Scoping Summary Report

This report has been prepared in support of the Southwest Corridor Light Rail project Draft Environmental Impact Statement

November 2016

Prepared by: Metro

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TABLE OF CONTENTS

Executive summary **1**

Introduction **2**

Agency scoping comments **8**

Public scoping comments **15**

Scoping Summary Appendix

Appendix A: Sample newspaper advertisement A1

Appendix B: Interested party email A2

Appendix C: Federal Register, September 2, 2016 ..... A3

Appendix D: Copies of agency comment letters A7

Appendix E: Copies of public comment letters A31

Appendix F: Text and summary of public comment emails A47

Appendix G: Short survey questions A65

Appendix H: Detailed survey questions A79

Appendix I: Short survey response summary A102

Appendix J: Long survey response summary A123

EXECUTIVE SUMMARY

The Southwest Corridor Light Rail project is a plan for a new, high-capacity transit (HCT) line to fill service gaps and address future demand of a quickly growing area the southwest portion of the Portland metropolitan area. The Southwest Corridor study area — from Downtown Portland to Bridgeport Village in Tualatin — is expected to grow by about 75,000 residents from 2010 to 2040. Since 2011, project partners have worked to refine a package of potential HCT alignments and associated roadway, bicycle and pedestrian projects in preparation for evaluation under the National Environmental Policy Act (NEPA). The work has required collaboration and partnership amongst several area jurisdictions including the cities of Beaverton, Durham, King City, Portland, Sherwood, Tigard and Tualatin; Washington County; and TriMet, ODOT and Metro.

A formal scoping comment period for the Southwest Corridor Plan was held from Sept. 2, 2016 to Oct. 3, 2016 as part of the project's NEPA Draft environmental review process.

What we did

During the scoping comment period, Southwest Corridor project partners and the Federal Transit Administration (FTA) invited broad participation from agencies and the public to review the proposed light rail project. A variety of outreach efforts were used to encourage the involvement of residents and businesses in the Southwest corridor.

- Two public online surveys – available Sept. 2 to Oct. 3, 2016
- Five neighborhood association meetings – Sept. 7, Sept. 8, Sept. 12, Sept. 19 and Sept. 28
- Agency and tribal scoping meeting – Sept. 20, 2016
- Public scoping meeting – Sept. 22, 2016

What we heard

A total of 1,620 comments were received during the scoping comment period, including surveys and emails from the general public and letters from agencies and organizations.

- A majority of comments from the public indicated support for the project as proposed.
- Over 70 percent of the comments received were supportive of the draft purpose and need statement; the alignment options presented for study and the proposed stations, park-and-ride and maintenance facility locations.
- Some opposition to the project was expressed and suggestions were made to expand the options studied. Many of those suggestions had been studied in previous phases of this project. Others will be considered by the project team in preparation of the detailed description of alternatives.

INTRODUCTION

Background

The Southwest Corridor Plan is a comprehensive effort focused on supporting community-based development and placemaking that targets, coordinates and leverages public investments to make efficient use of public and private resources. The work has been guided by a Steering Committee comprised of representatives from the cities of Beaverton, Durham, King City, Portland, Sherwood, Tigard and Tualatin; Washington County; and TriMet, ODOT and Metro. In August 2011, the Metro Council appointed the Southwest Corridor Steering Committee. A charter defining how the partners will work together was adopted by the Steering Committee in December 2011. Steering Committee members agreed to use a collaborative approach to develop the Southwest Corridor Plan and a Shared Implementation Strategy to align local, regional and state policies and investments in the corridor.

Light rail emerged as the preferred high capacity transit investment of the Southwest Corridor Shared Investment Strategy. The project is a proposed 12-mile MAX line serving SW Portland, Tigard, Tualatin and surrounding communities. The proposed project also includes bicycle, pedestrian and roadway projects to improve access to light rail stations. In compliance with the National Environmental Policy Act (NEPA), and with direction from the Metro Council, an Environmental Impact Statement (EIS) will be prepared by Metro, TriMet and the Federal Transit Agency (FTA) to identify the significant positive and negative impacts the project could have on the built and natural environment and to determine options to avoid, minimize or mitigate those impacts. The Draft EIS will assess the project alternatives and suggest ways to avoid, minimize or mitigate significant adverse impacts. The information included in the Draft EIS, and public and agency comments on the Draft EIS will inform the Southwest Corridor Steering Committee in making its recommendation of a Preferred Alternative.

The scoping period for the EIS occurred between Sept. 2 and October 3, 2016. This report summarizes the agency, tribe and public comments that Metro and FTA received and describes how Metro and FTA advertised the notice of intent and engaged the public and agencies.

Comment summary

During the scoping period, Metro and FTA received comments from the public, agencies, businesses and organizations. This report reflects the total number of comments received, and not the number of people who commented. Individuals may have submitted multiple responses online or at public meetings. The comments received included letters, emails, meeting notes and answers to survey questions. A variety of groups provided comments.

Commenter group	Number of comments received
Federal Agencies	2
State Agencies	2
Tribes	0
Regional or local jurisdiction	3
Education, Community or Faith-based organizations	5
Business	3
Individual online survey responses	1,606

The scoping period opened on Sept. 2, 2016 with the release of the Notice of Intent in the Federal Register and closed 31 days later on Oct. 3, 2016. A detailed summary of the efforts taken to involve the public are described below.

Summary of outreach efforts

Metro used a variety of outreach methods to broadly share information and invite participation from agencies and the public during the scoping period. The outreach methods used include:

- Media
- Advertisements
- Project website
- Interested parties email
- Social media
- Tabling at public events
- Federal register

Media Metro uses the website Newsfeed (oregonmetro.gov) to invite public attention and media interest. To kick-off the scoping period on Friday Sept. 2, Metro published "Comment today to shape important Southwest light rail study" (http://www.oregonmetro.gov/news/comment-today-shape-important-southwest-light-rail-study). Project staff sent information and a link to the Newsfeed to reporters at the following major regional media outlets.

- Oregonian

- Portland Tribune
- Oregon Public Broadcasting
- Tigard Tualatin Times
- Willamette Week

Two local newspapers published stories about the scoping period.

Date	Newspaper	Headline
Sept. 06, 2016	Tigard Tualatin Times	Public input sought on Southwest Corridor project
Sept. 08, 2016	Portland Tribune	SW Corridor project seeks public input

Metro staff provided information about scoping and an invitation to the public meeting to several community newspapers, blogs and newsletters including: SWNI Newsletter, the SW Connection, SW Portland Post, Southwest Community Connection, Sherwood Gazette, Hillsboro Tribune, (King City) Regal Courier, Tualatin Today, the Red Electric blog and Bike Portland blog.

Advertisements In addition to seeking earned media, staff designed and purchased advertisements in seven local, monthly newspapers. These advertisements announced the public scoping meeting in three languages: English, Spanish and Vietnamese.

- El Hispanic News
- The Southwest Portland Post
- The Regal Courier (King City)
- Sherwood Gazette
- Southwest Community Connection
- The Asian Reporter
- The Tigard/Tualatin Times

Each advertisement ran during the month of September. An example advertisement is included as Appendix A.

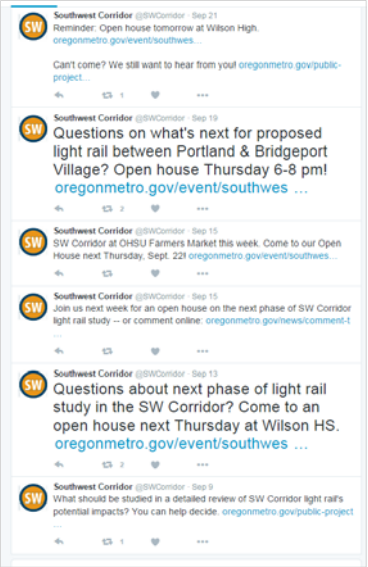
Metro News, September 2, 2016

Southwest Corridor Project Website The project website provided information about the scoping process and various ways to participate, including the public scoping meeting and two online surveys. The site shared email and mailing addresses to which the public could send comments.

Interested parties email The project maintains a large email list of interested individuals and businesses. Metro sent an email to 1,381 people announcing the start of scoping and inviting participation. This email can be seen in Appendix B.

In addition, project staff emailed contact people at organizations and educational institutions in the corridor and requested that they share scoping comment opportunities with their networks. The organizations contacted included: The Westside Economic Alliance, Bike Portland, 1,000 Friends of Oregon, Oregon Walks, the Westside Transportation Alliance, Portland Transport, the National University of Natural Medicine, Portland Community College and Oregon Health and Science University.

TriMet sent two emails (Sept. 19 and Oct. 1) explaining scoping and inviting "Riders Club" members in Southwest Portland, Tigard and Tualatin zip codes to participate. The pair of emails reached 3,167 people.



SW Corridor Twitter feed

Social media Social media is another tool used by Metro and its partners at TriMet to invite participation throughout scoping. Metro issued a tweet on Sept. 2 to kick-off scoping. The SW Corridor account released tweets about scoping on nine dates in September (Sept. 4, 9, 13, 15, 19, 21, 22, 23 and 27).

TriMet reached 5,520 Facebook users through their Facebook page on Sept. 19. The post generated more than 44 reactions, was shared twice and received twelve comments

Tabling Project staff attended popular farmer's markets prior to and during the scoping period to advertise comment opportunities. Each event was between four and six hours in duration.

Tabling at public events	Date
Tigard Farmer's Market	August 28
Hillsdale Farmer's Market	Sep. 4
OHSU Farmer's Market	Sept. 13

Federal Register The Notice of Intent (NOI) was published in the Federal Register on Sept. 2, 2016. A copy of the notice is included as Appendix C.

Focused outreach to minority, low-income and disabled populations

SW Corridor table at a farmers market

Metro and its project partners strive to cultivate diversity, advance equity and practice inclusion in all of their work. The Metro Council approved a Diversity Action Plan in 2012 and a strategic plan to advance racial equity, diversity and inclusion in 2016. The strategic plan established four goals that drive all of Metro's activities, including the work of the planning group. One goal says that Metro will meaningfully engage communities of color. In addition to Metro's goals, federal laws and guidance direct Metro to meaningfully engage these groups in their planning efforts.

Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color or national origin. Executive Order 12898 directs federal agencies to make environmental justice a part of its mission by identifying and addressing disproportionately high and adverse human and environmental effects of its programs, policies and activities on minority and low-income populations. U.S. Department of Transportation (USDOT) Oder 5031.2(a) implements the executive order, and FTA and USDOT guidance further describes how to incorporate environmental justice principles into plans, projects and activities including achieving meaningful public engagement with environmental justice populations.

An analysis of the corridor was conducted to establish limited English proficiency (LEP) levels in this part of the region. A 1,000-person LEP threshold was established to determine the language support most needed by residents in the southwest corridor. Spanish was the only language that clearly exceeded the threshold. Vietnamese was very close and therefore considered another language to support. No individual LEP language represented 5% of the total Southwest Corridor population. LEP proficiency and population data were sourced from the 2009-2013 5-year average American community Survey data published by the U.S. Census Bureau.

The project advertised the scoping meeting in two monthly papers, El Hispanic News and the Asian Reporter, during September, and advertisements purchased in all local newspapers included information in both Spanish and Vietnamese.

Targeted emails were sent to organizations that work with these populations. Email notification of the public scoping meeting and other ways to provide comments were sent to Community Partners for Affordable Housing and the local contact for AARP Oregon.

The public scoping meeting was held at a convenient location inside the Southwest Corridor to make it easier for local residents to attend. Wilson High School is just ¾ mile from the proposed alignment and well-served by nine different bus lines (1,

39, 44, 45, 54, 55, 56, 61, 64). The meeting space was ADA accessible and signs clearly marked the ADA entrance.

Based on working schedules, the meeting was held in the evening, from 6 p.m. to 8 p.m. to accommodate working people and families. There were children's activities, including coloring activities, provided at the meeting so that families with young children were encouraged to attend. A light snack and refreshments were also provided.

AGENCY SCOPING COMMENTS

Agency scoping meeting

Metro and TriMet hosted a scoping meeting for federal, state, regional, and tribal governments on Tuesday, September 20, 2016, from 1 pm to 3 pm. Participants could attend the meeting in person or via conference call, or watch a live, streaming broadcast of the meeting. Invitation to the meeting was included in letters of invitation sent by FTA and Metro to 34 public agencies and tribes. Agencies that participated in the meeting included:

- Federal Transit Administration
- Federal Railroad Administration
- National Park Service
- NOAA Fisheries
- Tualatin Valley Fire & Rescue
- Cities of Beaverton, Portland, Sherwood, Tigard and Tualatin

The meeting consisted of presentations by Metro and TriMet on an overview of proposed project, proposed alternatives for environmental review, expected significant impacts and the NEPA process and timing, followed by a question-and-answer session.

List of participating and cooperating agencies

Metro, TriMet and FTA invited agencies to formally participate in the environmental review process by inviting them to be cooperating or participating agencies. FTA also invited tribes to formally participate in the environmental process though initiation of tribal consultation under Section 106 of the National Historic Preservation Act. The following table shows the agencies and tribes that accepted the invitation to participate:

Agency	Type	Level
Federal Highway Administration*	Federal	Cooperating
Federal Railroad Administration*	Federal	Cooperating
National Park Service*	Federal	Participating
NOAA Fisheries	Federal	Participating
U.S. Army Corps of Engineers	Federal	Participating
U.S. Environmental Protection Agency	Federal	Participating
U.S. Fish and Wildlife*	Federal	Participating
Oregon Department of Transportation	State	Participating
Oregon State Historic Preservation Office	State	Participating
West Multnomah Soil & Water Conservation District	Regional	Participating
City of Lake Oswego	Local	Participating
City of Portland	Local	Participating
City of Tigard	Local	Participating
City of Tualatin	Local	Participating
Clackamas County	Local	Participating
Washington County	Local	Participating

* Federal agencies that did not decline their invitation are deemed to have accepted it. 23 USC 139 (d)(3)

The following agencies did not accept their invitation to be participating agencies:

- Grand Ronde Tribe
- Siletz Tribe
- Warm Springs Tribe
- Oregon Department of Energy
- Oregon Department of Environmental Quality
- Oregon Department of Fish and Wildlife
- Oregon Department of Geology and Mineral Industries
- Oregon Department of Land Conservation and Development

- Oregon Department of State Lands
- Oregon Parks and Recreation Department
- City of Beaverton
- City of Durham
- City of King City
- City of Rivergrove
- City of Sherwood
- Multnomah County (declined)
- Tualatin Hills Park & Recreation District
- Tualatin Valley Fire & Rescue (declined)
- Tualatin Valley Water District

Agency comment summary

Seven public agencies submitted written comment letters during scoping, consisting of statements more substantive than accepting the invitation to participate:

- City of Portland
- City of Tigard
- City of Tualatin
- Oregon Department of Transportation
- U.S. Army Corps of Engineers
- U.S. Environmental Protection Agency
- West Multnomah Soil & Water Conservation District

Copies of the agency comment letters can be found in Appendix D.

