off ramp does not meet mobility targets and mitigations must be included in the SWC plan.

In summary, Crestwood neighborhood Association supports the concept of Light Rail Transit on Barbur but does not support some of the cost-cutting refinements that lack long-term vision for our region.

The existing bridges at SW Barbur/SW Capitol Highway Crossroads and the Barbur I-5 Overcrossing between SW 60<sup>th</sup> and SW 64<sup>th</sup> were substandard when they were built in 1959 and 1985, respectively, lack safe pedestrian and bicycle facilities and are highly likely to be destroyed in an earthquake less severe than the predicted Cascadia earthquake. The Initial Route Proposal lacks the vision to support projected growth in our region by avoiding needed pedestrian and bicycle improvements to access transit. The proposed refinements 2 and 4, if they are selected for further study, must include pedestrian and bicycle facilities on the light rail structures to enable people to walk and bike safely to the light rail stations and other services in our neighborhood.

Please support Alternative B1, Center Barbur, reject Refinement 2 Taylors Ferry, and amend Refinement 4 Barbur Undercrossing to design the SW Corridor project in a way that anticipates long-term growth in our region and safety of everyone who travels through our neighborhoods.

Sincerely,

/s/

Tony Hansen, President  
Crestwood Neighborhood Association

Cc: Marianne Fitzgerald, Vice President, Crestwood Neighborhood Association

**Moore-Love, Karla**

---

**From:** Carol Henry <carol.henry1@verizon.net>  
**Sent:** Monday, October 8, 2018 1:13 PM  
**To:** Council Clerk – Testimony  
**Subject:** Terwilliger Parkway and the SW Corridor Light Rail Project  
**Attachments:** CJHenry Opposing SW Corridor Plan 10-8-18.doc

Dear Portland City Clerk,

Attached please find testimony urging the Mayor and Commissioners to vote NO on the proposed SW Corridor Light Rail Marquam Hill Connection.

Thank you.

Respectfully,

Carol J. Henry  
3968 SW Condor Avenue  
Portland, OR 97239  
carol.henry1@verizon.net  
301-706-8518



# Carol J. Henry

3968 SW Condor Avenue  
Portland, OR 97841-5162  
301-706-8518 (Carol)  
[carol.henry1@verizon.net](mailto:carol.henry1@verizon.net)

October 8, 2018

Mayor Ted Wheeler  
Commissioner Dan Saltzman  
Commissioner Nick Fish  
Commissioner Amanda Fritz  
Commissioner Chloe Eudaly

Dear Mayor Wheeler and Commissioners:

I am writing to you to vote "NO" on the TriMet and Metro proposals for the "Marquam Hill Connection" that is on the City Council agenda for Wednesday, October 10.

Metro and TriMet's current proposals for a pedestrian connection should be rejected because of the impact on the historic and cherished Terwilliger city park. As stated in the Environmental Impact Statement: *"The impacts to Terwilliger Parkway from the vegetation removal and ground disturbance will be long-lasting and will result in a severe visual change to this park. These impacts cannot be mitigated..."*

Metro and TriMet intend to acquire the land for the transit connection from Portland Parks and Recreation. The proposal would remove up to 1.2 acres of mature native trees, bifurcate the parkway, replacing the trees with towers, bridges, ramps, stairs, and extensive retaining walls. The scenic canyon where this will occur has many majestic Oregon White Oaks as well as one hundred year old Douglas Firs and Big Leaf Maples, with framed views out over the city.

Terwilliger Parkway needs to be preserved and should not be sacrificed for this transit connection. Terwilliger Parkway is Portland's park land and owned by all of us as a city resource and treasure.

I strongly urge you to vote "NO" on this proposal.

Respectfully,



## Moore-Love, Karla

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**From:** Marianne Fitzgerald <fitzgerald.marianne@gmail.com>  
**Sent:** Monday, October 8, 2018 4:01 PM  
**To:** Council Clerk – Testimony; Wheeler, Mayor; Commissioner Eudaly; Commissioner Fish; Commissioner Fritz; Commissioner Saltzman  
**Cc:** City Auditor, Mary Hull Caballero; Boyle, Teresa; Gillam, John; Engstrom, Eric; Frederiksen, Joan; Chris Ford; Eryn Kehe; Jennifer Koozer; Dave Unsworth; Castro, Cynthia; Duhamel, Jamey; Grumm, Matt; Fitzgerald, Marianne  
**Subject:** City Council Agenda Item 1062, October 10, 2018  
**Attachments:** SWC LPA 10 08 2018 MF Testimony.pdf

Please accept the attached comments on City Council Agenda Item 1062, October 10, 2018, regarding the City Council Agenda Item 1062 Resolution concerning the Southwest Corridor Plan (SWC) Locally Preferred Alternative (LPA) and direction for further action. My comments identify a significant number of issues with the Resolution and I urge you to delay acceptance of the LPA and amend the workplan as described in the attached letter to allow more time for public dialogue.

Sincerely,  
Marianne Fitzgerald  
10537 SW 64th Drive  
Portland OR 97219  
(503) 246-1847  
[fitzgerald.marianne@gmail.com](mailto:fitzgerald.marianne@gmail.com)

October 8, 2018

Marianne Fitzgerald  
10537 SW 64<sup>th</sup> Drive  
Portland, OR 97219-6625

Mayor Ted Wheeler  
Commissioners Chloe Eudaley, Nick Fish, Amanda Fritz and Dan Saltzman  
Portland City Council  
1221 SW Fourth Avenue  
Portland, OR 97204

Re: City Council Agenda Item 1062, Southwest Corridor Light Rail Project

Dear Mayor Wheeler and Commissioners Eudaley, Fish, Fritz and Saltzman:

City Council Agenda Item 1062 Resolution concerning the Southwest Corridor Plan (SWC) Locally Preferred Alternative (LPA) and direction for further actions contains a lot of new information that the public has not had ample time to review. Most of the information in the staff report was only made public on Friday October 5. These comments are focused on the staff report for Agenda Item 1062; attached are my comments on the DEIS that remain relevant to the agenda item under consideration on October 10.

**I have significant concerns about the Locally Preferred Alternative and especially with significant amount of unresolved issues related to the LPA that are described in Exhibit C.**

**I urge you to delay your vote on the LPA and this Resolution.** Here's why.

1. The LPA will lock in specific light rail alignments that have major unresolved issues, including the Barbur vs. Naito alignment, the Barbur vs I-5 alignment through Crossroads, and access to major destinations such as OHSU, South Waterfront, and Portland Community College (PCC) Sylvania Campus.

