



**Steering Committee Meeting  
May 13, 2019  
Tigard City Hall | 1325 SW Hall Blvd. | Tigard. OR**

**Present:**

Doug Kelsey: TriMet General Manager  
Chris Warner: PBOT Interim Director  
Councilor Robert Kellog: City of Tualatin  
Commissioner Roy Rogers: Washington County  
Mayor Jason Snider: City of Tigard  
Rian Windsheimer: ODOT Region 1 Manager  
Councilor Craig Dirkson: Metro  
Mayor Gery Shirado: City of Durham

**Welcome**

TriMet General Manager Doug Kelsey welcomed guests and committee members, reviewed agenda and future meeting schedule. Doug asked for any corrections to draft notes from last month's meeting; there were none.

**Public Comment**

Ramtin Ramani: Excited for SW Corridor project; consider minimizing funds spent on parking garages and shift those funds towards station access for walking and protected bike lanes; against parking structures.

Tony Jordan: PDX for parking reform; garages are very expensive, set up streets around stations to support other mobility options such as scooters, e-bikes, walking etc. Consider building housing around the stations to encourage lifelong transit users; consider other options to park and rides.

Amber Hollister, Oregon State Bar: supports concept of increasing public transit to the area; supports LPA options; continue to seek funding for elevated option, traffic impacts of at grade option are significant; thanks the staff for efforts to get OSB up to speed on process.

Andy Coleman, Circuit Gym: very excited for TriMet to come to the area; glad to see option that doesn't impact gym; recommend more diligence in reaching out to people and including them in process.

Roberta Marcell Robles: park and rides will not work the way we think they will; congestion relief will not happen on I-5 with the park and ride options, traffic will increased around the parking garages, too expensive.

Ilene Reed: end of line stations will get too much traffic in the neighborhoods; seek funding for the LPA elevated option to alleviate traffic issues.

Cleon Cox: oppose the project; shameful we are not listening to the people in the area; need to look more into the ride sharing options; ultimate cost for people riding is too high.

Mary Ann Fitzgerald: concerned about over-reliance of park and rides for ridership goals; just bringing more cars to the neighborhood; need better transit connections; need more housing, safe streets; rethink connections to PCC.

Tim Davis: the goals for the project should be mitigating climate change; spending public dollars wisely, improving safety and access; project will not reduce car capacity at all; corridor will not serve any main sites like PCC, Hillsdale Center, OHSU, Multnomah Village; parking garages are completely outdated.

Stan Prosser: we like the recommendation TriMet has put forth; rail down 74th will destroy businesses along avenue.

### **Light rail alignment between Bonita and Bridgeport**

TriMet Design Manager Scott Robertson started by following up on questions from Mayor Gery Shirado during last month's meeting regarding existing MAX at-grade crossings. There are 50 gated crossings and 163 signalized crossings on the MAX system. In Hillsboro there are 20 gated crossings and 10 signalized crossings. On average, the train goes through every 7.5 minutes, during peak hours this is closer to 3.5-4 minutes. On SW Corridor, this would be similar frequency.

Scott continued with a summary of discussions about the route between Bonita and Bridgeport:

- Cost pressures of project – about \$358 million over budget currently, diligently working on cost savings. This includes reducing high cost acquisitions and a shorter bridge span over I-5 at Crossroads.
- Staff recommendation: LPA At-Grade refined, fewer business impacts, lower cost with fewer risks to project schedule. To address challenges of crossing Boones Ferry at grade, the team is starting a detailed traffic study, with a larger study area than in DEIS; results to be available by the end of the year. Specific metrics to be looked at safety, transit reliability, travel time, traffic issues.
- Options Comparison Summary; a few updates from last month: increased number of business relocations with 74th Ave options; clarified environmental impacts (wetlands) are same for LPA At-Grade refined and LPA Elevated option.
- Traffic issues at LPA At-Grade refined; two signals close to each other with rail crossing in between; new traffic model study more comprehensive, study

interconnects of traffic signals as far ranging as Carmen and Durham. Future planned projects shown have been adopted; they have not yet been funded.