No agency suggested any changes to the project Purpose and Need. The agency comments generally focused on the issue areas of concern to the agency or the geographic area of the jurisdiction. This section summarizes the contents of the agency letters.

The City of Portland flagged areas of concern to consider in the EIS, including:

- compatibility of Marquam Hill access facilities with the open space and recreation resource provided by the historic Terwilliger Parkway
- function and design of the Barbur Transit Center in terms of pedestrian access, park-and-ride capacity and bus operations and visual impacts of overhead structures
- biological resources and ecosystems impacts in the Stephens Creek and Tryon Creek watersheds

- the opportunity to improve water quality and control peak flows from stormwater runoff from Barbur Boulevard
- examination of existing storm water infrastructure and its ability to support the proposed project
- a specific focus on affordable housing impacts and opportunities

Portland also requested and provided examples of how the community cohesion and resources, land use and economics, historic and cultural resources, and transportation issue areas of the EIS include evaluation of compliance with local adopted plans and policies. The city also requested inclusion of additional issue areas in the EIS—an evaluation of human health, and climate change. The city stated its support for improved transit access to the PCC Sylvania campus, the inclusion of bike and pedestrian connectivity projects in the Draft EIS, and for study of both the Barbur and Naito alignment options in South Portland. The letter specifically requested documentation for storm water infrastructure associated with bike and pedestrian projects and stated that bus service options to connect PCC Sylvania to LRT stations should be a fundamental component. Finally the city suggested that the Draft EIS inventory the range of permits that will be required from City agencies and commissions and that these that may be important considerations in the selection of alternatives.

The City of Tigard provided extensive comments on the proposed light rail system components located in the city, including:

- preference for the Ash Avenue alignment in the through-route configuration
- removal of the Clinton Street alignment in the branched configuration from further consideration
- request that the Draft EIS include study of mitigations for possible residential displacement caused by the Ash Avenue alignment
- requests for inclusion of bike/pedestrian improvements on bridges
- request to study feasibility of extending two-way vehicle traffic and a sidewalk on 70th Avenue south of Beveland Street
- requests for specific roadway, bicycle and pedestrian station connectivity projects in the Draft EIS
- requests for the Draft EIS to include a thorough cost/benefit analysis of proposed Park & Rides lots, for consultation with the city of the locations and designs of any Park & Rides in the city, for the consideration of alternative parking approaches (shared parking strategies, parking pricing, parking managed or co-managed by the city), and that any displacement of existing buildings, businesses and residents caused by new Park & Rides be considered including the economic cost to the community
- opposition to a proposed Park & Ride lot at Bonita Road along the I-5 alignment due to likely business displacements, and a request to study improved transit, bike and

pedestrian connections to this station location and the related impacts of those connections

- explanation for the city's preferences for two stations in the Tigard Triangle and a station in downtown Tigard

Tigard also emphasized the need to understand housing impacts from the proposed project, notable displacements expected due to acquisitions and changes in housing cost, and exploration of mitigations. The letter also addressed the proposed maintenance facility sites in the city, noting the need to study riparian and economic impacts, and stating preferences for a partial facility due to lesser impacts and for the proposed location along I-5 over the downtown location. The city also stated its willingness to explore a combined facility at a mutually-agreeable location that minimizes the impact to high-value areas. Tigard requested being consulted and involved in the selection of environmental mitigation sites in order to meet the city's open space and stormwater goals and master plans.

The City of Tualatin requested consideration of traffic impacts from the proposed project to local roadways connecting to the proposed terminus at Bridgeport Village, specifically citing SW Lower Boones Ferry Road, SW Bridgeport Road, and SW 72nd Avenue. The city also requested provision of adequate parking at the Bridgeport Village terminus station to serve demand and reduce overflow parking at surrounding. The city also requested careful coordination to ensure no impacts to Tualatin's water supply pipeline during construction.

The Oregon Department of Transportation (ODOT) noted that it would submit a refined scope of work for the traffic analysis needed in order for ODOT to adequately consider future modifications to ODOT facilities in the project area. ODOT also requested that the requested traffic analysis be completed early in the environmental review process and that the environmental analysis thoroughly consider both temporary and permanent construction impacts in order to safely maintain bicycle, pedestrian and traffic movements on all ODOT highways during construction. The letter also included information on the scope of its authority on at-grade rail crossings and noted the need for the project to meet Federal Railroad Administration requirements in locations where the light rail alignment parallels the existing WES commuter rail, encouraging consideration of this additional layer of complexity when evaluating alignment options. Finally, ODOT noted an upcoming on-site assessment of potential rail crossings with TriMet staff with detailed technical comments on each location to be provided afterwards.

The U.S. Army Corps of Engineers noted that the proposed project may require a Clean Water Act Section 404 permit, which will require demonstration that the project has avoided and minimized impacts to waters of the U.S. to the extent practicable.

The U.S. Environmental Protection Agency (EPA) recommended:

- applying guidance from the Council on Environmental Quality in the analysis of greenhouse gas emissions by estimating direct and indirect GHGs from the proposal

and how climate change could affect the proposed proposal or alter its environmental impacts

- mapping existing wildlife corridors in the study area, as well as the gaps that need to be restored, and discussing how the Build Alternative options would potentially affect those areas
- that the alignment options be designed to avoid and minimize impacts to the natural and human environment, and maximize environmental and community benefits, by maximizing the use of existing transportation corridors and right-of-ways, consider redevelopment of existing developed or urbanized areas, applying zero/low-impact development approaches, maintain and preserve natural stream characteristics and hydrology, include means to make the transportation corridor permeable to wildlife movements
- that the proposed project may require a Clean Water Act Section 404 permit from the Army Corps of Engineers

The EPA also requested that the EIS:

- analyze, disclose, and mitigate impacts to fish, fish habitat, fish passage, and effects to other aquatic biota
- address federal and state threatened, endangered, candidate, and sensitive animal and plant species and their habitats
- address all potentially affected aquatic resources, including source water protection areas, with extensive details provided on issues to study, existing conditions to document, and effects to be assessed—see the copy of the letter in Appendix D for full details
- disclose whether air toxics emissions would result from project construction and operations, discuss the cancer and non-cancer health effects associated with air toxics and diesel particulate matter, and identify sensitive receptor populations and individuals who are likely to be exposed to these emissions
- conducting community impact assessments for communities that would potentially be most affected by the proposed project.
- addressing impacts to vulnerable populations, including low income and minority populations as well as the elderly, disabled, and children
- discuss whether or not the proposed action may affect tribal treaty resources
- analysis and disclosure of Ground disturbing activities to address the opportunity for establishment of non-native invasive species
- address the federal "green" requirements and opportunities that may apply to design, operation, and maintenance of project-related facilities and equipment
- consider the cumulative effects of the proposed project when added to other past, present and reasonably foreseeable future projects within and outside the project area

and indirect effects that are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable

The West Multnomah Soil & Water Conservation District flagged a number of concerns about the design of the project, such as the need to:

- protect and enhance existing stormwater systems in and along the corridor to address surface flooding, landslides and water quality concerns
- minimize and mitigate any increase in impervious surfaces
- avoid the creation or exacerbation of wildlife barriers in the West Willamette River wildlife corridor
- avoid removal of mature trees, especially Oregon White Oak
- provide critically needed pollinator habitat

The District also expressed support for incorporating road/bike/pedestrian connectivity projects and light rail as the transit mode, and stated a preference for a light rail alignment on Naito Parkway instead of Barbur Boulevard.

PUBLIC SCOPING COMMENTS

Opportunities for public comment

People had many opportunities to comment during the scoping period. Staff attended neighborhood meetings, hosted a public scoping meeting, provided two online surveys, and accepted comments through email and mail.

Neighborhood meetings During the public scoping period, staff attended five neighborhood association meetings to provide project information, invite participation in the scoping engagement opportunities and take people's comments. Three to four staff attended each meeting.

Neighborhood group	Date
South Portland Neighborhood Association	Sept. 7
West Portland Park Neighborhood Association	Sept. 8
Homestead Neighborhood Association and Friends of Terwilliger	Sept. 12
Southwest Neighborhoods Inc. Transportation subcommittee	Sept. 19
Community Participation Organization 4M	Sept. 28

Online surveys During scoping, people were invited to participate in one of two online surveys. Both surveys provided opportunity to comment on scoping materials. The longer, detailed survey included 15 project-related questions and seven demographic questions. The shorter survey included five project-related questions and the same demographic questions. Both surveys asked participants to review the following:

Welcome table at the Public Scoping meeting

1. Proposed Purpose and Need
2. Proposed alignment
3. Proposed station locations
4. Proposed park-and-ride locations
5. Racial and Social Equity

The longer survey encouraged participants to read the scoping materials in more depth and answer additional questions about Marquam Hill and Portland Community College Sylvania campus connections. It also included questions about accompanying roadway, bicycle and pedestrian projects.

Staff at the Public Scoping meeting

The survey was available for use during the scoping period, Sept. 2 to Oct 3. During that time, the longer survey collected 268 responses and the shorter survey received 1,338 responses for a total of 1,606 responses. A name was not required for participation, and no login was required, so the number of people who participated in the survey cannot be determined, only the number of responses received. In total, there were over 2,400 comments received through the two surveys. Those comments were summarized and will be discussed in the next section.

Public scoping meeting A public meeting was held on Sept. 22 from 6 to 8 p.m. at Wilson High School in Portland. About 80 people attended the event. Many were new to the project, and this was the first event they had attended.

The meeting was an open house format and participants were encouraged to visit stations around the room with information about different parts of the scoping booklet. At each station, participants could interact with project staff and provide comments. The topic area stations included the following.

1. Purpose and Need statement
2. Alignment
3. Stations, park-and-ride, and maintenance facilities
4. Roadway, bicycle and pedestrian projects
5. Marquam Hill connection
6. PCC Sylvania connection
7. Areas of concern

The roadway, bicycle and pedestrian project information was divided between tables where participants could see information specific to three geographic areas (South Portland, Central Barbur Blvd. and Tigard/Tualatin). There were activities as each station where participants could share comments. Green or red sticky notes and red/green dots were used as a simple way for participants to share their ideas at the purpose and need, alignment, stations, park-and-ride and the roadway, bicycle and pedestrian project stations. Large flip charts were used for suggestions about the areas of concern.

Display at the Public Scoping meeting

Comment form completed at the Public Scoping meeting

Staff took notes at the geographic focus areas to record the thoughts and ideas of participants.

In addition to the seven topic stations, there was a project library where participants could access scoping information and other project reports. An aural comment table was available to record live testimony received. Only one person recorded testimony.

Comment cards were made available to all participants when they entered the event. The comment card included an area for scoping comments, evaluation questions about the event and a few demographic questions. 19 completed comment cards were received.

Email/Letters An email account was established at swclrt.scoping@oregonmetro.gov to accept comments during the scoping period. A total of 37 emails were received. Six letters were attached to emails received by this account. Of those, two also mailed letters to the project team at Metro, but they were duplicates of letters sent by email.

Public comment summary

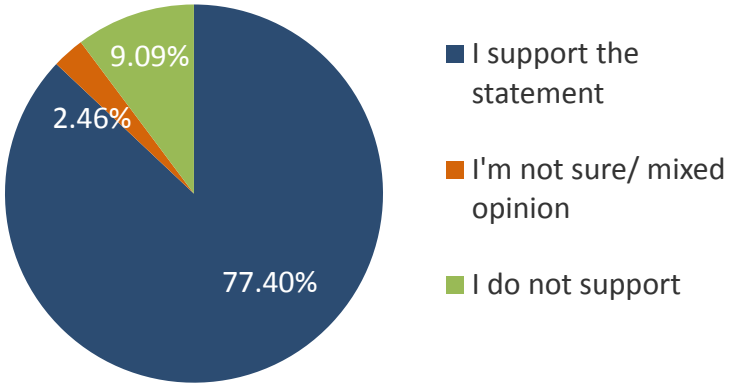
The following pages provide a summary of the comments received during scoping. The comments received through different means are combined and addressed by topic in the following sections:

1. Draft Purpose and Need statement
2. Proposed alignment options
3. Station locations
4. Park-and-ride and maintenance facilities
5. Options for access to Marquam Hill
6. Options for access to Portland Community College Sylvania
7. Roadway, bicycle and pedestrian projects
6. Impacts and areas of concern
7. Racial and social equity

Draft Purpose and Need statement Overall, people were very supportive of the Purpose and Need statement. Over 77 percent of survey respondents supported the draft statement as written. At the public scoping event, as well, participants were primarily supportive. The

emails and letters received during scoping did not suggest changes to the Purpose and Need statement.

Figure 1: What do you think of the purpose and need statement?



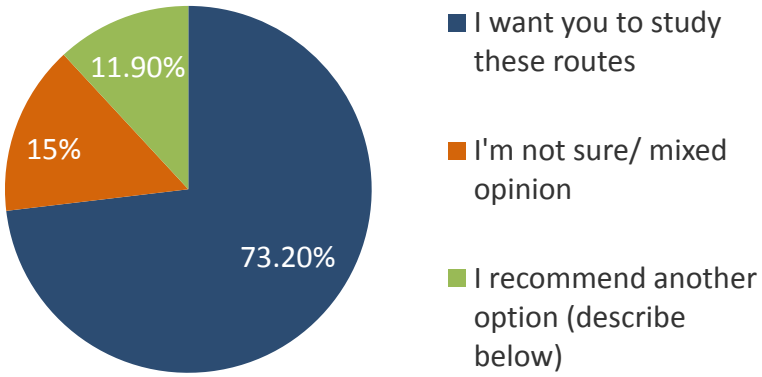
Comments received most about the Purpose and Need statement emphasized minimizing neighborhood impacts, incorporating congestion reduction, planning for resiliency, considering climate change and incorporating affordable housing. Additional suggestions were raised, but less often. Those topics included: equal access, safety, reliability, health, and concerns about displacement and environmental impacts (air and water quality).

Many online survey responses to this question were not on topic. Many participants used it as an opportunity to discuss other topics of interest. The topics raised the most are shared below.

Comments	Number of comments
Support for Naito alignment option	34
Go to Oregon Health & Science University	32
Oppose light rail transit generally	36
Access to the National University of Natural Medicine	11
Support light rail transit	10

Proposed alignment options Comments received were predominantly supportive of the proposed alignment options. Over 73 percent of online survey responses indicated support for studying the routes proposed. Another 15 percent were unsure/didn't know and 12 percent did not support the proposed route or recommended another suggestion.