One of the Resolution's findings states that the LPA is consistent with the Barbur Concept Plan even though the DEIS Chapter 5 states that other alignments in Segments A (Naito) and B (Center Barbur) better support the Barbur Concept Plan. DEIS Chapter 5 notes that Alignment A2-BH also supports the nearby residential neighborhood and access to South Waterfront. DEIS Chapter 5 also states that Alignment B1 predicts +1 minute faster travel time yet the LPA lists the reasons for its rejection related to costs (+\$10 million) and constructability and never even considers its benefits. As noted in my July 23 testimony, I expressed support for A2-BH (Naito) and B1 (Barbur). I agree with the Friends of Terwilligers' concerns that the LPA will have permanent negative impacts to Terwilliger Parkway. *There needs to be more dialogue with the community about the long range vision for SW Portland and consistency with the Barbur Concept Plan and Terwilliger Parkway Plan before the LPA eliminates Alternatives A2 and B1 from further study.*

2. The work plan in Exhibit C identifies extensive issues, particularly within the West Portland Town Center known as Crossroads.
  - Metro received “robust” comments in opposition to Refinement 2, Taylors Ferry Road (my opposition is noted in my July 23 letter), yet Refinement 2 remains in the LPA. TriMet has scheduled a meeting with the community on October 29 to discuss Crossroads. *I urge you to reject Refinement 2 and direct staff to take a closer look at the benefits of keeping light rail on Barbur. It is imperative that you delay acceptance of the LPA prior to the October 29 meeting.*
  - The City of Portland is just embarking on a West Portland Town Center station area plan in the vicinity of the Barbur Transit Center because it is one of the areas being considered for affordable housing. It seems premature to eliminate the alignment that best supports the Barbur Concept Plan before the station area study even begins. The Exhibit C workplan item (4) for Crossroads states that the transportation infrastructure in this area will have a lasting effect on the future of the West Portland Town Center and includes a number of analyses that are needed to transform Crossroads into a more people focused Town Center rather than one dominated by motor vehicle traffic. *I urge you to delay your vote until we can take a closer look at how we can build the transportation system in a way that supports the town center and in particular, affordable housing needs and opportunities.*
3. The LPA only includes pedestrian and sidewalk improvements from downtown Portland to the Barbur Transit Center and does not envision any other station access projects in Portland that would be constructed at the time of light rail construction. The workplan in Exhibit C notes the need to assess how to best support access to transit stations. *Please amend the workplan item (6) so the public can provide more input into station access projects to each of the proposed light rail stations, including access the station at SW 68<sup>th</sup> in Tigard.*
4. The LPA locks in a decision to reconstruct SW 53<sup>rd</sup> between the SW 53<sup>rd</sup> park and ride station and Portland Community College with pedestrian and bicycle improvements that in effect create a new entrance to the PCC campus. This cost is being locked into the LPA prior to the needed analysis of the PCC Sylvania bus shuttle options. In fact, the workplan implies that the shuttle option has already been decided (7(e) and 12(d)). *I urge you to delay approval of the LPA until we have more information and dialogue about the bus shuttle options to PCC and whether to construct improvements to SW 53<sup>rd</sup>, particularly given the need to evaluate all station access projects as noted above.*
5. The workplan omits any further study on Design Refinement 4 yet my July 23 testimony and others indicated a number of concerns that affect Portland residents (the Portland city limits go all the way to SW 65<sup>th</sup> and residents in Portland are within 0.2 mile of the proposed station in Tigard). The DEIS and LPA have very little information and no cost estimate about what is envisioned with the Refinement 4 “undercrossing” (a tunnel?), no analysis of whether an alignment on Barbur would be

more direct than an “undercrossing,” and only proposes pedestrian and sidewalk improvements in Tigard despite significant gaps in the pedestrian and bicycle infrastructure in Portland. The issues associated with the SW 68<sup>th</sup> light rail station and park and ride are similar to the issues related to other stations in the workplan (i.e. 11 and 12). *Please amend the workplan to include Refinement 4 tasks to evaluate options related to Design Refinement 4 and include station access projects in Portland.*

6. The Resolution includes a finding but the workplan omits any public dialogue about jurisdictional transfer of Barbur from the Oregon Dept of Transportation to the Portland Bureau of Transportation. *Please amend the workplan to involve the community in decisions related to the Jurisdictional Transfer Agreement for SW Barbur Blvd/OR 99W.*
7. Neither the Resolution nor the work plan direct city staff to involve the public in discussing issues outside of the Ross Island Bridgehead, Crossroads and Marquam Hill connection over the next 4 years. I believe the project will have better outcomes if there is a commitment to fully and frequently involve the community in carrying out these and other elements of the workplan. *Please amend the resolution language as follows: BE IT FURTHER RESOLVED the City of Portland support for the Preferred Alternative is based on the inclusion and completion of priority actions and issues to be addressed as outlined in Exhibit C and implementation of the Memorandum of Understanding for the Ross Island Bridgehead Work Plan, or substantially to form, as outlined in Exhibit E; and include a public involvement plan for meaningful and frequent public involvement in all of the priority actions relevant to residents and businesses in the City of Portland;*

Staff has done an excellent job in incorporating many public comments on the DEIS and city priorities into the workplan in Exhibit C, and I hope the workplan can be amended as requested in these comments prior to City Council action on the Resolution.

As I stated in my July 23 testimony, I urge you to modify the LPA and consider the multiple benefits of Alignment B1 Center Barbur and its support of our community’s vision in the Barbur Concept Plan, reject Refinement 2 Taylors Ferry, reconsider Alignment A2 Naito, and modify Refinement 4 Barbur Undercrossing to support long term growth, safety and livability within our region.

**Please delay acceptance of the LPA in Exhibit A and approval of the LPA in Exhibit B until the extensive list of unresolved issues in the workplan and other issues raised in these comments can be discussed more extensively within the community.**

Sincerely,

/s/

Marianne Fitzgerald

SWC LPA Testimony of Marianne Fitzgerald

October 8, 2018

Page 4

10537 SW 64<sup>th</sup> Drive

Portland, OR 97219

(503) 246-1847, [Fitzgerald.marianne@gmail.com](mailto:Fitzgerald.marianne@gmail.com)

Cc: City Auditor Mary Hull Caballero  
Teresa Boyle, Portland Bureau of Transportation  
John Gillam, Portland Bureau of Transportation  
Eric Engstrom, Portland Bureau of Planning and Sustainability  
Joan Fredericksen, Portland Bureau of Planning and Sustainability  
Chris Ford, Metro  
Eryn Kehe, Metro  
Dave Unsworth, TriMet  
Jennifer Koozer, TriMet

Attached: SWC DEIS testimony dated July 23, 2018



July 23, 2018

Marianne Fitzgerald  
10537 SW 64<sup>th</sup> Drive  
Portland, OR 97219-6625

Southwest Corridor Plan Steering Committee  
Metro  
600 NE Grand Avenue  
Portland, OR 97232

Re: Southwest Corridor Plan DEIS

Dear Members of the Southwest Corridor Plan Steering Committee:

Thank you for the opportunity to comment on the Southwest Corridor Plan Draft Environmental Impact Statement. I have been involved in the Southwest Corridor Plan since its inception with the hope that light rail transit service in Southwest Portland will transform the urban highway known as Barbur Blvd. into the thriving community corridor envisioned in the Barbur Concept Plan. Unfortunately, the Initial Route Proposal (IRP) does not achieve that vision due to cost-cutting measures in the IRP refinements that limit the SW Corridor Light Rail Transit (LRT) Plan's potential in meeting that goal.

