

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

Thursday, April 2, 2020, 5:30-7 p.m.  
Meeting Summary

*A full recording of this meeting is available on the Southwest Corridor project website:  
<https://trimet.org/swcorridor/library.htm#cac>*

## Present

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

## Not Present

Chris Carpenter – Oregon & Southern Idaho District Council of Laborers  
Debra Dunn – Synergy Resources Group Business Consultant  
Bill Garyfallou – Property/business owner  
Angela Handran – Tualatin renter Transit commuter to PSU  
Chad Hastings – CenterCal Properties Bridgeport Village  
Julia Michel – Portland State University (PSU)

## Welcome & Introduction

Brandy Steffen, JLA

Brandy welcomed attendees to the Zoom (virtual) meeting by asking staff and CAC attendees to introduce themselves before reading the only public comment submitted before the meeting. TriMet staff present were Scott Robertson (SW Corridor Design Manager), Fiona Cuddy (Urban Design Project Manager), Libby Winter, Amparo Agosto, Aster Moulton, and Josh Mahar (Community Affairs Representatives).

## Public Comment

The public was able to provide comments prior or during the meeting in three ways: 1) by sending an email to [swcorridor@trimet.org](mailto:swcorridor@trimet.org); 2) by “raising their hands” to speak (an option at the bottom of the virtual meeting screen) and being called on to give testimony (voices and names were recorded); and 3) by sending a comment via the Q/A button for a private message to TriMet; which were not read during meeting unless requested.

Three members of the public sent comments to the committee.

**Eric Wilhelm** submitted a written comment before the meeting mentioning Iulia Hanczarek who was hit by a car and killed on Barbur Boulevard on March 17, 2020 and safety along this stretch of road. He emphasized biking/walking connectivity and safe passage for other modes of transportation (i.e. besides cars) and advocated for interim safety actions.

**Caryn Condon** expressed concern about how plans will impact neighborhoods and side streets along Barbur during the Q/A feature.

**John Gibbon** commented verbally during the meeting how issues near the woods are very noticeable. He drew attention to a potential exploration of a change in station location from 19th Avenue to 22nd Avenue. He was concerned that this change could have significant watershed and stormwater impacts.

*[Note: The comment refers to a request to explore a different location for the 19<sup>th</sup> Avenue Station in the City of Portland's updated draft Exhibit C: Project Work Program Actions and Issues after adoption of the SWC Conceptual Design Report.]*

## Conceptual Design Report Engagement Findings

Josh Mahar & Aster Moulton, TriMet

Josh briefly discussed the effects of COVID-19 on TriMet operations (as available at [trimet.org/health](https://trimet.org/health)) and then moved on to an overview of the reasons behind, and status of, public engagement activities. Aster then discussed key themes and trends from the public survey responses. Josh concluded the presentation with updates on the focus group TriMet was able to do with HAKI and TV Jam Video.

[Click here for CDR Engagement Report](#)

## Marquam Hill Connector Update

Dave Unsworth & Jeb Doran, TriMet

Dave reviewed the importance of Marquam Hill and how the new connection will serve transit users. He detailed the public engagement process along with feedback on options for design and regulations that inform project decision-making. Based on this feedback along with the extensive federal 4(f) process, the inclined elevator is believed to be the “least harm” option. Ultimately the FTA will make this determination. Jeb then discussed the technical components of inclined elevators and bridge and elevators alignment and construction.

## March Meeting Follow Up Items

Scott Robertson, TriMet

Scott described the project scope along Barbur south of the Barbur Transit Center.

## Questions & Comments

The entire meeting, including questions and comments, were recorded and are posted on the project website at: <https://trimet.org/swcorridor/library.htm#cac>

Key comments are mentioned below.

- **Bob:** *“From the standpoint of using transit-oriented development, retail as well as equitable housing are still two of the more important things to consider.”*
- *Ensuring safe crossings with inclined elevators design was an issue for **Calista**.*
- **Melissa** asked about the connection from Terwilliger to other destinations on Marquam Hill.

- **Ramtin** wanted to better understand/see visuals for sidewalk projects along Barbur south of Barbur Transit Center.
- **Lindsey** asked about connectivity to the future Operations & Maintenance Facility near Hall Boulevard.
- **Elise** expressed concern about stormwater drainage near the future Operations & Maintenance Facility.
- **Lindsey** asked about the possibility of an adjacent stairway. Jeb noted that this was an additional impact and likely would not be part of the design.
- **Bob** asked about if the inclined elevator cars are made in the US and would satisfy Buy America requirements. Jeb said that we believe they could be.
- **Bob** asked about the budget constraints for this. Scott noted that the budget is currently set at \$20 million in Year of Expenditure.
- **Calista** asked if the former synagogue building would remain. Dave said that we own that structure and our current forecast of riders for this station make it difficult to safely move that many people without removing the structure. This process is still in the works with the historic resource conversations under 4(f) section 106.
- **Calista** was interested in trying to maintain parts of the structure into the station area design.

## Meeting Adjourn

Brandy Steffen, JLA

**Brandy:** thanked the group and reminded everyone the next meeting will be Thursday, May 7, 5:30-7:00 p.m., and will most likely be virtual depending on whether an in-person meeting is possible.