Figure 2: What do you think of the proposed alignment?



Only one other option, an extension to Downtown Tualatin, was mentioned many times in the comments. This option was previously considered, but removed from further study by the Southwest Corridor Steering Committee in January 2016. The comments received the most were preferences for one of the proposed alternatives over another or interest in reaching a particular destination along the alignment.

Most shared comments	Number of comments	Percent of total comments
Support Naito alignment option	91	25%
Go to Oregon Health & Science University	31	8%
Oppose Light Rail Transit generally	25	7%
Go to Portland Community College Sylvania	20	5%
Go to Downtown Tualatin (connect to WES)	15	4%

Other recommended destinations that were mentioned less often included:

- Lake Oswego (Kruse Way and Boones Ferry)
- Sherwood/King City/Newburg (Areas west on Highway 99 West)
- Beaverton (Washington Square)
- Multnomah Village or Hillsdale
- Macadam

- Sellwood
- East or NE Portland

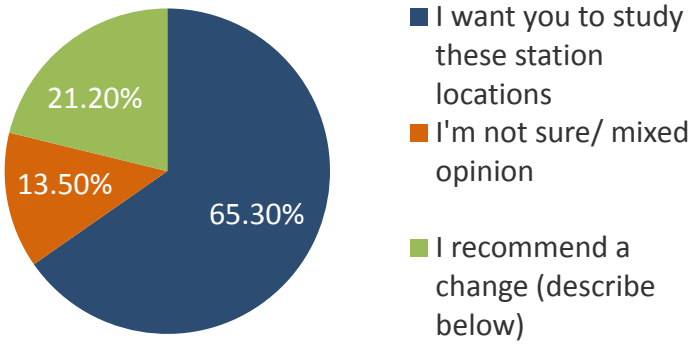
Some comments opposed light rail as the selected mode. A few respondents suggested that the light rail line should instead be a subway, elevated system or a monorail. Others suggested that a bus system would be less expensive. Some comments expressed concern that the Barbur Blvd. alignment option would reduce vehicle travel lanes and result in increased congestion.

Other comments received included:

- Not all people have or can ride bikes
- Improve bus frequency to Multnomah Village
- Use smaller buses on off-peak times
- Increase frequent service
- Improve feeder service
- Spend the money on roads for everyone
- Use marijuana revenues to pay for increased bus service

Station locations A total of 1,358 survey responses were received about proposed station locations. A majority of responses supported the proposed station locations, with over 65 percent of respondents agreeing they should be studied in the environmental review. Another 14 percent responded that they were unsure or did not know, and 21 percent said they did not support these stations or they had another recommendation.

Figure 3: Which statement best describes your opinion about station locations?



Both online surveys invited participants to share other station recommendations. Almost half of the responses received recommended a station at Marquam Hill (OHSU). There was also support expressed for the Naito alignment option with a new station north of the

proposed Gibbs Street station near the National University of Natural Medicine (NUNM). The other location mentioned most often was Portland Community College Sylvania (PCC).

Most shared station suggestions	Number of comments	Percent of total
OHSU	221	47%
NUNM / North Of Gibbs	29	6%
Support Naito alignment	26	6%
PCC	22	5%

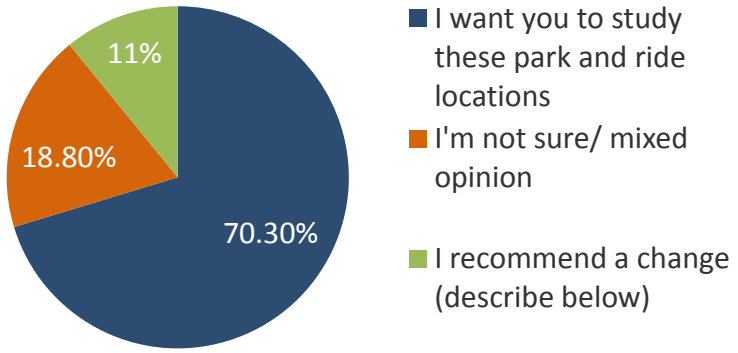
Other new station locations mentioned less often included:

- Terwilliger Blvd.
- Capital Highway
- Hillsdale
- Burlingame
- Kruse Way
- Multnomah Village
- Wilsonville
- John's Landing

Other topics raised included a concern about the proposed Gibbs Street station increasing pedestrian and vehicle traffic in the South Portland neighborhood. There was concern about the impact this station could have on the livability of the neighborhood. The neighbors who raised this concern asked that the project consider moving the Gibbs station further north. At the public scoping meeting, some attendees expressed support for the Gibbs Station. Other comments suggested building opportunities around station areas for affordable housing and mixed-use development. One person opposed a station at Terwilliger Blvd.

Park-and-Ride and maintenance facility options Of 1,342 survey responses 70 percent supported the proposed park-and-ride locations. Another 19 percent said they didn't know or were unsure, and 11 percent were opposed or had another suggestion.

Figure 4: Which statement best describes your opinion about park-and-ride options?



A total of 256 online survey comments were received on this question, but many were off topic. Most comments were requests for more capacity at park-and-ride locations or more park-and-ride locations along the alignment. There was a high level of interest in park-and-rides and a concern that they could become overcrowded. Other common responses were to include bike parking and easy access to stations for other modes of travel and some concern about the impact of park-and-ride lots to the neighborhoods that surround them.

Topic mentioned more than once	Number of comments	Percent of total
More capacity at park-and-ride	36	14%
More park-and-ride locations	30	12%
Park-and-ride near downtown Portland	17	7%
Support park-and-ride generally	10	4%
Alternative transportation to stations	9	4%
Minimize neighborhood impact	9	4%

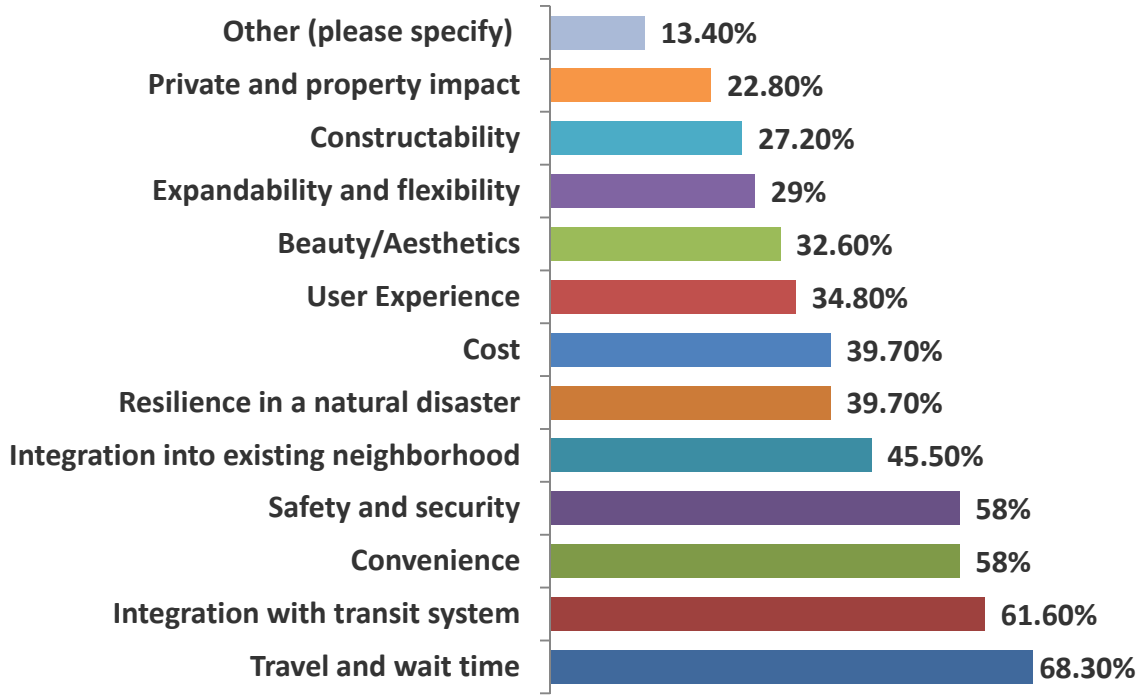
Fewer comments proposed new park-and-ride locations or the removal of park-and-ride locations from consideration. A few people recommended considering park-and-ride locations on Naito Parkway, Terwilliger, Burlingame, Multnomah Village or Hillsdale. Others suggested removal of park-and-rides at 53rd and in Downtown Tigard.

No comments were received about the proposed maintenance facility options.

Options for access to Marquam Hill Only one online survey submission asked about access to Marquam Hill. Additional comments were received at the public scoping meeting, during neighborhood association meetings and through emails. There wasn't a clear support or opposition to the options presented in the scoping material, yet few alternatives were proposed. The comments did direct staff to consider travel time, integration with the light rail, convenience and safety when making a decision about ways to connect to OHSU. Participants emphasize a good connection, but they also want the identified solution to preserve the historic character of Terwilliger Blvd., minimize impacts to parks and natural areas, and preserve quality of life in nearby neighborhoods.

The longer survey asked participants about the most important factors to consider when choosing an access option for Marquam Hill. Participants were provided a list of thirteen choices and asked to select all that applied. A total of 224 responses were received.

Figure 5: What are the most important factors to consider when choosing the Marquam connection option(s) to study?

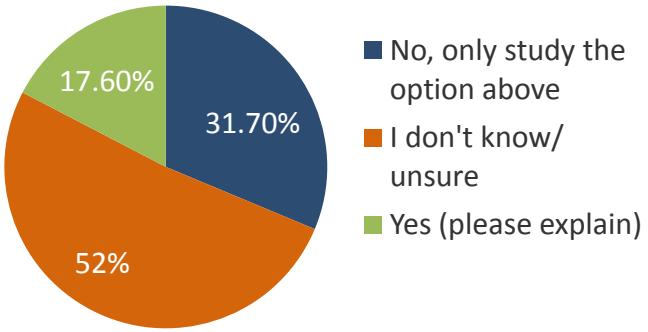


As the figure above shows, the more important factors for survey respondents were: travel and wait time, integration with transit system, convenience and safety and security. 30 comments shared other factors for consideration; only the four below were mentioned more than once.

Other factors	Number of comments
ADA accessibility	5
Congestion	2
Environmental impact	2
Congestion	2

When asked if the Draft EIS should consider options other than those proposed to improve access to Marquam Hill, the majority of survey responses were unsure or did not know. Another 32 percent of responses supported studying the options presented.

Figure 6: Should the EIS consider another option to improve access to Marquam Hill (not included here)?



A space was provided for survey participants to explain other options to consider in the Draft EIS. A total of 49 comments were received. The table below shows the most often mentioned suggestions—all are alternatives proposed in the scoping materials.

Most often options mentioned	Number of comments	Percent of total
Walking path /ramp	6	12%
Tunnel	6	12%
More buses or shuttle	5	10%
Elevator / bridge	4	8%

Other suggestions included: a new tram, an intermediate stop on the existing tram line, a shuttle, "something" at Hamilton, self-driving cars and no change/existing conditions.

The participants at the scoping meeting were given the opportunity to indicate support for proposed options from the scoping materials using stickers and post-it notes. They showed support for three of the five options: the tunnel option, an escalator and a combination of elevator and bridges. One response received on a comment card emphasized the importance of maintaining the historic and natural environment along the Terwilliger Parkway and urged minimal visual impacts.

Writing comments at the Public Scoping meeting

Participants at neighborhood association meetings held during the scoping period shared a variety of comments. They

thought that the most important factor in making a decision was travel time and frequency. They also put an emphasis on the following factors: safety and security, integration with the neighborhood, and integration with the transit system. They asked for consideration of additional factors including: reducing parking and traffic demand on Marquam hill and in surrounding neighborhoods and minimizing impact to Terwilliger Parkway.

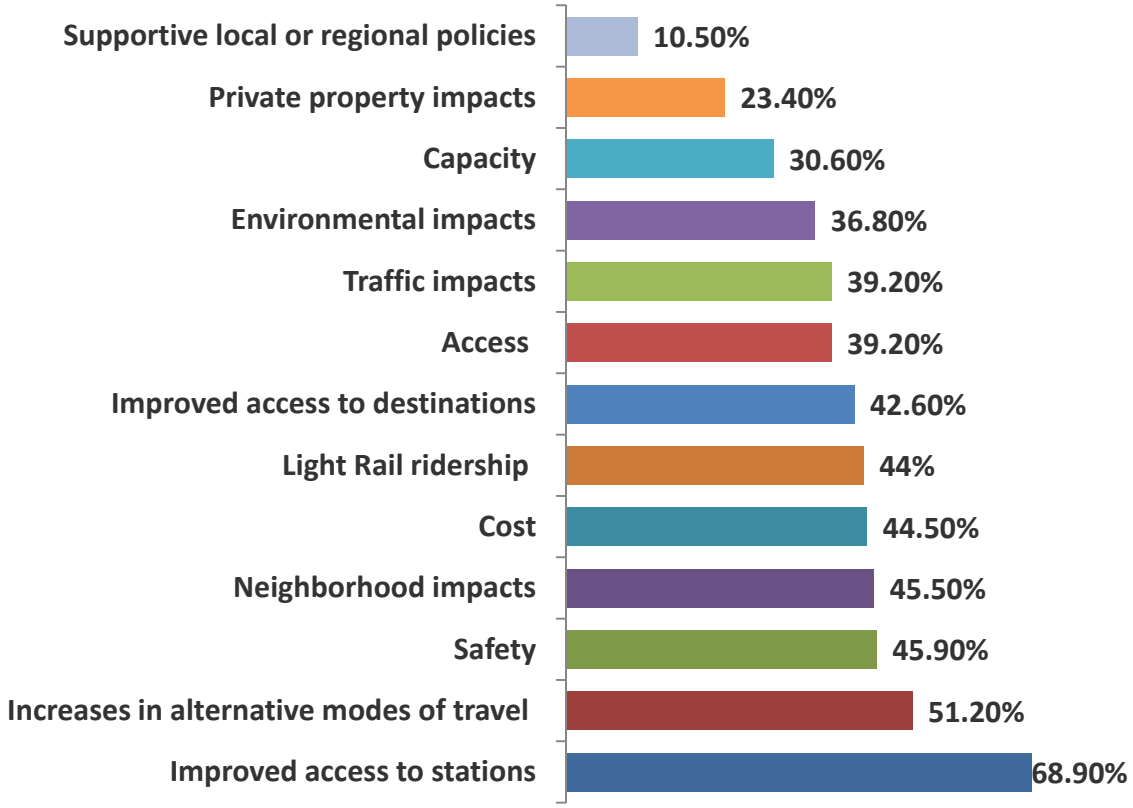
Neighbors expressed concern about potential impacts to the historic Terwilliger Parkway including the addition of infrastructure that is highly visible, such as a bridge or elevator towers, flashing beacons and signage, and anything that could detract from the historic and natural aspects of the Parkway today. Some felt that the primary destination should be the facilities at the top of Marquam Hill and not other destinations including the Parkway itself. Neighbors shared concerns about safety for pedestrians crossing Terwilliger. It was emphasized that creating a pathway for walking up the hill was an important aspect of the connection.