**I strongly recommend you select Alignment B1, Center Barbur, because it has the most potential for achieving the vision in the Barbur Concept Plan.**

- The B1 alignment provides the most pedestrian/bike improvements where LRT is on Barbur, creates more visible station areas, has faster travel time than all other B options, and has the potential to increase ridership over all other B options. Table 5.2.2 notes a full minute of improved travel time with Alignment Alternative B1 while other impacts are similar.
- The cost to rebuild the transportation nightmare known as West Portland Crossroads (Table 5.2-2, \$10 million) would likely be similar to the costs of the flyover proposal (B2) and other I-5 overcrossings and undercrossings (refinements 2, 3 and 4 which do not have cost details). Rebuilding the SW Barbur Blvd/SW Capitol Highway structure over I-5 and its associated interchanges would support new development and redevelopment within West Portland Town Center as envisioned in the Barbur Concept Plan and could support increased residential density including affordable housing proposals and housing for Portland Community College students.
- Multiple studies of the intersection of SW Barbur and SW Capitol (ODOT 2010 and 2015 as well as the 2013 Barbur Concept Plan) recommend long-term improvements that have not been pursued; instead, "tweaks" are constructed that do not address inherent problems with the 1959 design.

- A frequent rationale in the DEIS and Refinements is to avoid construction impacts, which is not a valid argument when you are constructing improvements that have the potential for achieving a long-term community vision.
- Alignments B2, B3 and B4 do not include any improvements on Barbur within West Portland Crossroads that are needed to mitigate for the additional motor vehicle traffic traveling to the Barbur Transit Center Park and Ride spaces. Station Access Projects SA-16 (Taylors Ferry Sidewalks and Bikeway), SA 19 and 20 (I-5 pedestrian and bicycle overcrossing over I-5) and SA-22 (Pasadena Sidewalks and Bikeway) must be constructed to more safely access transit and other services from our neighborhood.
- The potential impacts to Markham Elementary School sport fields will have minimal impact on the school community (my children attended Markham Elementary; it's a big field and Barbur is pretty far from the school building).
- Refinement 2, Taylors Ferry, will make existing traffic issues worse and would not support the pedestrian and bicycle projects and transit-oriented development needed near the Barbur Transit Station. Refinement 2 should be rejected.

When Interstate-5 was designed in the 1950s, many of the on- and off-ramp designs are the result of budget cuts that were made in this last section of I-5 construction, and we have been suffering from traffic congestion and safety issues within the West Portland Town Center for over 60 years. These issues will get worse over time as our region grows. The possibility of congestion pricing on I-5 from downtown to Multnomah Blvd. has the potential to increase motor vehicle traffic on Barbur Blvd. within the SW Corridor yet has not been considered in the DEIS. Like the Ross Island Bridgehead project, it is time to support fundamental changes in the transportation system throughout SW Portland and within SW Corridor to better support future growth and development in our region.

Here are some specific comments on the alignments and refinements and how to reduce negative impacts.

**Segment A, South Portland:** I strongly support Naito with Bridgehead (A2-BH) because it supports the Barbur Concept Plan and provides better access to the National University of Naturopathic Medicine (NUNM) and the South Waterfront area. A station area around Naito/Gibbs has more potential land for redevelopment than the station area around Barbur/Gibbs, provides better access to South Waterfront residents and businesses where there is more potential for new development than Marquam Hill. The region absolutely needs to fund and construct the Ross Island Bridgehead Project no matter what alignment is chosen in order to redirect regional traffic from local streets to more appropriate roadways.

**Segment B, Barbur:** I strongly support Alternative B1, Center Barbur, and reconstruction of the West Portland Crossroads, as described above. Alignment Alternative B1 offers a full minute less travel time (Table 5.2-2), better supports the Barbur Concept Plan and redevelopment within the Crossroads, and would create a safe overcrossing for motor

vehicles, light rail and people in the event of an earthquake and weather-related conditions.

**Segment C through Tigard to Tualatin:** I agree with IRP C2, Ash to Railroad. Clinton was deemed not feasible and branched was too expensive to operate.

**Refinement 1, Viaducts:** I do not support Refinement 1 to avoid rebuilding the Barbur viaducts for the following reasons:

- The weaving needed to go from center-running LRT to eastside running LRT and back again will create safety hazards for all modes.
- Bicycle and pedestrian facilities are needed in the vicinity of the viaducts and at a minimum the new LRT structure must include bicycle and pedestrian facilities.
- The trestles are not designated historic structures and will not withstand an earthquake.
- Upgrading this segment of Barbur with a new structure designed for all modes would make it safer for bicycles, pedestrians, transit and motor vehicles to travel through this corridor. The viaducts will need to be improved sooner or later to support future growth and the SW Corridor Plan must support future needs rather than exacerbate existing safety issues.

**Refinement 2, Taylors Ferry:** I do not support Refinement 2 that proposes to run light rail along Taylors Ferry Road to a new structure over I-5 for the following reasons:

- The SW Capitol Highway/Taylors Ferry Intersection is already severely congested during commute times and when Portland Community College is in session and the at-grade LRT proposal and signals will make congestion worse. The traffic analysis only addressed one of the seven intersections within Crossroads that will be impacted by this proposal and all seven intersections must be studied.
- The weaving needed to go from center-running LRT to westside running LRT and back again will create safety hazards for all modes.
- Bicycle and pedestrian facilities are needed in the vicinity of SW Taylors Ferry Road and SW Capitol Highway. The proposed traffic mitigation is to add room for motor vehicles but not for pedestrian and bicycle facilities. This would make it less safe for people to walk and bike to the Barbur Transit Center and transit service, shops and services in West Portland Crossroads. Refinement 2 will make it less feasible to build the needed pedestrian and bicycle facilities in the future.
- ODOT has proposed to redirect traffic flow through this intersection (the "jughandle" project, page E-6) which will make it less safe for people walking and biking in the Crossroads.
- At a minimum the new LRT structure must include bike and ped facilities to make it safer

to travel across I-5 near SW Capitol Highway as well as the Station Access projects noted above.