- March and April comments primarily favored the LPA Elevated option.
- CAC meeting had unanimous concurrence with staff findings. Committee asked for additional considerations; safety improvements for people walking and biking; account for freight mobility on 72nd Ave & Boones; interconnecting traffic signals in the area; provide robust support for business who need to relocate.
- Staff recommendation is LPA At-Grade Refined option. Traffic study will take the rest of the year to complete. Additional mitigations likely to come out of the study, which could include; additional signals, road widening, regrading.

### **Discussion and decision:**

**Commissioner Roy Rogers:** supports LPA At-Grade refined; number one goal is to get the train to Bridgeport; elevated is preferred but not in the funding – keep looking for funding opportunities for elevated option and ways to mitigate traffic.

**Councilor Robert Kellog:** reiterates first goal for Tualatin, is to get the train to Tualatin. Supports LPA At-Grade refined.

**Chris Warner:** appreciates all the work, supports the At-Grade refined option.

**Jason Snider:** prefers LPA route whether at-grade or elevated; Elevated is preferred. Supports staff recommendation; LPA elevated needs to be kept on the table if funding becomes available or the at-grade crossing becomes cost prohibited.

**Rian Windsheimer:** appreciated communities' thoughts on impacts; supports staff recommendation; not willing to compromise safety at all; supports line getting to Tualatin.

**Councilor Craig Dirksen:** goal is to get to Bridgeport; supports staff recommendation. Appreciates all the work from staff and community input to find the best option.

**Mayor Gery Shirado:** reiterate thanks for all input from staff and public; encouraged that MAX runs thru city of Portland, Milwaukie and Hillsboro where mitigations were made and they are remarkably safe and efficient; Bridgeport terminus will be a hub for other communities, not just Washington County but Clackamas County as well . Park and Ride needs to be constructed with this capacity in mind. Supports At-Grade refined alignment

**Doug Kelsey:** supports LPA At-Grade; will not compromise safety, should we not find the right balance at the key intersections, we need to be willing to revisit at the right time. Asks for show of hands for support of LPA At-Grade – all in.

**Carol Mayer Reed (Urban Design Integration Team): Marquam Hill Connector**

Carol reviewed the process with the Green Ribbon Committee meeting monthly and the supporting work group meeting every other week.

- Goals: access, equitable, efficient, convenient connection. Safety & security, 24hr connection.
- Context: historic parkway, scenic and recreational resources, unique character of design.
- Environmental criteria: habitat studies, wildlife corridors
- Key operational issues: maintenance and operation costs.
- Timeline has been extended another month due to amount of questions.
- Options vary in capital cost but we are still at a rough order of magnitude level of detail
- There has been lots of discussion around the landing point, as there are many destinations on Marquam Hill
- Options still being considered are Bridge and Elevator; Inclined Elevator-Funicular; Aerial Tram.

**Commissioner Roy Rogers:** it will be very disheartening if the most expensive alternative is chosen.

**Councilor Craig Dirksen:** Bridge and Elevator should be the clear choice; there should be continued study of the cost differential of taking it further west than Terwilliger Blvd. Farther into campus serves more people. All other options have very negative impacts; Aerial Tram is limited capacity and is very expensive; Tunnel & Elevator has cons – would need construction site at time of build, noisy and disruptive to Eye Institute.

**Gery Shirado:** very limited employee parking right now on the Hill; many of the folks utilizing the structures will be employees; 9th floor of OHSU is the only centralized level for circulation; concerned about how to get people from Terwilliger Blvd up onto the medical campus. Going to Terwilliger is not a complete project.

**Mayor Jason Snider:** there are over 10,000 people on the OHSU campus. I would like to hear directly from OHSU staff, not just through the Green Ribbon committee.

**Gery Shirado:** agrees with Mayor Snider; major stakeholders need to be at Steering Committee meetings; these folks need to contribute funding, as they are major beneficiaries.

**Chris Warner:** please revisit and show the landing for the inclined elevator and the bridge options.

**TriMet General Manager** thanked the committee and guests and adjourned the meeting.