One email echoed support for studying the tunnel and elevator/bridge options, but also suggested studying the escalator option. Another email supported the tunnel, saying that security concerns could be addressed with camera and lighting. The emails reiterated the need to consider visual impacts at Terwilliger Parkway.

Options for access to Portland Community College Sylvania Overall, comments about access to Portland Community College Sylvania (PCC) included more support for bus options than the mechanized alternatives proposed in the scoping materials. The one exception was the bike share proposal, which was the one mechanized options that generated a notable level of interest and support. Support was also expressed for the roadway, bicycle and pedestrian improvements suggested.

One of the two online surveys asked about connection options to PCC. Participants chose the most important factors to consider when studying the options for connecting to Portland Community College Sylvania campus. A total of 209 responses were received. The factors with the most responses were improved access to a proposed light rail station, increases in alternative modes of travel, safety, neighborhood impacts and cost. The results are displayed in Figure 7.

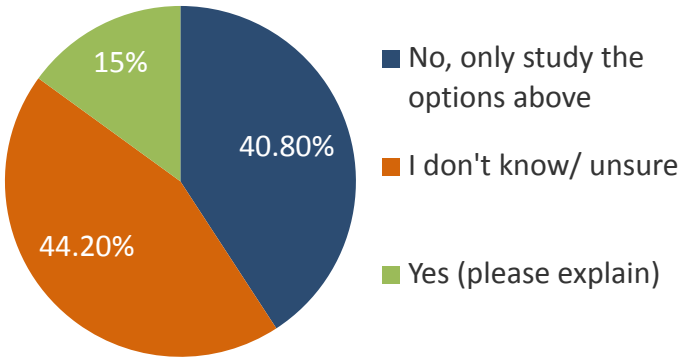
Figure 7: What are the most important factors for decision makers to consider when choosing the PCC connection option(s) to study in the EIS? (Mark all that apply)



There were 21 additional suggestions provided in the "other" category; only two were mentioned more than once—reliability and neighborhood impacts. Other suggested factors included: weather, cost, environmental impacts and transit ridership.

When asked if the EIS should consider additional option to improve access to PCC Sylvania besides those included in the scoping materials, 206 responses were received, of which only 15 percent said yes. Most responses were unsure (44 percent) or answered "no, only study the options presented in the scoping materials" (41 percent).

Figure 8: Should the EIS consider another way to improve transit connections to PCC Sylvania (not included here)?



Participants who answered that another option should be considered were asked to explain their answer. Of the 45 responses received, most provided opinions about the proposed options. Others supported a tunnel, an option removed from further study by the Steering Committee in May 2016.

Most mentioned options	Number of comments	Percent of total
Bus or shuttle	12	27%
Bike share	5	11%
Roadway, bicycle, pedestrian improvements	7	16%
Tunnel	3	7%
Opposition to all mechanized options	3	7%
ADA accessibility	3	7%

At the scoping meeting, participants saw a list of mechanized and enhanced bus service options for connecting PCC. They were invited to share their opinions with green (for positive) and red (for negative) stickers. There were more negative responses to the aerial tram and the skyway options for reaching PCC. The bus service options received fewer comments, but those received tended to be positive. No single bus option was clearly favored.

Mechanized Options	Responses
Aerial tram	Strong negative reaction (11 negative: 4 positive)
Skyway	Strong negative reaction (11 negative:3 positive)
Park shuttle traffic on 53rd Ave	Majority negative (5 negative : 2 positive)
Personal rapid transit: small autonomous shuttles on elevated guideway	Mixed (4 negative : 3 positive)
Electric bike share	Mixed (6 negative : 5 positive)

Enhanced bus service options	Responses
Line 44 improvements: frequent service and extension to Tualatin	Unanimously positive (3)
Shuttle: light rail to campus	Unanimously positive (5)
Bus hub: new connection to PCC with potential speed/reliability improvements	Majority positive (3 positive: 1 negative)
Barbur shared transitway: for TriMet bus or PCC shuttle	Majority positive (3 positive: 1 negative)

Email and letters received were generally in opposition to mechanized options. Three responses were in opposition to any changes on SW 53rd Avenue, including the roadway, bicycle and pedestrian improvements described in the scoping material. Two others supported roadway, bicycle and pedestrian improvements on SW 53rd Avenue with an emphasis on the need for tree protection and stormwater management. One commenter opposed having a station at SW 53rd Avenue. One letter shared support for enhanced bus service or the bus hub. A letter from Portland Community College emphasized the importance of an effective and efficient connection to the campus and asked for consideration of a shared transit-way on Barbur Boulevard. It would allow buses and the college shuttle to utilize the light rail tracks as a travel lane to move quickly between campus and Downtown Portland.

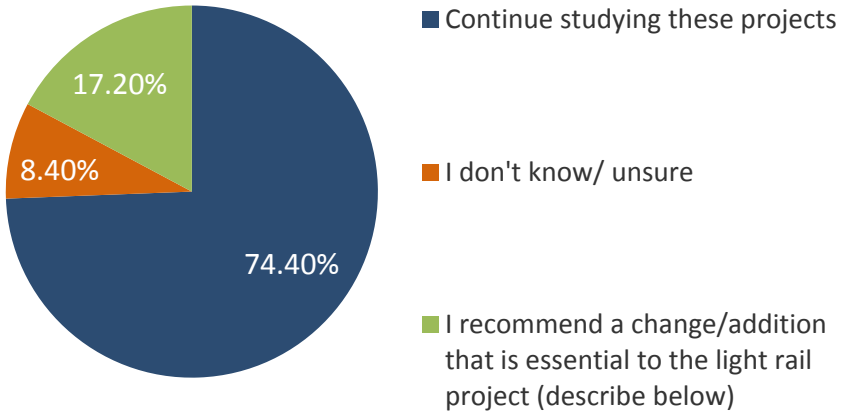
At neighborhood meetings, neighbors shared a concern that the proposed mechanized options along 53rd Avenue seemed unrealistic. They said that the mechanized options would eat up money otherwise available for more valuable improvements, such as the outer

Capital Highway bike and pedestrian improvements or SW 40th Avenue sidewalk connections. Bike share was the one mechanized option for 53rd Avenue they thought made sense. There was a general statement of support for a bus shuttle option. One respondent said that a shuttle should include neighborhood stops and operate on weekends. Attendees said that the bus options offer more benefit to a wider audience (the surrounding neighborhoods).

Roadway, bicycle and pedestrian projects Comments received on this topic were very supportive of the projects proposed. Many participants advocated for particular projects, suggested modifications or asked for additional projects not included on the list.

The longer online survey and the scoping meeting shared information about the thirteen bicycle, pedestrian and roadway projects that proposed for study in the Draft EIS. When asked for their opinion about the projects presented, 74 percent of the responses supported studying them. Only 17 percent suggested a change or an addition. A total of 203 responses were received to this question.

Figure 9: Which statement best describes your opinion about proposed roadway, bicycle and pedestrian projects?



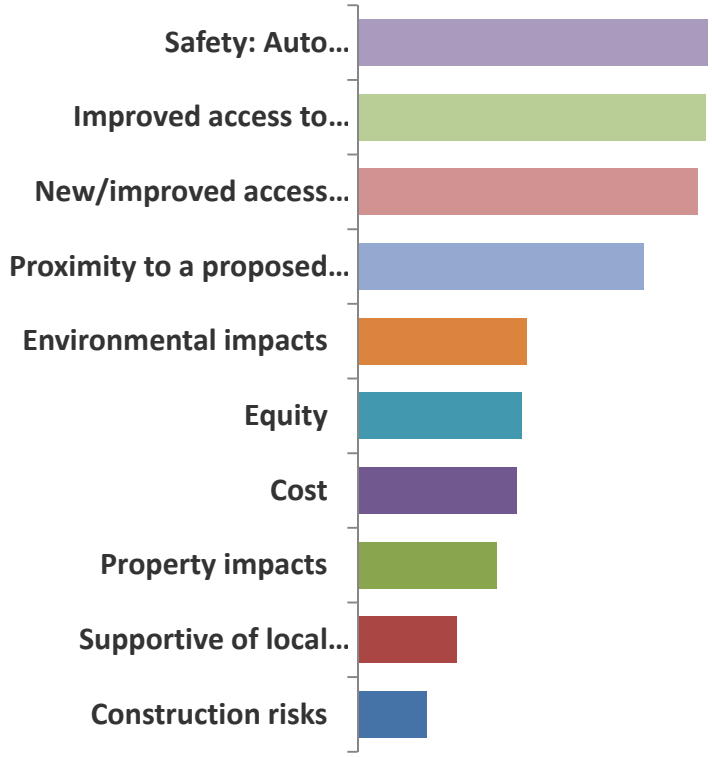
The changes suggested most through the survey are shown in the table below, but most of these suggestions are not changes to the proposal in the scoping material.

Topic mentioned more than once	Number of comments
Roadway, bicycle and pedestrian projects to Barbur Transit Center	3
Barbur: no bike lane	2
I-5 multi-modal crossings	2
Roadway, bicycle and pedestrian education	2
Roadway, bicycle and pedestrian projects in Tigard/Tualatin	2

Survey respondents were also shown a map of additional projects and asked to review the most important criteria for deciding which of these projects are studied in the Draft EIS. A total of 210 responses were received to this question. The top three criteria identified were:

1. Safety: Auto speeds/volumes and bike/pedestrian crash history (67 percent)
2. Improved access to important destinations via light rail (67 percent)
3. New/improved access across barriers such as I-5 (65 percent)

Figure 10: Which criteria do you think are most important in deciding which projects are reviewed in the EIS? (Mark all that apply)



Respondents could also suggest other criteria for deciding which of these projects are studied in the Draft EIS. Comfort and connectivity was mentioned the most often. The suggestions that were mentioned more than once are listed below.

Topic mentioned more than once	Number of comments
Comfort, safety and connectivity for pedestrians and cyclists	6
Separated bicycle or pedestrian facilities	4
Serve neighborhoods	3
Barbur Blvd. improvements	2
Connectivity	2

Several emails and letters advocated for particular roadway, bicycle and pedestrian projects or included suggestions for new projects. A total of 40 suggestions were made, and about half were existing projects or possible modifications to existing projects. Other suggestions were considered but were too far from station areas, were redundant to other existing or planned improvements or were too difficult to build.

The scoping meeting included a map of roadway, bicycle and pedestrian projects. Similar to the question on the survey, attendees were asked which criteria are most important in deciding which projects are studied in the Draft EIS. Much like the survey, the top criteria were safety, improved access to destinations and access across barriers. A fourth criterion, environmental impacts, also received support.

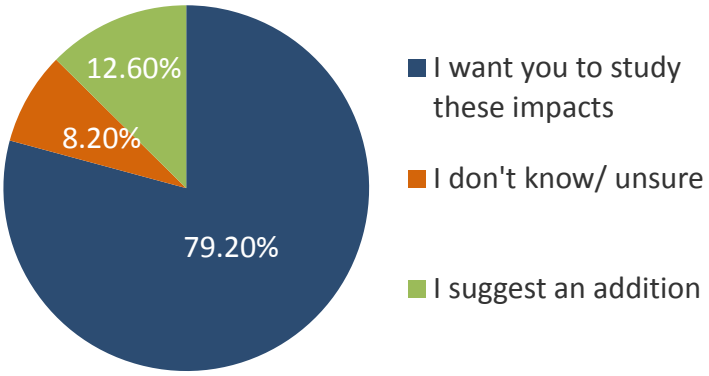
Criteria	Number of votes received
Safety: Auto speeds/volumes and bike/pedestrian crash history	9
Improved access to important destinations via light rail	5
New/improved access across barriers, such as I-5	3
Environmental impacts	3
Proximity to a proposed light rail station	2
Equity: Areas with higher proportions of historically under-represented populations	2
Cost	1
Supportive of local or regional plans	0
Property impacts	1
Construction risks	0
Other?	0

Comments received at the public meeting and through email supported studying more roadway, bicycle and pedestrian projects. A few of those reasons included safe and convenient access to destinations, increased ridership and improved livability. A few suggested building sidewalks on only one side of identified streets to make funding available for more projects. Others advocated for continuous pedestrian networks without gaps. Others asked for improvements at specific locations including Multnomah Village, SW Barbur Blvd., the Ross Island Bridgehead, freeway crossings of I-5 and connections to the National University for Natural Medicine. Some asked for improvements within a distance of the stations, including funding projects within the three-mile "bikeshed." In terms of roadway improvements, one respondent asked for lower speed limits to support safety and another recommended synchronized traffic signals to reduce congestion. A few people

recommended separated or buffered bike lanes and supported routes or trails through natural areas to reach transit stations.

Impacts and areas of concern Just over 200 responses were received through the online survey about the areas of concern to study. Nearly 80 percent of those who commented online were supportive of the list proposed in the scoping material. Another 13 percent suggested an addition. At the public scoping meeting, attendees asked for consideration of congestion and crime. Another suggested a study of noise impacts at SW 13th Avenue near Chestnut.

Figure 11: Which statement best describes your opinion about the areas of concern?



A total of 39 respondents suggested additions; those shared more than once are shown below.

Suggestions received more than once	Number of comments
Congestion	6
Air quality	4
Project cost	3
Equity	3
Comprehensive study	2
Impact on bus service	2
Supports roadway, bike, pedestrians	2
Visual impact	2

Survey participants were invited to suggest specific locations where impacts should be studied and the following list was provided.

Locations for study	
I-5 Capitol Highway interchange	Access to Barbur transit center
53rd Avenue Nature park	SW 53rd Avenue
ADA access to PCC-Sylvania	SW Burlingame- groundwater and noise
Barbur Blvd. construction impacts	Terwilliger Blvd.
Barbur Blvd. and Terwilliger intersection	Tryon headwaters
Barbur Blvd. bike lanes and safe crossings	West Portland Crossroads
I-5 / Hwy 217 Interchange congestion	Noise impact SW 13th Ave/Chestnut
I-405 / 4th Ave off-ramp congestion	Landslide impacts uphill from Barbur Blvd.
Lesser and Haines congestion	Loss of bus service to Tigard and Tualatin

Racial and social equity The online surveys asked participants to comment on benefits and burdens the project should consider in addressing racial and social equity. The survey included the following statement:

> Social and racial equity work acknowledges that different people in the community may be impacted differently by a light rail project. During the environmental study, project partners will seek to better understand those different impacts. This list was developed based on what Metro has heard about the potential benefits and burdens of transportation projects for people of color, low-income populations, seniors, and people with disabilities so potential inequities can be addressed.