**Refinement 3, I-5 Undercrossing:** I agree that this proposal is less promising because the potential closure of the SW 60 and Barbur intersection would impede access to the PCC Lesser Road entrance and the proposed service road to SW 53<sup>rd</sup> could have the effect of changing the PCC entrance from Lesser to SW 53<sup>rd</sup>.

**Refinement 4, 99W Undercrossing:** I prefer Alignment B1, remaining center Barbur all the way to the proposed stop at SW 68<sup>th</sup> and 99W.

- I support the new station area at SW 68<sup>th</sup> and 99W because it would provide better station access for the residential neighborhoods north/west of 99W and better separation between the station areas in the Tigard Triangle.
- The undercrossing is difficult to envision and the tunnel seems an unnecessary expense. Keep light rail on Barbur/Pacific Highway all the way from the Barbur Transit Center to SW 68<sup>th</sup>.
- The existing structure between SW 60<sup>th</sup> and SW 64<sup>th</sup> over I-5 was not built to state requirements in 1985 and lacks bicycle lanes and southbound pedestrian facilities. The new LRT structure must include bicycle and pedestrian facilities to accommodate safety in this section of Barbur.
- I am concerned that LRT will create noise impacts at the Ash Creek Commons residential units that are not mitigated in the DEIS. The DEIS Table 3.2-5 notes the intersection of Barbur, SW 64<sup>th</sup> and the southbound I-5 offramp does not meet mobility standards and mitigations that protect the residents' health as well as motor vehicle congestion must be included in the SW Corridor Plan.
- The Station Access Projects do not address this proposed station at SW 68<sup>th</sup> and new pedestrian and bicycle facilities are needed to fill in gaps on 99W and to access the stations from the residential areas.

**Refinement 5, Elmhurst alignment in Tigard Triangle:** I agree with this refinement because the station location is slightly more central to the big box employers in the Tigard Triangle.

**Refinement 6, Hall Station in Tigard:** I agree with this refinement but am concerned that the Station Access Projects do not include improved connections to this station location. In particular, there needs to be a safe walking and biking route to connect the station to downtown Tigard at all times of the day/year. Other benefits of this refinement are that there is more room for the station and O&M facility at Hunziker than near Ash Street, this proposal avoids displacing existing affordable housing on Hall and on Ash Street and avoids at-grade LRT crossings of Hall.

**Portland Community College Shuttle:** I strongly support the transit shuttle between the Barbur Transit Center and station/park and ride in the Tigard Triangle (Baylor or SW 68<sup>th</sup>). I strongly oppose the shuttle along SW 53<sup>rd</sup> and recommend that the project cut costs by eliminating the proposed improvements to SW 53<sup>rd</sup> that are intended to create a new entrance to PCC Sylvania. If the improvements to SW 53<sup>rd</sup> are included in the SW Corridor LRT project, the park and ride at SW 53<sup>rd</sup> might become an extended parking lot for PCC students rather than serving ridership on the SW Corridor LRT. SW 53<sup>rd</sup> could support affordable housing and PCC student housing, and the new developments could pay for the needed infrastructure improvements in the future.

**Station Access Projects:** The list of Station Access Projects needs to be re-analyzed to ensure that the stations in the LPA have adequate—and prioritized—projects that will facilitate safe walking and biking to all LRT stations.

**Transit service, and access to transit:** These need to be improved throughout the SW Corridor in order to reduce reliance on single occupancy automobiles in our neighborhoods. TriMet's Service Enhancement Plan will need to be revised to support the SW Corridor Plan. Two changes could be made immediately that would improve bus ridership today: Bus #44 to PCC Sylvania should be upgraded to frequent transit service, and Bus #43 should directly connect with transit service at the Barbur Transit Center.

Thank you for considering these comments in your selection of the Locally Preferred Alternative and in the next phase of studies and project development. I urge you to modify the Initial Route Proposal and consider the multiple benefits of Alignment B1 and its support of our community's vision in the Barbur Concept Plan, reject Refinement 2 and modify Refinement 4 to support long term growth and safety within our region.

Sincerely,

/s/

Marianne Fitzgerald  
10537 SW 64<sup>th</sup> Drive  
Portland, OR 97219  
(503) 246-1847, [Fitzgerald.marianne@gmail.com](mailto:Fitzgerald.marianne@gmail.com)

Cc: Commissioner Dan Saltzman, City of Portland  
Eric Engstrom, Portland Bureau of Planning and Sustainability  
Joan Fredericksen, Portland Bureau of Planning and Sustainability  
Teresa Boyle, Portland Bureau of Transportation  
John Gilliam, Portland Bureau of Transportation  
Chris Ford, Metro  
Eryn Kehe, Metro

**Moore-Love, Karla**

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**From:** NANCY TOWNESMITH <ntowne928@comcast.net>  
**Sent:** Monday, October 8, 2018 9:01 PM  
**To:** Council Clerk – Testimony  
**Cc:** Wheeler, Mayor; Commissioner Eudaly; Commissioner Saltzman; Commissioner Fritz; Commissioner Fish  
**Subject:** City Council Agenda Item 1062, Southwest Corridor Light Rail Project

Mayor Ted Wheeler  
Commissioners Chloe Eudaley, Nick Fish, Amanda Fritz and Dan Saltzman  
Portland City Council  
1221 SW Fourth Avenue  
Portland, Oregon, 97204

RE: City Council Agenda Item 1062, Southwest Corridor Light Rail Project

Now that the SW Corridor Plan Steering Committee Initial Route Proposal has been adopted as the Locally Preferred Alternative submitted for adoption by Portland City Council, I am re-submitting my testimony given to the steering committee for the council's consideration.

IRP featuring Alternative B2 with design refinement 2 should not be adopted as LPA: Development of the Southwest Corridor plan began in 2011, public scoping for the Southwest Corridor Light Rail project EIS began in 2016; design refinement 2 was not made public until April 2018, just prior to publication of the DEIS. It is clearly a late alteration requiring more comprehensive study before being considered as the LPA.

As stated in the DEIS (E-23) "design refinements have not been analyzed at the same level of detail as the alignment alternatives in the Draft EIS". This design refinement is still evolving. At the Multnomah Neighborhood Assn. Meeting 7/10/18, I received a map of design refinement 2 not included in the DEIS and differing from those therein. At the open house at Tigard Library 7/12/18, I procured yet another version. The maps all note: designs are preliminary and subject to change.

Consideration of this design refinement is driven in part by a presumed cost benefit as compared to alternative B2 base design that I believe will not be as great as estimated when design and actual costs are finalized. These presumed cost savings are also offset by negative impacts on the quality of life within the community affected by design refinement 2.

The purpose and need statement in the DEIS notes that limited street connectivity and gaps in pedestrian and bicycle facilities create unsafe conditions for transit access, and that travel is slow and unreliable on congested roadways.