- Increased or decreased access to important community services (employment, education, affordable housing, health care, retail services)
- Changes in property values
- Increased or decreased exposure to environmental impacts
- Increase or decrease in safety and security
- Increase or decrease in community stabilization or displacement

80 percent of survey responses supported the five issues presented above. Other additions and changes suggested included the following:

- neighborhood impact
- affordable housing
- displacement
- equity
- crime
- job training locations
- churches
- libraries and parks
- food services
- volunteer opportunities
- renters
- removal of trees
- air pollution
- noise pollution
- for disabled, seniors and women
- for pedestrians and cyclists
- gentrification
- homeless displacement

Demographic information about participants

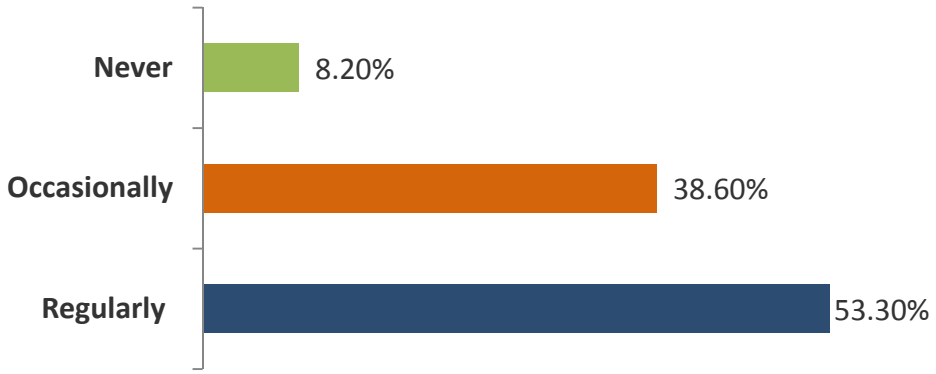
The online surveys and the comment cards provided at the public scoping meeting included demographic questions to help the project team learn about who was participating in the process.

The demographic questions were optional because of the personal nature of the questions. Not all respondents shared demographic information, so it is not a complete picture of the scoping participants, but it provides some information about the people who commented.

Location The two online surveys asked which part of the corridor people most identify with, and a total of 1,298 responses were received. The results show a variety of locations through the corridor, including areas in Washington County, Sherwood, Tualatin, Durham, Tigard, although areas within the city of Portland were the most represented at just over 64 percent of the responses. The highest single category identified was Marquam Hill, which represented 28 percent of responses, followed by Lair Hill and Tigard each at 10 percent.

Transit riders The two online surveys asked about use of public transit. There were 1,288 responses to this question and the majority, nearly 92 percent, identified as occasional or regular transit riders. Of that, 53 percent responded that they ride transit regularly.

Figure 12: How often do you currently ride transit?



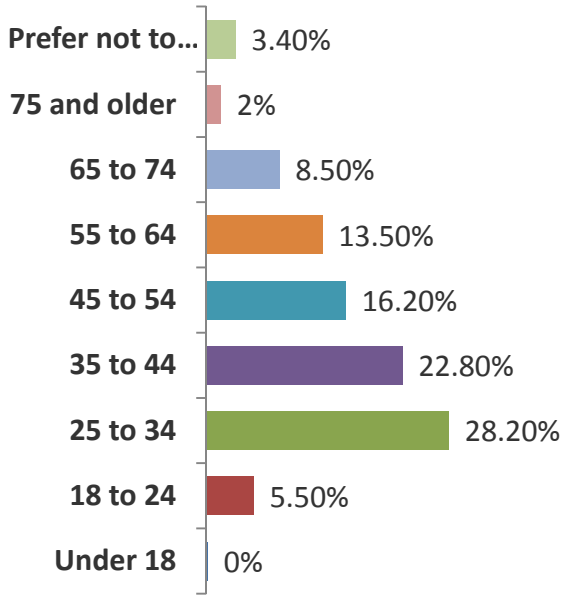
Race Category Survey respondents were asked to choose the one or more races to which they identify. Participants were instructed to select all categories that applied. A total of 1,231 responses were received. A significant majority, 83 percent, identified as White. The second highest category identified was Prefer not to answer (7 percent), followed by Hispanic, Latino or Spanish origin (5 percent).

Race category	Percent of responses
White	83.30%
Prefer not to answer	6.70%
Asian or Asian American	5%
Hispanic, Latino or Spanish origin	4.90%
other (please specify)	2.80%
American Indian or Alaska Native	1.90%
Black or African American	1.60%
Native Hawaiian or other Pacific Islander	0.50%

Of the 19 comment cards received at the public meeting, only nine people answered the option question about race. Of those, 78 percent identified at White and the other 22 percent identified as Other.

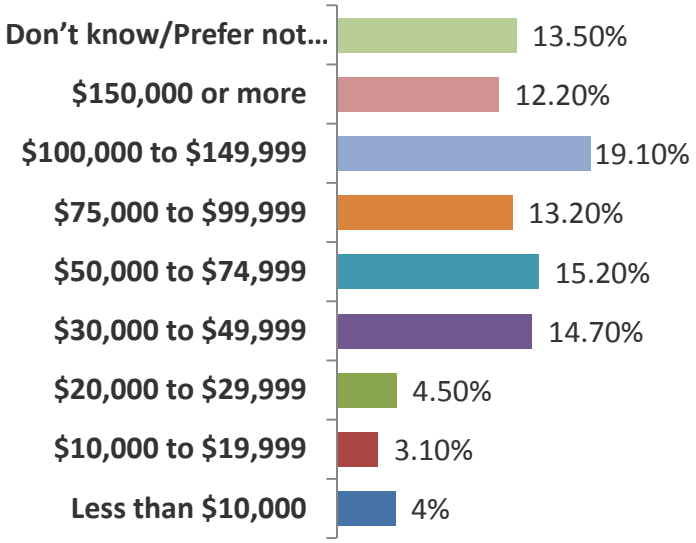
Age There were 1,257 responses to the survey questions about age. Over 50 percent of these responses chose age categories of 25 to 44. The ten people who answered this question on a comment card at the public meeting were older—50 percent of those respondents were between the ages of 45 and 64. This same age range represented about 30 percent of the survey respondents

Figure 13: Which of the following age ranges includes your age? (check one)



Income The incomes reported through the online survey questions and the scoping meeting comment cards indicate that participants tended to report incomes at or above the median household income for Portland (based on the HUD Portland Area Median Income published effective March 28, 2016: $58,840 for a family of two). Nearly 60 percent of the responses reported an income of $50,000 or higher. Nearly 23 percent reported annual household incomes under $50,000. Another 14 percent preferred not to answer the question.

Figure 14: Which of the following categories best represents the annual income of your household before taxes? (check one)



Appendix A: Sample Advertisement, September 2016

What do you think?

Southwest Corridor light rail project

PORTLAND TIGARD TUALATIN

The Southwest Corridor project is a proposed 12-mile light rail MAX line that would connect SW Portland, Tigard and Bridgeport Village.

This fall the project will begin 12-15 months of federal environmental review and your input matters to help staff determine what issues to study.

Visit www.**swcorridorplan.org**.
Online survey open month of September

Open house

Thursday, Sept. 22
6 to 8 p.m.

Wilson High School cafeteria

1151 SW Vermont St, Portland

Esta es una notificación de su oportunidad para comentar sobre los posibles cambios en el tránsito cerca de su domicilio.

Đây là thông báo về cơ hội của quý vị được trình bày ý kiến về những thay đổi có thể xảy ra đối với việc chuyên chở công cộng ở gần quý vị.

Appendix B:
Interested parties email sent Sept. 2, 2016

From: Southwest Corridor Plan
Sent: Friday, September 02, 2016 3:38 PM
To: Southwest Corridor Plan
Cc: Eryn Kehe
Subject: SW Corridor Light Rail Project: Scoping begins

Southwest Corridor Plan partners need to hear from you!

Metro, TriMet and local and state government partners are studying a light rail line between Portland State University, Tigard and Bridgeport Village.

This fall, the project will begin a 12-15 month federally-required environmental review. This process will produce a Draft Environmental Impact Statement (EIS) that will likely shape final decisions about the light rail line's route, design and related projects built with it.

Now through Oct. 3, you can shape the potential options and impacts studied in this review.

There are several ways to participate:

- **Attend** the Southwest Corridor Open House: Thursday, Sept. 22, 6-8 p.m. Wilson High School.
- **Take an online survey.** Two surveys are available.
  - *Short survey*: For those seeking to give quicker input about the project, this survey should take 5 to 7 minutes. Closes October 3.
  - *Long survey*: For those seeking to provide more detailed input, a longer survey is available. This survey could take 20 minutes. Closes October 3.
- **Send an email** –swclrt.scoping@oregonmetro.gov. Scoping comments must be received by 5 p.m. on Monday, October 3.
- **Write a letter** to Southwest Corridor Light Rail Scoping Comments, 600 NE Grand Ave., Portland, OR 97232-2736. Scoping comments must be received by 5 p.m. on Monday, October 3.

Thanks for being engaged with the SW Corridor!
Eryn Kehe

Orlando, FL 32822. Written comments on the Sponsor's request must be delivered or mailed to: Stephen Wilson, Program Manager, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, FL 32822–5024.

In addition, a copy of any comments submitted to the FAA must be mailed or delivered to Mr. Eric Menger, Airport Director, Vero Beach Regional Airport, P.O. Box 1389, 3400 Cherokee Drive, Vero Beach, FL 32961–1389.

FOR FURTHER INFORMATION CONTACT: Stephen Wilson, Program Manager, Orlando Airports District Office, 5950 Hazeltine National Drive, Suite 400, Orlando, FL 32822–5024.

SUPPLEMENTARY INFORMATION: Section 125 of The Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR–21) requires the FAA to provide an opportunity for public notice and comment prior to the ''waiver'' or modification'' of a sponsor's Federal obligation to use certain airport land for non-aeronautical purposes.

Issued in Orlando, FL, on August 23, 2016.

Bart Vernace,

Manager, Orlando Airports District Office, Southern Region.

[FR Doc. 2016–21225 Filed 9–1–16; 8:45 am]

BILLING CODE 4910–13–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

[Docket No. FRA–2010–0061]

Union Pacific Railroad's Request for Positive Train Control Safety Plan Approval and System Certification

AGENCY: Federal Railroad Administration (FRA), U.S. Department of Transportation (DOT).

ACTION: Notice of availability and request for comments.

SUMMARY: This document provides the public with notice that the Union Pacific Railroad (UP) submitted to FRA its Positive Train Control (PTC) Safety Plan (PTCSP) Version 1.0, dated June 1, 2016. UP requests that FRA approve its PTCSP and issue a PTC System Certification for UP's Interoperable Electronic Train Management System (I–ETMS).

DATES: FRA will consider communications received by October 3, 2016 before taking final action on the PTCSP. FRA will consider comments received after that date if practicable.

ADDRESSES: All communications concerning this proceeding should identify Docket Number FRA–2010–0061 and may be submitted by any of the following methods:

- *Web site: http://www.regulations.gov.* Follow the online instructions for submitting comments.
- *Fax:* 202–493–2251.
- *Mail:* Docket Operations Facility, U.S. Department of Transportation, 1200 New Jersey Avenue SE., W12–140, Washington, DC 20590.
- *Hand Delivery:* 1200 New Jersey Avenue SE., Room W12–140, Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal Holidays.

FOR FURTHER INFORMATION CONTACT: Dr. Mark Hartong, Senior Scientific Technical Advisor, at (202) 493–1332, *Mark.Hartong@dot.gov;* or Mr. David Blackmore, Staff Director, Positive Train Control Division, at (312) 835–3903, *David.Blackmore@dot.gov.*

SUPPLEMENTARY INFORMATION: In its PTCSP, UP asserts that the I–ETMS system it is implementing is designed as a vital overlay PTC system as defined in 49 CFR 236.1015(e)(2). The PTCSP describes UP's I–ETMS implementation and the associated I–ETMS safety processes, safety analyses, and test, validation, and verification processes used during development of I–ETMS. The PTCSP also contains UP's operational and support requirements and procedures.

UP's PTCSP and the accompanying request for approval and system certification are available for review online at *www.regulations.gov* (Docket No. FRA–2010–0061) and in person at the U.S. Department of Transportation's (DOT) Docket Operations Facility, 1200 New Jersey Avenue SE., W12–140, Washington, DC 20590. The Docket Operations Facility is open from 9 a.m. to 5 p.m., Monday through Friday, except Federal Holidays.

Interested parties are invited to comment on the PTCSP by submitting written comments or data. *See* 49 CFR 236.1011(e). During its review of the PTCSP, FRA will consider any comments or data submitted. However, FRA may elect not to respond to any particular comment and, under 49 CFR 236.1009(d)(3), FRA maintains the authority to approve or disapprove the PTCSP at its sole discretion. FRA does not anticipate scheduling a public hearing regarding UP's PTCSP because the circumstances do not appear to warrant a hearing. If any interested party desires an opportunity for oral comment, the party should notify FRA in writing before the end of the comment period and specify the basis for his or her request.

Privacy Act Notice

Anyone can search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the comment (or signing the document, if submitted on behalf of an association, business, labor union, etc.). In accordance with 49 CFR 211.3, FRA solicits comments from the public to better inform its decisions. DOT posts these comments, without edit, including any personal information the commenter provides, to *www.regulations.gov,* as described in the system of records notice (DOT/ALL–14 FDMS), which you can review at *www.dot.gov/privacy.* See *https://www.regulations.gov/privacyNotice* for the privacy notice of *regulations.gov.*

Issued in Washington, DC, on August 29, 2016.

Patrick T. Warren,

Acting Associate Administrator for Railroad Safety, Chief Safety Officer.

[FR Doc. 2016–21139 Filed 9–1–16; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Notice of Intent To Prepare an Environmental Impact Statement for the Southwest Corridor Light Rail Project, Multnomah and Washington Counties, Oregon

AGENCY: Federal Transit Administration (FTA), DOT.

ACTION: Notice of intent to prepare an environmental impact statement.