Rather than being redressed, these conditions will be exacerbated by design refinement 2. The intersection at Capitol Highway and Taylors Ferry Road is already dangerous for motorists, pedestrians and bikers, and well above capacity during peak hours with queues up to half a mile long. Adding a light rail crossing with additional traffic created by assumed “storage lanes” added to Capitol and Taylors Ferry; and assumed adoption of the “jug handle” proposal will increase congestion and slow traffic even further.

Additional storage lanes along with retaining walls and sound mitigation measures may make it more difficult to construct the sidewalks and bicycle lanes which must be included in this project regardless of which design configuration is selected as the LPA. The planned station expansion of the Barbur Transit Center, including additional parking makes it mandatory that station access improvements (SA-16) are concurrent with project construction and not postponed until project completion.

From a more personal perspective, the property potentially affected by acquisition described in Fig. F-10 as #20716 (this would be the one bisected diagonally by the proposed route) is more familiar to me as my backyard. Although a separate tax lot it is conjoined to my property at 4542 SW Taylors Ferry Rd which is occupied by my 108 year old house and therefore should be considered a potentially eligible historic property. A portion of the property lies in an environmentally protected overlay zone, as does the lot adjacent to the east that surrounds the headwaters of Woods creek. It is an environmentally sensitive area and a vital part of the Fanno creek watershed. This lot is one of the few privately owned greenspaces of its size remaining in the aftermath of relentless infill development; and given its proximity to the creek, it has provided habitat and refuge for many varieties of birds and animals. The fruit trees and berries that grow here have flavored many batches of jam, pies, even home brewed beer and wine. The foliage provides a buffer against noise and emissions from nearby I-5. It has alternatively served as garden, dog run, snow park, chipping range, and hosted a wedding: the bride’s choice of locale fostered by childhood memories. Woods Memorial Park and the community garden on the north side of Taylors Ferry Rd and these two large tracts on the south side lend this area a rural feel that should be allowed to remain at least until infrastructure improvements make further development logical. In the past forced urbanization via rezoning was soundly rejected by the community. Randomly changing numbers on a map isn’t a sensible way to develop a community: neither is running a commuter train alongside a neighborhood collector that is still fed by unpaved streets.

The DEIS claims design refinement 2 would reduce the visual impact of the light rail crossing over I-5. That certainly won’t be the case from my backyard, for residents of the Crestwood and Ashcreek neighborhoods, or for people lined up trying to navigate an already difficult intersection made more complex with another layer of transit. If the goal is to avoid major reconstruction of the crossroads intersection (a network of 7 intersections which includes Capitol Highway/Taylors Ferry) the better solution would be alternative B-2 in its base design without design refinement 2. I believe this design would have a lesser impact on residential properties and would not increase congestion after its construction.

I would urge the council to delay this vote pending further study and community input.

Respectfully submitted,

Edward F. Smith

4542 SW Taylors Ferry Road

Portland, Oregon 97219

503-245-6229

## Moore-Love, Karla

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**From:** Ramtin Rahmani <rahmanir@gmail.com>  
**Sent:** Tuesday, October 9, 2018 8:44 AM  
**To:** Council Clerk – Testimony; Commissioner Eudaly  
**Subject:** SW Corridor Light Rail

Hello,

I'm sure you have seen the IPCC report by now. That has hopefully worried you in addition to what else we have known about car-centric cultures.

Please do not approve the SW Corridor path plan without requiring substantive protected bike lane improvements and bridge/viaduct improvements. The current bike plans in the DEIS are inadequate. Let's strive for what the Orange MAX line has done to biking (a lot) instead of the blue line (little to nothing).

We need an unprecedented increase in protected bike lanes and the SW Corridor Project is the perfect project to instigate it. 99w/Barbur is a major SW road and bicyclist and pedestrians deserve equity in that regard. This is a once in 100 year opportunity to create a complete street for SW Portland and the suburbs—there currently are none in SW Portland metro area.

This is not an abstract issue. I have been hit by a driver/car, people I know have been hit. We need visionary leadership not concerned speeches.

Thanks for your time.

## Moore-Love, Karla

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**From:** Lois Young <young3956@comcast.net>  
**Sent:** Tuesday, October 9, 2018 9:40 AM  
**To:** Council Clerk – Testimony  
**Cc:** Carol And Tim Henry  
**Subject:** Marquam Hill Connection Proposal

Lois Young  
3956 SW Condor Ave  
Portland, OR 97239  
775-745-1842

Mayor Ted Wheeler  
Commissioner Dan Saltzman  
Commissioner Nick Fish  
Commissioner Amanda Fritz  
Commissioner Chloe Eudaly

Dear Mayor Wheeler and Commissioners:

I am writing to vote “NO” on the Trimet and Metro proposals for the “Marquam Hill Connection” that is on the City Council agenda for Wednesday, October 10th.

Terwilliger Parkway needs to be preserved. I went to school at U of O School of Medicine in 1970 (now OHSU). I loved the parkway then and I love the way it has been preserved. It needs to stay that way for future generations.

I strongly urge you to vote “NO” on this proposal.

Best regards,

Lois Young

**Moore-Love, Karla**

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**From:** VICTOR RODRIGUEZ Owner <vrodrig@centurylink.net>  
**Sent:** Tuesday, October 9, 2018 9:53 AM  
**To:** Council Clerk – Testimony  
**Subject:** Lightrail on SW Taylor's Ferry

Really bad idea to run a train anywhere near SW Taylors Ferry road. I can understand trying to alleviate traffic on 99W (Barbur Blvd) but the negative impact to this neighborhood would be immense. The inbound traffic on SW Taylors during rush hour is already a nightmare with people heading to downtown and PCC. The current backup stretches for blocks as you approach Capitol Hwy.

The train needs to stay on Barbur and improvements need to be made to facilitate flow for vehicular traffic, bikes, and pedestrians along SW Taylors Ferry. That intersection at Barbur and Capitol Hwy is, and has always been a mess. Maybe it's time to look at closing the north bound on ramp onto I-5 across Barbur and leave it open to drivers coming from Lake Oswego.

Victor Rodriguez  
10020 SW 61st  
Portland,OR 97219

## Moore-Love, Karla

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**From:** Leslie Baird <lesliemilnebaird@gmail.com>  
**Sent:** Tuesday, October 9, 2018 10:44 AM  
**To:** Council Clerk – Testimony  
**Subject:** Southwest Corridor Light Rail testimony

I am a member of the Crestwood Neighborhood Assn.