SUMMARY: The Federal Transit Administration (FTA), Metro (the regional government and metropolitan planning organization that serves the cities and counties of the Portland, Oregon metropolitan area) and the Tri-County Metropolitan Transportation District of Oregon (TriMet) intend to prepare an Environmental Impact Statement (EIS) to evaluate the benefits and impacts of the proposed Southwest Corridor Light Rail Project (Project). The Project would improve public transportation between and through southwest Portland, Tigard and Tualatin. FTA may provide funding for the Project through its Capital Investment Grant program. FTA, Metro and TriMet will prepare the EIS in accordance with the National Environmental Policy Act (NEPA), FTA environmental regulations, and the Fixing America's Surface Transportation Act (FAST Act). This Notice initiates formal scoping for the EIS, provides

information on the nature of the proposed transit Project, invites participation in the EIS process, and identifies potential environmental effects to be considered. It also invites comments from interested members of the public, tribes, and agencies on the scope of the EIS and announces upcoming public scoping meetings. Comments should address (1) feasible alternatives that may better achieve the Project's need and purposes with fewer adverse impacts and (2) any significant environmental impacts relating to the alternatives.

DATES: The public scoping period will begin on the date of publication of this Notice and will continue through September 30, 2016 or 30 days from the date of publication, whichever is later. Please send written comments on the scope of the EIS, including the preliminary statement of the purpose of and need for the Project, the alternatives to be considered in the EIS, the environmental and community impacts to be evaluated, and any other Project-related issues, to the address below. Public scoping meetings will be held at the times and locations indicated in **ADDRESSES** below. FTA, Metro and TriMet will take oral and written comments at the scoping meeting. FTA, Metro and TriMet have also scheduled a meeting to collect comments of tribes and agencies with an interest in the proposed Project.

ADDRESSES: Written comments on the scope of the EIS must be received by September 30, 2016 or 30 days from the publication date of this Notice, whichever is later. Please send them to Chris Ford, Investment Areas Project Manager, Metro, 600 NE Grand Avenue, Portland Oregon 97232 or to *swclrt.scoping@oregonmetro.gov* . Comments may also be offered at the public scoping meeting, which will be held at:

- Wilson High School, 1151 SW. Vermont Street, Portland, Oregon, on September 22, 2016, from 6 to 8 p.m.

A scoping meeting for interested tribes and Federal and non-Federal agencies will be at:

- TriMet, 1800 SW 1st Ave, 3rd Floor, Columbia Conference Room, Portland, Oregon on September 20 from 1 to 3 p.m.

All meeting places are accessible to persons with disabilities. Any individual with a disability who requires special assistance, such as a sign language interpreter, or any individual who requires translation or interpretation services, must contact Yuliya Kharitonova at (503) 813–7535 at least 48 hours before the meeting. A scoping information packet will be available before the meetings on the Project Web site or by calling Yuliya Kharitonova at (503) 813–7535; copies will also be available at the public scoping meeting.

FOR FURTHER INFORMATION CONTACT: John Witmer, FTA Community Planner, *John.Witmer@dot.gov,* phone: (206) 220–7954.

SUPPLEMENTARY INFORMATION:

Background. NEPA ''scoping'' (40 CFR 1501.7) has specific and fairly limited objectives, one of which is to identify the alternatives' significant issues that will be examined in detail in the EIS, while simultaneously limiting consideration and development of issues that are not truly significant. The NEPA scoping process should identify potentially significant environmental impacts caused by the Project and that give rise to the need to prepare an EIS; impacts that are deemed not to be significant need not be developed extensively in the context of the impact statement. The EIS must be focused on impacts of consequence consistent with the ultimate objectives of the NEPA implementing regulations—''to make the environmental impact statement process more useful to decision makers and the public; and to reduce paperwork and the accumulation of extraneous background data, in order to emphasize the need to focus on real environmental issues and alternatives. . . [by requiring] impact statements to be concise, clear, and to the point, and supported by evidence that agencies have made the necessary environmental analyses.'' Executive Order 11991, of May 24, 1977. Transit projects may also generate environmental benefits, which should also be highlighted; the EIS process should draw attention to positive impacts, not just negative impacts.

FTA, Metro and TriMet are considering two alternatives for the Project: (1) A No-Build Alternative, as required by NEPA, that reflects the existing transportation system plus the future transportation improvements included in the Metro Regional Transportation Plan, but not including the Project; and (2) a Light Rail Transit (LRT) Alternative (Build Alternative) that would extend the existing TriMet MAX system 12 miles from the Transit Mall in downtown Portland to Bridgeport Village in Tualatin, generally running along the SW Barbur Boulevard/Interstate 5 corridor through Southwest Portland, the Tigard Triangle and downtown Tigard. The Build Alternative has design options in several locations.

Metro and TriMet developed the proposed Build Alternative through an early scoping process and an analysis of a wide range of potential alternatives. FTA and Metro published notice of the early scoping process in the **Federal Register** on Sept. 29, 2011. Please see the Project Web site (*http://www.swcorridorplan.org*) for information about the early scoping and other planning activities, the analysis of alternatives, the decisions of the Project steering committee, and background technical reports.

The Southwest Corridor is a fast-growing part of the Portland metropolitan region. Its major transportation facilities, including Interstate 5 (I–5), Oregon State Highway 217, and Oregon State Highway 99W, are congested and unreliable. As more people and employers locate in the corridor, worsening traffic conditions will impact economic development and livability. The corridor ranked as the highest priority corridor in Metro's 2009 High Capacity Transit System Plan, and in May 2016 the Project's steering committee chose light rail as the preferred mode to provide high capacity transit (HCT) service.

Preliminary purpose of and need for the Project: The Project's purpose is to directly connect Tualatin, downtown Tigard, Southwest Portland, and the region's central city with light rail, other high-quality transit, and appropriate community investments to improve mobility and create the conditions that will allow communities in the corridor to achieve their land use vision. Specifically, within the Southwest Corridor, the Project aims to:

- Provide light rail transit service that is cost-effective to build and operate, and that can serve existing and anticipated demand in the corridor;
- Improve transit reliability, frequency, and travel times, and connect to Westside Express Service (WES) commuter rail and other existing and future transit networks;
- Support adopted regional and local plans including the 2040 Growth Concept, the Barbur Concept Plan, the Tigard Triangle Strategic Plan and the Tigard Downtown Vision;
- Create multimodal transportation networks to provide safe and convenient access to transit and adjacent land uses;
- Advance active transportation and encourage physical activity;
- Provide travel options that reduce overall transportation costs;
- Improve multimodal access to existing jobs, housing and educational opportunities and foster opportunities for commercial development and a

range of housing types adjacent to transit;

- Ensure that benefits and impacts promote community equity; and
- Advance transportation projects that are sensitive to the environment, improve water and air quality, and help achieve the sustainability goals in applicable plans.

The Project is needed because:

- Transit service to important destinations in the corridor is limited, and unmet demand for transit is increasing due to growth;
- Limited street connectivity and gaps in pedestrian and bicycle networks create barriers and unsafe conditions for transit access and active transportation;
- Travel is slow and unreliable on congested roadways;
- The corridor has a limited supply and range of housing options with good access to multimodal transportation networks, and has inadequate transportation between residences, employment, and services;
- Regional and local plans call for High Capacity Transit in the corridor to meet land use goals; and
- State, regional and local goals require investments to reduce greenhouse gas emissions.

Proposed alternatives: NEPA requires the Draft EIS to analyze a No-Build Alternative as a baseline against which to assess the impacts of the proposed project. The proposed Project in this case is the Light Rail Transit (LRT) Alternative. The Project steering committee chose light rail as the preferred mode because of its greater long-term carrying capacity and superior projected transit performance compared to other modes, ability to integrate into the existing light rail system and higher level of public support. The alignment and design options proposed for the Draft EIS resulted from several years of planning, technical analysis, public engagement, and input from affected jurisdictions.

The LRT Alternative travels generally southwest from the south end of the Downtown Portland Transit Mall through southwest Portland and Tigard to Bridgeport Village in Tualatin. The route is about 12 miles long.

FTA, Metro and TriMet propose to consider several design options for the LRT Alternative. The scoping materials (at *http://www.swcorridorplan.org*) describe the primary alignment and the possible options in detail. For purposes of this Notice, the Project can be generally described as follows:

In South Portland, the alignment runs along either SW Barbur Boulevard or SW Naito Parkway. Between SW 13th Avenue and SW 60th Avenue, the alignment could run either in the center of SW Barbur, crossing I–5 at-grade at SW Capitol Highway, or next to I–5, crossing I–5 and SW Capitol Highway with an above-grade structure. Near the Portland-Tigard city limits the alignment would turn south over I–5 into the Tigard Triangle on a new structure and then proceed south and west to SW 70th Avenue. There are two options from SW 70th Avenue: (1) Through-Routed LRT and (2) Branched LRT. Through-Routed LRT would extend south from the Portland Transit Mall to downtown Tigard following one of two routes—crossing Highway 217 on a new structure extending from SW Clinton Street to SW Hall Boulevard, or extending from SW Beveland Street to SW Ash Street—and then traveling to Bridgeport Village following one of two routes, either generally next to I–5 or generally next to the existing WES and freight rail line. Branched LRT would diverge at the Tigard Triangle, with one branch turning west to terminate in downtown Tigard following one of three routes—crossing Highway 217 on a new structure extending from SW Clinton Street to SW Hall Boulevard, from SW Beveland Street to SW Ash Street, or from SW Beveland Street to SW Wall Street—and one branch continuing south on a separate crossing of Highway 217 to terminate at Bridgeport Village without traveling through downtown Tigard.

Under any of the options, the Project would include stations at these locations:

- Between SW Gibbs Street and SW Grover Street (on SW Barbur or SW Naito)
- Between SW Custer Street and SW 13th Avenue (on SW Barbur or adjacent to I–5)
- At the Barbur Transit Center with a modified or expanded park-and-ride
- At SW 53rd Avenue with a new park-and-ride (on SW Barbur or adjacent to I–5)
- On SW 70th Avenue between SW Atlanta Street and SW Baylor Street (could include a new park-and-ride)
- At SW Bonita Road (adjacent to freight rail or adjacent to I–5) (at location next to I–5, could include a new park-and-ride)
- At SW Upper Boones Ferry Road (adjacent to freight rail or adjacent to I–5) (could include a park-and-ride)
- Bridgeport Village (could include an expanded park-and-ride)

In addition, depending on the option, there would be stations at these locations:

- SW Capitol Hill Road and SW Barbur Boulevard
- SW 19th Avenue and SW Barbur Boulevard
- SW 26th or SW 30th Avenue and SW Barbur Boulevard
- SW Spring Garden Street and adjacent to I–5
- SW 26th Avenue and adjacent to I–5
- On SW Beveland Street near SW 70th Avenue,
- Adjacent to the WES commuter rail tracks near the existing Tigard Transit Center, (could include an expanded park-and-ride)
- On SW Ash Street near SW Commercial Street (could include an expanded park-and-ride for the nearby Tigard Transit Center)
- Near SW Wall Street and SW Hunziker Street (could include a new park-and-ride)

The LRT Alternative will include *a light rail maintenance facility.* This could be a new facility, either near SW Wall Street and the WES Commuter Rail line, or just west of I–5 north of SW Bonita Road, or an expansion of the existing Ruby Junction maintenance facility in Gresham.

The LRT Alternative also includes *associated roadway, bicycle and pedestrian projects* that may be eligible for federal funding and could be constructed together with the transit Project, thereby meriting joint environmental analysis. Among the most notable are mechanized bike/ped connections to Marquam Hill (Oregon Health Sciences University) and Mt. Sylvania (Portland Community College); new opportunities for bicycles and pedestrians to cross I–405; new and upgraded sidewalks, bike lanes, and safe crossings on SW Barbur Boulevard from SW 3rd Avenue to SW 60th Avenue, including reconstruction of the Vermont and Newbury viaducts; and both major and minor roadway improvements along the alignment, including possible revisions to the west end of the Ross Island Bridge, crossings of I–5, and crossings of Highway 217. Please refer to the scoping materials for detailed information about these and many other potential improvements.

Public and agency input received during scoping will help FTA, Metro and TriMet select a range of reasonable alternatives and options to evaluate in the Draft EIS. FTA, Metro and TriMet also invite comment on potential Joint Development opportunities along the alignment.

Possible adverse effects: Consistent with NEPA, FTA, Metro and TriMet will evaluate, with input from the public and tribes and agencies, the potential impacts of the alternatives on the physical, human, and natural

environment. Likely areas of investigation include effects on air quality and greenhouse gas emissions, property acquisition and displacements, ecosystems (including threatened and endangered species), community livability, energy use, environmental justice, geology and soils, hazardous materials, historic and cultural resources, land use and economic effects, noise and vibration, parks and recreation, safety and security, transportation, utilities and public services, visual and aesthetic qualities, water quality and hydrology, and wetlands. Significant impacts prior to the development of mitigation measures may occur in the areas of property acquisition and displacements, historic and cultural resources, noise and vibration, parks and recreation, transportation, visual and aesthetic qualities, water quality and hydrology, and wetlands. Significant beneficial impacts could occur in the areas of air quality and greenhouse gas emissions, energy use, environmental justice, safety and security, and transportation. The EIS will evaluate short-term construction impacts and long-term operating impacts and will also consider indirect and cumulative impacts. The EIS will propose measures to avoid, minimize, and mitigate adverse impacts.

In accordance with FTA policy and regulations, FTA, Metro and TriMet will comply with all Federal environmental laws, regulations, and executive orders applicable to the proposed project during the environmental review process.

Roles of Agencies and the Public: NEPA, and FTA's regulations for implementing NEPA, call for broad involvement in the EIS process. FTA, Metro and TriMet therefore invite Federal and non-Federal agencies and Indian tribes to participate in the NEPA process. Any agency or tribe interested in the Project that does not receive such an invitation should promptly notify the Metro Investment Area Project Manager identified above under **ADDRESSES**.

Interested parties may review a draft Coordination Plan for public and agency involvement at the Project Web site. It identifies the Project's coordination approach and structure, details the major milestones for agency and public involvement, and includes an initial list of interested agencies and organizations.

Combined FEIS and Record of Decision: Under 23 U.S.C. 139, FTA should combine the Final EIS and Record of Decision if it is practicable. FTA invites interested parties to comment on a combined FEIS/ROD for the Project to help FTA decide whether combining the FEIS/ROD is practicable.

Paperwork Reduction. The Paperwork Reduction Act seeks, in part, to minimize the cost to the taxpayer of the creation, collection, maintenance, use, dissemination, and disposition of information. Consistent with this goal and with principles of economy and efficiency in government, FTA tries to limit insofar as possible distribution of complete printed sets of NEPA documents. Accordingly, unless a specific request for a complete printed set of the NEPA document is received before the document is printed, FTA, Metro and TriMet will distribute only electronic copies of the NEPA document. A complete printed set of the environmental document will be available for review at Metro's offices; an electronic copy of the complete environmental document will be available on the Project Web site.

Other: Metro and TriMet may seek funding for the proposed Project under FTA's Capital Investment Grant Program, 49 U.S.C. 5309, and would therefore be subject to New Starts regulations (49 CFR part 611). The New Starts regulations also require the submission of certain project-justification information to support a request to initiate preliminary engineering. This information is normally developed in conjunction with the NEPA process. The EIS will include pertinent New Starts evaluation criteria.

Dated: August 25, 2016.

Kenneth A. Feldman,

Deputy Regional Administrator, Federal Transit Administration, Region 10, Seattle, WA.

[FR Doc. 2016–21160 Filed 9–1–16; 8:45 am]

BILLING CODE P

DEPARTMENT OF TRANSPORTATION

Pipeline and Hazardous Materials Safety Administration

[Docket No. PHMSA–2016–0097; PDA–38(R)]

Hazardous Materials: California Meal and Rest Break Requirements

AGENCY: Pipeline and Hazardous Materials Safety Administration (PHMSA), DOT.

ACTION: Public notice and invitation to comment.

SUMMARY: Interested parties are invited to comment on an application by the National Tank Truck Carriers, Inc. (NTTC) for an administrative determination as to whether Federal hazardous material transportation law preempts regulations of the State of California that prohibit an employer from requiring an employee to work during any mandatory meal or rest period.

DATES: Comments received on or before October 17, 2016 and rebuttal comments received on or before December 1, 2016 will be considered before an administrative determination is issued by PHMSA's Chief Counsel. Rebuttal comments may discuss only those issues raised by comments received during the initial comment period and may not discuss new issues.

ADDRESSES: The NTTC's application and all comments received may be reviewed in the Docket Operations Facility (M–30), U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590. The application and all comments are available on the U.S. Government *Regulations.gov* Web site: *http://www.regulations.gov.*

Comments must refer to Docket No. PHMSA–2016–0097 and may be submitted by any of the following methods:

- *Federal eRulemaking Portal:* Go to *http://www.regulations.gov.* Follow the online instructions for submitting comments.
- *Fax:* 1–202–493–2251.
- *Mail:* Docket Operations Facility (M–30), U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590.
- *Hand Delivery:* Docket Operations Facility (M–30), U.S. Department of Transportation, West Building Ground Floor, Room W12–140, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9:00 a.m. and 5:00 p.m., Monday through Friday, except Federal holidays.

A copy of each comment must also be sent to (1) Prasad Sharma, Esq., Scopelitis, Garvin, Light, Hanson & Feary, 1850 M Street, NW., Suite 280, Washington, DC 20036, and (2) Kamala D. Harris, Attorney General, Office of the Attorney General, 1300 ''I'' Street, Sacramento, CA 95814–2919. A certification that a copy has been sent to these persons must also be included with the comment. (The following format is suggested: ''I certify that copies of this comment have been sent to Mr. Sharma and Ms. Harris at the addresses specified in the **Federal Register**.'')

Anyone is able to search the electronic form of all comments received into any of our dockets by the name of the individual submitting the comment (or signing a comment submitted on behalf of an association, business, labor union, etc.). You may

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, PORTLAND DISTRICT
P.O. BOX 2946
PORTLAND, OREGON 97208-2946

September 30, 2016

Regulatory Branch
Corps No. NWP-2016-230

Ms. Linda M. Gehrke
Federal Transit Administration
915 Second Avenue
Federal Bldg. Suite 3142
Seattle, WA 98174-1002

Dear Ms. Gehrke:

The U.S. Army Corps of Engineers (Corps) received your letter dated September 8, 2016, inviting the Corps to be a participating/cooperating agency and inviting us to the September 20, 2016 interagency scoping meeting regarding the Portland Southwest Corridor Light Rail Transit Project. The Corps has also reviewed the notice of intent to prepare an Environmental Impact Statement issued by the U.S. Department of Transportation Federal Transit Administration. The Corps accepts your invitation to be a participating/cooperating agency.

The Corps administers Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act of 1899. These laws require a Department of the Army (DA) permit from the Corps for certain work in waters of the U.S. Based on an initial review, the proposed project may require a DA permit. The Corps will require the applicant to demonstrate they have first avoided and minimized impacts to waters of the U.S. to the extent practicable. Under our Section 404(b)(1) guidelines, the Corps will require the applicant to evaluate alternatives and demonstrate that the preferred alternative is the least environmentally damaging practicable alternative capable of achieving the project purpose.

The Corps looks forward to working with you on this project. If you have any questions, please contact Ms. Jaimee Davis at the letterhead address, by telephone at (503) 808-4381, or e-mail: jaimee.w.davis@usace.army.mil.

Sincerely,

for
Shawn H. Zinszer
Chief, Regulatory Branch

cc:

FTA (Dan Drais – daniel.drais@dot.gov)
Metro (Chris Ford – chris.ford@oregonmetro.gov)
TriMet (Joe Recker – reckerj@trimet.org)

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10
1200 Sixth Avenue, Suite 900
Seattle, WA 98101-3140

OFFICE OF
ENVIRONMENTAL REVIEW
AND ASSESSMENT

October 3, 2016

Mr. Dan Drais
Federal Transit Administration, Region 10
915 Second Avenue, Suite 3142
Seattle, Washington 98174

Mr. Chris Ford, Investment Areas Project Manager
Metro
600 NE Grand Avenue
Portland, Oregon 97232

Dear Mr. Drais and Mr. Ford:

The U.S. Environmental Protection Agency has reviewed the Federal Register Notice of Intent to prepare an environmental impact statement for the Southwest Corridor Light Rail Project, Multnomah and Washington Counties, Oregon (EPA Region 10 Project Number 16-0051-FTA). We are submitting scoping comments in accordance with our responsibilities under the National Environmental Policy Act and Section 309 of the Clean Air Act. We appreciate the opportunity to participate in project development.

Federal Transit Administration, Metro, and the Tri-County Metropolitan Transportation District of Oregon propose to improve public transit between and through southwest Portland, Tigard, and Tualatin. The purpose is to improve mobility and serve existing and anticipated travel demand in a way that supports community land use visions. Per the results of an early scoping process and alternatives analysis in 2011, the current range of alternatives consists of the No Action Alternative and one action alternative: a Light Rail Transit (Build Alternative) that would extend the existing TriMet MAX light rail system 12 miles from the Transit Mall in downtown Portland to Bridgeport Village in Tualatin, generally running along the SW Barbur Boulevard/Interstate 5 corridor through Southwest Portland, the Tigard Triangle and downtown Tigard. This Build Alternative proposes design options in several locations. In May 2016, the Project Steering Committee chose light rail as the preferred mode to provide high capacity transit service.

The Lead Agencies expect to analyze the following potential project effects, both positive and negative, in the EIS:

Air quality and greenhouse gas emissions;
Property acquisition and displacements;
Biological resources and ecosystems (including threatened and endangered species);
Community cohesion and resources; characteristics that affect livability;
Energy use;
Environmental justice;
Geology and soils;

Hazardous materials;
Historic, archaeological, and cultural resources;
Land use and economic effects;
Noise and vibration;
Parks and recreation;
Safety and security;
Transportation, including vehicle traffic, transit, bicycles, pedestrians, parking, and freight;
Utilities and public services;
Visual quality and aesthetics;
Water quality and hydrology, including floodplains;
Wetlands;
Indirect and cumulative impacts;
Short-term construction and long-term operating impacts.

We support the proposed SW Corridor Light Rail Project and agree that the above issues should be addressed in the NEPA analysis. For your consideration, we offer specific comments to expand upon these subjects, and we recommend a few additional issues for analysis.

Climate change
On August 1, 2016, CEQ issued its Final Guidance for Federal Departments and Agencies on Consideration of Greenhouse Gas Emissions and the Effects of Climate Change in National Environmental Policy Act Reviews. We recommend that FTA apply the guidance in the analysis of greenhouse gas emissions by estimating direct and indirect GHGs from the proposal and, particularly, how a changing climate under future scenarios could affect the proposal or alter the proposal's environmental impacts.

Ecological connectivity, protection of natural areas
The project area Natural Resources Inventory (December 2011), which is available on the project website, mentions the need for protecting, restoring, and/or establishing wildlife corridors to support continued viability of the species present in the remaining natural areas of the southwest corridor. This would involve restoring the continuity and adequacy of riparian corridors, and other upland and aquatic areas. We recommend mapping what corridors exist, the gaps that need to be restored, and how the Build Alternative options would potentially affect those areas. This would be helpful to inform the analysis of routing options, project design, and mitigation opportunities.

In general, we recommend that the alignment options be designed to avoid and minimize impacts to the natural and human environment, and maximize environmental and community benefits. Based on the information provided thus far regarding the project corridor, specific ways to do this could include:

Maximize the use of existing infrastructure and rights-of-way. The environmental impacts of most concern in determining the transit corridor are aquatic and terrestrial habitat loss, fragmentation, and degradation, and the associated consequences for species, ecological processes, and ecosystem services. Environmentally sensitive areas, such as, shorelines, floodplains, wetlands, rivers and streams, biodiversity hotspots, and threatened/endangered/rare species habitats should be avoided.

We recommend maximizing the use of existing transportation corridors and right-of-ways to the extent possible, retrofitting them as needed to make them serviceable and less environmentally damaging, and minimizing the need for creating new corridors.

Consider redevelopment. Transportation can help to make cities vibrant and attractive. Where it may be necessary to create new corridors, first consider redevelopment of existing developed or urbanized areas. In particular, seek under-utilized urban areas, such as, oversized paved areas/parking lots and vacant properties, and make it a priority to use brownfield or contaminated sites. The clean-up and re-use of contaminated sites would maximize the environmental and community benefits of the project, while preventing "greenfield" development of farms, forests, and natural areas.

Apply zero or low impact development (ZID/LID). Avoid/minimize creating new impervious surface, associated with the proposed project. Use pervious pavement and other LID techniques for managing storm water, and avoid building over ground water recharge areas. Consider de-paving areas as compensatory mitigation for any new impervious surface needed for the project to achieve no net increase in pollution generating impervious surface.

Ecological processes, hydrological connectivity. The siting and design of linear transportation corridors should provide for unimpeded natural ecological processes, such as, the movement of water, wood, sediment, nutrients, and species. It is important to maintain and preserve natural stream characteristics and hydrology, and restore and preserve the natural and beneficial effects of riparian areas and floodplains. Avoid/minimize encroachment upon, or disturbance to, natural stream hydrology, stream migration zones, stream banks and channels, riparian areas, wetlands, floodplains, groundwater recharge and seepage areas. The EIS should analyze, disclose, and mitigate impacts to fish, fish habitat, fish passage, and effects to other aquatic biota.

Habitat connectivity. In addition to habitat loss, fragmentation, and alteration from potential project construction, the project operational impacts resulting from potential new ROWs for rail or roadway vehicles would be increased potential for wildlife collisions. Over the past 20 years there has been a substantial increase in the level of knowledge, awareness, and action to address the habitat fragmentation effects and wildlife mortality associated with roadways[1]. Wildlife mortality also occurs on railways. Whether the alternatives involve roadways or railways, it is important to include means to make the transportation corridor permeable to wildlife movements, such as an elevated guideway. For existing or new at-grade transportation corridors, incorporate wildlife crossing structures of appropriate number, design, size, and location to adequately accommodate movement of all wildlife species that might be expected to move within or across the corridor, including high mobility species, such as wide-ranging carnivores, and low mobility species, such as amphibians. Appropriate fencing, adequately maintained, is also needed to prevent wildlife entry onto the ROW and to funnel animals to crossing structures.

Suitable wildlife crossing locations would likely include, but not necessarily be limited to areas such as, wetlands, stream/riparian corridors, forest and agricultural land interface areas, migration corridors, and relatively undisturbed upland habitats. Where bridges or large culverts are installed for aquatic features, these could be enlarged to span upland habitats, as well to facilitate movement of terrestrial species. We recommend information gathering and collaboration with federal and state wildlife agencies to inform this process.

[1] See ICOET proceedings, http://www.icoet.net/links.asp

In addition to issues discussed above for ecological connectivity, this portion of the NEPA document should also address federal and state threatened, endangered, candidate, and sensitive animal and plant species and their habitats.

Aquatic resources

The NEPA analysis should address all potentially affected aquatic resources, including surface water and ground water, water quality and quantity, hydrology, and sensitive aquatic areas, such as wetlands, streams, floodplains, shorelines, riparian areas, ground water recharge areas, hyporheic zones, drinking water sources and supplies.

We recommend that the NEPA document describe aquatic habitats in terms of habitat type, plant and animal species, functional values, and integrity. Evaluate impacts in terms of the aerial (acreage) or linear extent to be impacted and by the functions they perform. The effects assessment must address changes in the extent of impervious surface, stormwater runoff, treatment and management, including use of Low Impact Development strategies, effects to CWA 303(d) listed waters, compliance with Total Maximum Daily Loads, and anti-degradation requirements. For construction activities that would disturb more than one acre of land (40 CFR 122.26(b)), a National Pollutant Discharge Elimination System permit is required.

Project proponents should plan, design, construct and maintain the project to avoid or have minimal long-term water quality and aquatic resources impacts. For any impacts that cannot be avoided through siting and design, the NEPA document should include protection measures and describe the types, location, and estimated effectiveness of best management practices applied to minimize and mitigate impacts to aquatic resources.

The proposed activities may require a Clean Water Act Section 404 permit from the Army Corps of Engineers. For wetlands and other special aquatic sites, the Section 404(b)(1) guidelines establish a presumption that upland alternatives are available for non-water dependent activities. The 404(b)(1) guidelines require that impacts to aquatic resources be (1) avoided, (2) minimized, and (3) mitigated, in that sequence. The NEPA document should discuss in detail how planning efforts (and alternative selection) conform to Section 404(b)(1) guidelines sequencing and criteria. In other words, the project proponent must show that they have avoided impacts to wetlands and other special aquatic sites to the maximum extent practicable. The NEPA document should discuss alternatives that would avoid wetlands and aquatic resource impacts from fill placement, water impoundment, construction, and other activities before proceeding to minimization/mitigation measures.

We recommend that the project plan and design avoid/minimize encroachment upon, or disturbance to, natural stream hydrology, stream migration zones, stream banks and channels, riparian areas, wetlands, and floodplains. It is important to maintain and preserve natural stream characteristics and hydrology, and restore and preserve the natural and beneficial effects of riparian areas and floodplains.