I am in total agreement with the stand of the the neighborhood assn. I see that running the light rail directly down barbur is the best solution. Yes, it is more expensive and I know that city reps don't want to do this, because of the money, complexity or time this would take to accomplish this, but it is the **right decision, for the long term.**

At some point - the "bridge" over I-5 will have to be re-built anyway. Why not take advantage of this opportunity and take care of everything all at once. It makes total sense to me. What doesn't make sense is running light rail at grade over capitol hwy. and having an overpass over Taylor's Ferry Rd. This is considering that we have all the traffic issues because of the I-5 off-ramp in its current location. Have you ever experienced the traffic when PCC Sylvania starts in the Fall? The strange 4 way stop intersection is totally clogged with cars coming from the off-ramp. It is lunacy that this intersection has not been "fixed" by now. The obvious solution would be to move the off-ramp, but we as citizens don't seem to have any say in what is happening. This solution has been brought up several times, to the city. This could also be considered as part of the rebuild of the Barbur bridge, if light rail runs straight on Barbur.

**Please consider doing the most logical and "right" thing - please pay the extra money and rebuild the whole the whole intersection (which includes the bridge over I-5 on Barbur), that will need to be done anyway in the future. This will be less money in the long run.**

**If running light rail down Barbur is totally off the table, running the light rail on the other side of Barbur near the transit center, makes much more sense to me as stated in the letter from Crestwood.**

**Thank you for considering our thoughts in these decisions.**

--

Leslie Baird  
10045 SW 52nd Ave.  
Portland, OR 97219  
503-307-8892



**Moore-Love, Karla**

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**From:** PMB <philipmbarrett@gmail.com>  
**Sent:** Tuesday, October 9, 2018 10:47 AM  
**To:** Council Clerk – Testimony  
**Subject:** Comments on Agenda Item 1062  
**Attachments:** Portland-comments-PMB-10-10-18.pdf

Please accept my attached comments on Portland City Council Agenda Item 1062.

Thanks!

Phil

Philip M. Barrett  
6230 SW Wilbard  
Portland, OR 97219  
503 246-4493 (home); 503 964-1950 (mobile) philipmbarrett@gmail.com

**Comments on  
City of Portland Endorsement of the  
Southwest Corridor Light Rail Project  
(Portland City Council Agenda Item 1062)**

Philip M. Barrett  
6230 SW Wilbard  
Portland, OR 97219  
philipmbarrett@gmail.com

October 10, 2018

Thank you for giving me this opportunity to comment on Portland City Council's proposed resolution endorsing the Southwest Corridor Light Rail Project (Portland City Council Agenda Item 1062). I have been a homeowner in outer southwest Portland since 1990.

Following is my assessment of 4 critical issues in the Crossroads area that must be resolved before the City endorses the project as a whole. Comments submitted to City Council by the Crestwood Neighborhood Association, of which I am a member, provide detailed analysis of these issues. My comments submitted for the project's Draft EIS (attached) provide additional background.

- 1) Of the 2 alignments still under consideration for the Crossroads area, Alternative B2 is acceptable and Design Refinement #2 (Taylors Ferry route) fundamentally is not acceptable. Metro and TriMet have removed Alternative B1 from consideration for the Crossroads area, but it is by far the best alignment for the project. If Metro and TriMet determine that the project can proceed only by running MAX trains along Taylors Ferry, I urge the City Council to vote against endorsing the project as a whole.
- 2) Dramatically increasing high-density and affordable housing in the area is acceptable, but ONLY if traffic and pedestrian/bicycle access issues are resolved (see items 3 and 4 below).
- 3) Additional traffic congestion in the area is a deep concern. Metro and TriMet should conduct a comprehensive traffic analysis for the area (at least 7 interdependent intersections). The analysis should anticipate the separate and cumulative impacts of:
  - a) building an 825-place park and ride at Barbur Transit Center;
  - b) at-grade crossings for MAX trains, if any (e.g., if the Taylors Ferry route remains an option);
  - c) new high-density and affordable housing; and
  - d) congestion-price tolling on I-5.
- 4) Failure to provide adequate pedestrian and bicycle access in the area is a deep concern, especially if the Taylors Ferry route remains an option. Metro and TriMet should create suitable ancillary development plans and identify viable sources of funding for improvements.

**Comments on  
Southwest Corridor Light Rail Project  
Draft Environmental Impact Statement**

Philip M. Barrett  
6230 SW Wilbard  
Portland, OR 97219  
philipmbarrett@gmail.com

July 25, 2018

Thank you for giving me this opportunity to comment on the Draft Environmental Impact Statement (the Draft EIS) for the Southwest Corridor Light Rail Project (the Project). My comments focus on 4 issues:

- a) Crossroads area planning and design;
- b) earthquake hazards;
- c) adequacy of the Draft EIS; and
- d) the No-Build Alternative.

**Crossroads area planning and design**

The transportation setting in the Crossroads area is extremely complex. Transportation planning and design challenges include:

- a) 7 interdependent surface street intersections;
- b) historic neglect of transit, pedestrian and bicycle uses;
- c) an aging interstate freeway bridge that urgently needs a seismic upgrade;
- d) management responsibility divided among multiple jurisdictions; and
- e) multiple interrelated planning studies and construction projects underway.

The Initial Route Proposal for the Crossroads area includes Design Refinement #2, which routes MAX trains at grade through the intersection of Taylors Ferry Road and Capitol Highway - the portal to my neighborhood in outer southwest Portland. MAX trains should not, under any circumstances, run along Taylors Ferry Road. Considering the functional and aesthetic impacts on directly affected neighborhoods, running MAX trains along Taylors Ferry Road simply is not an acceptable option for cutting Project costs.

Traffic at the intersection of Taylors Ferry Road and Capitol Highway is already a nightmare during both morning and afternoon rush hours; adding MAX trains and new "storage lanes" to the mix is incomprehensible. The functional and aesthetic impacts of building a new train bridge and increasing traffic congestion at that intersection will significantly reduce the livability of neighborhoods in outer southwest Portland. Running MAX trains along Taylors Ferry Road threatens to push these neighborhoods into long-term decline, directly impacting property values and the local property tax base.

MAX trains should run down the centerline of Barbur Boulevard for the entire length of Segment B (Alternative B1). Because it has been a transportation corridor for at least 100 years, keeping MAX trains on Barbur Boulevard has by far the lowest cumulative environmental impacts.

Whatever the cost, reconstructing the I-5 overcrossing to support straight-through MAX train traffic on Barbur Boulevard is by far the best option for the community. That structure is about 60 years old and is now approaching the end of its useful life. The existing freeway design is deficient for both lane width and overhead clearance. Existing surface street alignments are increasingly inadequate to support pedestrian and bicycle use or to handle growing volumes of local traffic - let alone additional traffic generated by (a) expansion of park-and-ride facilities at Barbur Transit Center and at SW 53rd or (b) the traffic apocalypse that awaits the area if congestion-price tolling is implemented on I-5.

With Design Refinement #2, Metro and TriMet have gone to great lengths to bypass the I-5 overcrossing structure at Capitol Highway. While reconstructing the I-5 overcrossing is the right thing to do, I recognize the need to study bypass alternatives. Fundamentally, there are 4 single-purpose (light rail only) options for bypassing the I-5 overcrossing structure:

- a) bridge along the Barbur Boulevard centerline;
- b) tunnel along the Barbur Boulevard centerline;
- c) bridge to the southeast; and
- d) bridge to the northwest.

The Draft EIS analysis of bypass alternatives is inadequate in both scope and detail. It seriously considers only the last of the 4 bypass options: routing MAX trains off of Barbur Boulevard and onto Taylors Ferry Road. The Draft EIS should reexamine all 4 bypass options in a transparent side-by-side comparison. Two of those options are likely to be preferable to the proposed Taylors Ferry Road route: a bridge along the Barbur Boulevard centerline and a bridge on the southeast side. The community deserves to know how and why Metro and TriMet rejected apparently viable alternatives to the Taylors Ferry Road alignment.

Finally, many arterials and side streets in outer southwest Portland were built far below modern development standards for pedestrian and bicycle use. It is imperative that the Project address this historical deficiency with an aggressive local access program. At a minimum, the Project should provide sidewalks and bike lanes on Taylors Ferry Road from Barbur Boulevard to SW 80th and on Capitol Highway from Huber to Multnomah Village. The cost of these improvements could be shared by transit and community development sources.

The Draft EIS - particularly the analysis of Design Refinement #2 in Appendix E - is wholly inadequate for assessing the Project's functional and aesthetic impacts in the Crossroads area. Issues that the Draft EIS should address include:

- a) neighborhood traffic and livability impacts of Design Refinement #2, including the threat of declining property values;
- b) benefits of reconstructing the I-5 overcrossing structure at Capitol Highway;
- c) comprehensive analysis of all 4 options for bypassing the I-5 overcrossing at Capitol Highway; and
- d) opportunities for enhancing pedestrian and bicycle access in the Crossroads area.

## **Earthquake Hazards**

With an MS in geology (University of Montana, 1982), I have a long-held interest in Pacific Northwest earthquake hazards (seismicity, landslides and tsunamis).

After nearly 10 years of Project planning, the Draft EIS presented an Initial Route Proposal with last-minute Design Refinements. Three of these Design Refinements propose single-purpose (light rail only) bridges that systematically bypass all of the highway bridges now carrying Barbur Boulevard. Design Refinements #1, 2 and 4 address, respectively: 2 wooden viaducts in Barbur Woods; the I-5 overcrossing at Capitol Highway and the I-5 overcrossing between SW 60th and SW 64th. I presume that all 4 of these bridges: (a) are at high risk of collapse or catastrophic damage in a major earthquake and (b) will be critical for effective recovery after a major earthquake hits the region.

Metropolitan Portland eventually will experience major earthquakes from 2 tectonic sources (see Figure 1): M9.0 events in the Cascadia Subduction Zone offshore of the Oregon and Washington coasts and equally, if not more, damaging M6.8 events in the Portland Hills fault complex that directly underlies the inner two-thirds of the Project corridor. Multiple recent studies from DOGAMI and the Oregon Seismic Safety Policy Advisory Commission (OSSPAC) have begun to (a) inventory critical infrastructure that is vulnerable in a major earthquakes event and (b) propose earthquake resilience strategies for seismic upgrades of critical infrastructure. Unfortunately, none of these studies has specifically addressed risks to highway bridges in metropolitan Portland.

Whether intentionally or by coincidence, Design Refinements #1, 2 and 4 allow Metro and TriMet to sidestep responsibility for advancing regional earthquake resilience objectives. In a climate of perennial financial constraints for public projects, earthquake resilience can be achieved only by aggressively leveraging investments in public works projects whose primary purposes may be unrelated to the mitigation of earthquake risk. In this respect, opportunism is an essential element of earthquake resilience policy: the best time to make seismic upgrades is when age or modification for a new use justifies replacement or major reconstruction of a facility. Effectively, every major transportation project in metropolitan Portland must be, in part, an earthquake resilience project.

No fairy god-mother is coming to fix metropolitan Portland's earthquake resilience problem. It is inconceivable to me that Metro and TriMet could spend \$3 billion on the Project and make no progress on seismic upgrades of critical transportation infrastructure. As government agencies, Metro and TriMet have an inherent obligation to do their part for earthquake resilience; abrogating that responsibility is a violation of the agencies' public trust. Instead of squandering scarce public funding on single-purpose bypass structures, we should be investing those funds in multi-purpose transportation infrastructure solutions that advance regional earthquake resilience objectives.

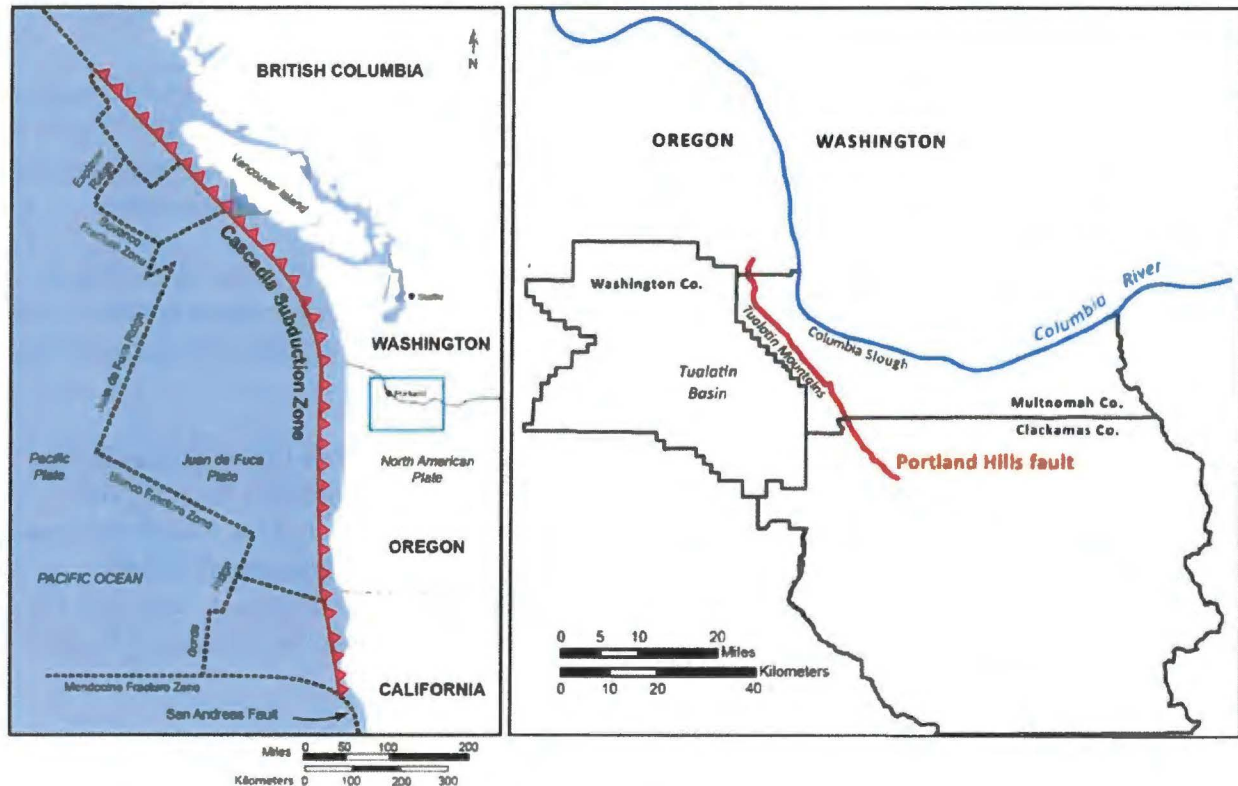


Figure 1. Tectonic setting of major earthquake threats in metropolitan Portland (DOGAMI, 2018).

The Draft EIS treatment of earthquake hazards is wholly inadequate. Issues it should address include:

- a) the Project's tectonic setting (Cascadia Subduction Zone and Portland Hills fault complex) and associated earthquake threats;
- b) federal, state and local government policy concerning earthquake resilience in metropolitan Portland;
- c) how earthquake risks were considered in Project planning and design; and
- d) what earthquake mitigation measures were adopted for the Project.

The Draft EIS should examine in detail how reconstruction of the I-5 overcrossing at Capitol Highway can achieve both transit and earthquake resilience benefits. With respect to regional priorities for seismic upgrades of critical infrastructure, I presume that this structure ranks near the top on both vulnerability and critical functionality scales (a cursory visual inspection of the bridge structure using Google Street View is sobering indeed). The cost of reconstruction could be shared by transit and highway management organizations (FTA and FHA at the federal level; TriMet and ODOT at the local and state levels). The Draft EIS should also seriously consider reconstructing all 4 seismically vulnerable highway bridges along Barbur Boulevard: 2 viaducts in Barbur Woods; the I-5 overcrossing at Capitol Highway and the I-5 overcrossing between SW 60th and SW 64th.



## **Adequacy of the Draft EIS**

The information presented in the Draft EIS is wholly inadequate to assess the Project's functional and aesthetic impacts in the Crossroads area. At this juncture of program development, I have no confidence that Metro and TriMet can produce a Project plan that works for everyone who uses the Crossroads area - including those of us who live in directly affected neighborhoods.

Furthermore, the Draft EIS is wholly inadequate in its assessment of earthquake hazards that threaten the highway bridges now carrying Barbur Boulevard. Seismic upgrades of these structures - particularly the I-5 overcrossing at Capitol Highway - are urgently needed to advance regional seismic resilience objectives.

I strongly recommend that Metro and TriMet issue a Supplemental Draft EIS focusing on (a) complex transportation needs, opportunities and constraints in the Crossroads area and (b) earthquake hazards. To inform the Supplemental Draft EIS, Metro and TriMet should convene a collaborative planning forum that engages all stakeholders in the development of robust, community-friendly transportation solutions for the Crossroads area. Suboptimal solutions are bound to emerge if the public can only guess what considerations might be motivating Project planning and design decisions.

The Supplemental Draft EIS should also correct an irregularity in Draft EIS administrative procedures that may have compromised the integrity of the public involvement process. Midway through the public comment period, Metro and TriMet released more detailed alignment maps for Design Refinements #2 and #4. The timing of this action creates 3 problems: (a) distribution of new information to members of the public was inevitably selective; (b) significant information on the maps is not addressed in Draft EIS text (e.g., the unsubstantiated assertion that freeway clearance deficiencies on the I-5 overcrossing at Capitol Highway would be corrected by raising the bridge elevation above surface grade, rather than by lowering the freeway elevation); and (c) Project planners can never be certain which version of the supporting materials is reflected in any particular public comment.

## **The No-Build Alternative**

If running MAX trains along Taylors Ferry Road is the only way the Project can be built, Metro and TriMet should choose the No-Build Alternative and indefinitely delay construction of Southwest Corridor light rail. For a tiny fraction of the Project's \$3-billion cost, targeted spending on new park-and-ride facilities and expanded express bus service should buy at least 20-25 years of adequate transit support in the Southwest Corridor. By then, more comprehensive regional transportation solutions - such as the addition of dedicated transit lanes to I-5 - are likely to emerge.

## **Summary of Recommendations**

1. MAX trains should not, under any circumstances, run along Taylors Ferry Road (Design Refinement #2). Considering the functional and aesthetic impacts on neighborhoods in outer

southwest Portland, running MAX trains along Taylors Ferry Road simply is not an acceptable option for cutting Project costs.

2. MAX trains should run down the centerline of Barbur Boulevard for the entire length of Segment B (Alternative B1). Because it has been a transportation corridor for at least 100 years, keeping MAX trains on Barbur Boulevard has by far the lowest cumulative environmental impacts.
3. Whatever the cost, reconstructing the I-5 overcrossing to support straight-through MAX train traffic on Barbur Boulevard is by far the best option for the community.
4. The Draft EIS should reexamine all 4 of the single-purpose (light rail only) options for bypassing the I-5 overcrossing at Capitol Highway. Two options are likely to be preferable to the proposed Taylors Ferry Road route: a bridge along the Barbur Boulevard centerline and a bridge on the southeast side.
5. Project plans should include an aggressive program to improve pedestrian and bicycle access in the Crossroads area. The cost of these improvements could be shared by transit and community development sources.
6. The Draft EIS should examine in detail how reconstruction of the I-5 overcrossing at Capitol Highway can achieve both transit and earthquake resilience benefits. The cost of reconstruction could be shared by transit and highway management organizations (FTA and FHA at the federal level; TriMet and ODOT at the local and state levels). The Draft EIS should also seriously consider reconstructing all 4 seismically vulnerable highway bridges along Barbur Boulevard: 2 viaducts in Barbur Woods; the I-5 overcrossing at Capitol Highway and the I-5 overcrossing between SW 60th and SW 64th.
7. Metro and TriMet should issue a Supplemental Draft EIS focusing on (a) complex transportation needs, opportunities and constraints in the Crossroads area and (b) earthquake hazards. To inform the Supplemental Draft EIS, Metro and TriMet should convene a collaborative planning forum that engages all stakeholders in the development of robust, community-friendly transportation solutions for the Crossroads area. The Supplemental Draft EIS should also correct an irregularity in Draft EIS administrative procedures.
8. If running MAX trains along Taylors Ferry Road is the only way the Project can be built, Metro and TriMet should choose the No-Build Alternative and indefinitely delay construction of Southwest Corridor light rail.