If there are 303(d) listed water bodies in the project area, the NEPA document should also disclose information regarding Total Maximum Daily Loads, the water bodies to which they apply, and pollutants of concern. The proposed project should not further degrade 303(d) listed waters and should be consistent with Total Maximum Daily Loads to restore beneficial use support for impaired waters. If additional pollutant loading is predicted to occur to a 303(d) listed stream as a result of the proposed project, the project should include measures to control existing sources of pollution to offset pollutant additions, such as from road construction, so that no deterioration of water quality occurs.

Source Water Protection Areas: Project construction, operation, and maintenance may adversely affect waters that serve as sources of drinking water for communities. Source water is untreated water from streams, rivers, lakes, springs, and aquifers, which is used as a supply of drinking water. Source Water Areas are the sources of drinking water delineated and mapped by the states for each federally-regulated public water system.

State agencies have been delegated responsibility to conduct source water assessments and provide a database of information about the watersheds and aquifers which supply public water systems. In Oregon, the Department of Environmental Quality[2] can help identify source water protection areas within or downstream of the project area. The EIS should:

- Identify all federally-regulated source water protection areas and state-regulated source water protection areas within or downstream of the project area.
- Identify all activities that could potentially affect source water areas.
- Identify all potential contaminants that may result from the proposed project.
- Identify all measures that would be taken to protect the source water protection areas.

Air toxics, construction emissions mitigation

The EIS should disclose whether air toxics emissions would result from project construction and operations, discuss the cancer and non-cancer health effects associated with air toxics and diesel particulate matter, and identify sensitive receptor populations and individuals who are likely to be exposed to these emissions.

Air toxics and diesel emissions, which are emitted from mobile sources, construction vehicles and equipment, are known or suspected to cause cancer or other serious health effects, such as respiratory, neurological, reproductive, and developmental effects. The proposed project should include measures to substantially reduce emissions of and exposure to these air pollutants for construction workers and nearby residents and businesses. We recommend including and committing to implement a full suite of construction mitigation measures, such as those from the Clean Construction USA Web site at http://www.epa.gov/otaq/diesel/construction/. Measures such as diesel engine retrofit technology in off-road equipment would greatly help to reduce air toxics and diesel particulate emissions. Such technology may include diesel oxidation catalyst/diesel particulate filters, engine upgrades, engine replacements, newer model year equipment, use of biodiesel, or combinations of these strategies. For more information about air toxics, please contact Karl Pepple of our Air Program office at (206) 553-1778.

Community impact assessment

We recommend conducting community impact assessments for communities that would potentially be most affected by the proposed project. These usually include communities adjacent to or bisected by a proposed project, although an analysis of the direct, secondary, and cumulative effects of proposed alternatives may reveal additional affected populations/communities. Impacts from increased number and frequency of trains, safety issues, traffic delay from at-grade crossings, and other issues that may arise, need to be addressed. The Federal Highway Administration publication, *Community Impact*

[2] http://www.deq.state.or.us/wq/dwp/dwp.htm

Assessment: A Quick Reference for Transportation [publication No. FHWA-PD-96-036, HEP-30/8-96(10M) P] is available as guidance.

Environmental justice/vulnerable populations
Along with low income and minority populations considered in the environmental justice analysis, impacts to other vulnerable populations should be addressed, including the elderly, disabled, and children.

Tribal consultation
The EIS should discuss whether or not the proposed action may affect tribal treaty resources. These include natural resources, historical or traditional cultural places of importance to affected Native American Tribes. We recommend that the EIS identify these resources, and assure that treaty rights and privileges are addressed appropriately. If the proposed project would have effects on tribal treaty resources, development of the EIS should be conducted in consultation with all affected tribal governments, consistent with Executive Order 13175, *Consultation and Coordination with Indian Tribal Governments.*

Invasive species
Ground disturbing activities create opportunity for establishment of non-native invasive species. In compliance with NEPA and with the Executive Order 13112, analysis and disclosure of these actions and their effects, as well as any mitigation to prevent or control such outbreaks should be included. We recommend that disturbed areas be revegetated using native species and ongoing maintenance (wholly or primarily non-chemical means) to prevent establishment of invasive species in areas disturbed by project activities.

Green buildings and management practices
We recommend that the EIS address the federal "green" requirements and opportunities that may apply to design, operation, and maintenance of project-related facilities and equipment, such as rail stations and maintenance buildings. The green requirements pertain to high performance buildings, energy efficiency, and use of renewable energy, water conservation, waste diversion, stormwater runoff, and LEED certification:

- E.O. 13423, Strengthening Federal Environmental, Energy, and Transportation Management, Section 2(f); Section 2(b); Section 9(g)-(h); Section 2(c) (2007)
- E.O. 13514, Federal Leadership in Environmental, Energy, and Economic Performance (2009)
- Energy Independence and Security Act of 2007, 42 U.S.C. Section 17061 *et seq;* Section 17094; US EPA, Technical Guidance on Implementing the Stormwater Runoff Requirements for Federal Projects under Section 438 of the Energy Independence and Security Act, www.epa.gov/owow/nps/lid/section438 (2009)
- National Energy Conservation Policy Act, 42 U.S.C. Section 8253(a)(1); Section 8253(f)(1); Section 8253(f)(3)(A); Section 2(d)(i); Section 2(e)(ii) (2009)
- Energy Conservation and Production Act, 42 U.S.C. Section 6834(a)(3)(D); Section 6834(a)(3)(A) (2009)
- USGBC: LEED for Existing Buildings, http://www.usgbc.org
- USGBC: LEED Public Policies, http://www.usgbc.org/DisplayPage.aspx?CMSPageID=1852#federal

Cumulative and indirect impacts
The project evaluation should consider the effects of the proposed project when added to other past, present and reasonably foreseeable future projects within and outside the project area. Cumulative impacts can result from individually minor, but collectively significant actions taking place over time.

EPA has issued guidance on how we are to provide comments on the assessment of cumulative impacts in *Consideration of Cumulative Impacts in EPA Review of NEPA Documents*, which can be found on the EPA web site at: http://www.epa.gov/compliance/resources/nepa.html. This guidance includes five key areas of focus when assessing cumulative effects:

- Identify resources, if any, which are being cumulatively affected;
- Determine the appropriate geographic (within natural ecological boundaries) area and the time period over which the effects have occurred and would occur;
- Look at all past, present, and reasonably foreseeable future actions that have affected, are affecting, or would affect resources of concern;
- Describe a benchmark or baseline;
- Include scientifically defensible threshold levels.

Indirect effects are those that are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, road systems and access, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems (40 CFR Part 1508.8).

Thank you for the opportunity to offer scoping comments for the Southwest Corridor Light Rail Project. If you have questions or would like more information, please contact me at (206) 553-2966 or via electronic mail at somers.elaine@epa.gov.

Sincerely,

Elaine L. Somers
Office of Environmental Review and Assessment

Oregon
Kate Brown, Governor

Department of Transportation
Highway, Region 1
123 NW Flanders St.
Portland, OR 97209-4012
Phone: (503) 731-8200
Fax: (503) 731-8259

October 3, 2016

Daniel Drais
Environmental Protection Specialist
FTA Region 10
915 Second Ave., Ste. 3142
Seattle, WA 98174-1002

Chris Ford
Investment Areas Manager
Metro
600 NE Grand Ave.
Portland, OR 97232-2736

Joe Recker
Environmental Permits Coordinator
TriMet
1800 SW 1st Ave.
Portland, OR

Subject: **Portland Southwest Corridor Light Rail Transit Project (SWC LRT)**
Scoping Comments and Request to Participate in the Environmental Review Process

Dear Mr. Drais, Mr. Ford and Mr. Recker,

The Oregon Department of Transportation thanks you for your September 9, 2016 letter inviting us to participate in the environmental review process for the Southwest Corridor Light Rail Transit Project. We accept your invitation to be a participating agency and are submitting scoping comments under the National Environmental Policy Act.

The proposed range of alternatives being considered as part of the SWC LRT project includes 12 miles of light rail connecting Portland, Tigard and Tualatin. A large portion of the alignment is could be located on or adjacent to ODOT right-of-way such as, OR 99W, Interstate 5 and related ramps, crossings over I-405 and OR217, Hall Boulevard, and the Barbur Transit Center. Since 2009, ODOT has worked with Metro, TriMet and the other partner agencies in early project scoping because our agency prioritizes safe and efficient multi-modal transportation options for our growing region.

Interstate 5 and OR 99W are among the most heavily used transportation facilities in the State of Oregon. Interstate 5 is the spine of the west coast's interstate system allowing for the movement of people and goods

up and down the coast. It is important to our state's economy to maintain safe traffic flow on Interstate 5 into and through Portland. OR 99W provides an important multi-modal regional transportation function.

ODOT welcomes the opportunity to work with Metro, TriMet and other local partners to develop a project that meets the stated purpose and need, and is consistent with ODOT policies and design standards. ODOT has previously provided a scope of work for the traffic analysis, dated December 4, 2014 needed in order for ODOT to adequately consider future modifications to ODOT facilities in the project area. We will be submitting a refined scope of work to address project refinements that have occurred since December 2014. We ask that you ensure the requested traffic analysis is completed early in the environmental review process to inform potential project impacts.

For those segments of the project located within ODOT right-of-way, the project should be designed and the environmental impacts evaluated consistent with applicable state and federal standards. ODOT will also be submitting new design comments soon and ask you to address them as environmental review and project design advance.

In addition, the environmental analysis should thoroughly consider both temporary and permanent construction impacts. It will be important to safely maintain bicycle, pedestrian and traffic movements on all ODOT highways during construction.

ODOT Rail and Public Transit Division (RPTD) is responsible for eliminating public at-grade rail crossings wherever possible, particularly along freight lines, consistent with federal and state regulations. RPTD has regulatory authority over rail/highway crossings on the TriMet system under ORS 267.230, but in general that regulatory authority doesn't apply to in-street running rail lines and/or those crossings controlled by a vehicular traffic signal. Authorization of new at-grade public crossings must meet stringent requirements. A new crossing might be approved if it is created while simultaneously consolidating and/or closing one or more other at-grade crossings in the corridor. In this context, crossings include vehicular, bicycle and pedestrian rail crossings. Alterations, closures, and new public rail crossings, whether grade or grade-separated, require State, local road authority (when applicable), and railroad approval via a rail crossing order.

In locations where the alignment parallels the existing WES commuter rail, TriMet would be required to meet Federal Rail Administration (FRA) regulatory requirements for installation and inspection of track equipment, crossings, and other requirements. This would be similar to what was done in Portland and Milwaukie with the Orange line extension. TriMet is encouraged to take this additional layer of complexity into consideration when evaluating alignment options.

ODOT RPTD staff will be conducting an on-site assessment of the potential rail crossings with TriMet staff on October 7, 2016. Following that site visit, ODOT RPTD will provide detailed technical comments to TriMet for each potential rail crossing location.

ODOT looks forward to continuing to work closely with Metro, TriMet, our regional partners, and the community to develop a safe and efficient multi-modal SWC LRT project that serves our region for years to come. Please continue to work directly with ODOT staff to address outstanding questions.

Sincerely,

Rian Windsheimer
Region 1 Manager

Cc by email: Malu Wilkinson, Metro
Dave Unsworth, TriMet
Kelly Brooks, ODOT
Karyn Criswell, ODOT

October 3, 2016

Southwest Corridor Light Rail Scoping Comments
600 NE Grand Avenue
Portland, Oregon 97232-2736

Re: Portland Southwest Corridor Light Rail Transit Project (SWC LRT)
Scoping Notice and Invitation to Participate in the Environmental Review Process

To Whom It May Concern:

Thank you for the opportunity to provide input during this scoping phase and to participate in the SWC LRT environmental review process. We applaud your community engagement efforts and look forward to learning how you will address our concerns, outlined below.

Our number one scoping concern for the SWC LRT project is the protection and enhancement of existing stormwater systems in and along the corridor. Steep slopes, poorly drained and impervious soils in southwest (SW) Portland, combined with the historical legacy of an inadequate stormwater runoff infrastructure (i.e., unpaved streets, lack of curbs and storm drains that connect and discharge stormwater), results in numerous and regular stormwater related hazards. We want to ensure the development of new, connected systems to manage project-induced stormwater runoff to address surface flooding, landslides and water quality concerns with the goal of achieving no project impacts to residences, businesses, streams and natural areas.

We believe removal of existing mature trees should be avoided whenever feasible as these mature trees provide important stormwater functions. Further, we want the project to minimize an increase in impervious surfaces; but where these surfaces are necessary, mitigate the expansions with a robust expansion of stormwater management systems as we see that the existing (and in some cases non-existent) stormwater infrastructure can become overwhelmed and/or failing in SW Portland. For example, incorporating plans to fully managing onsite and additional stormwater with "packaged" projects, such as SIS ID# 6013, Barbur/PCC Pedestrian/Bike Connection, is encouraged whenever feasible.

Our second scoping concern is the creation of new, or exacerbating existing, wildlife barriers in the West Willamette River wildlife corridor that the SWC LRT project intercepts. We see needed amendments to the proposed alternatives to provide safe passage and native habitat connectivity for wildlife whenever feasible, especially in areas straddling natural areas, such as "The Woods" area, the George Himes and Marquam Nature Park areas as well as waterways such as Tryon and Stephens Creek.

Our third scoping concern is the removal of mature Oregon White Oak trees, known to be in this corridor (please note that OakQuest map data pinpointing specific locations is available). Oregon White Oak trees are culturally and ecologically important, providing a wide array of wildlife habitat, and are dramatically in decline (at less than 7 percent of their historical range).

Our fourth scoping concern is to the lack of critically needed pollinator habitat along this project, including native plant meadows and hedgerows. Such habitat would provide great ecological benefit to species currently in decline, including native bees and butterflies.

The District commends Metro for incorporating road/bike/pedestrian "packaged" options and for going for a light rail option for the southwest corridor. We are concerned about the lack of information regarding the ecological impacts of connecting either route option to the Interstate 5 corridor to the south. More information and analysis is needed to assess the impacts of the added impervious surface, and the effectiveness of mitigation plans for addressing these impacts, including potential impacts to surrounding natural areas. However, we do know there are substantial mature trees in this area providing important stormwater and wildlife habitat and these trees should be preserved wherever possible. Due to the parkland surrounding the Barbur Boulevard option (e.g., Liar Hill & Marquam Nature Park) versus the Naito parkway alternative route, the West Multnomah Soil & Water Conservation District prefers the Naito Parkway option due to lower anticipated impacts to wildlife movement and habitat connectivity.

The West Multnomah Soil & Water Conservation District accepts the Federal Transit Administration, Metro and TriMet's invitation to participate in the Environmental Review process for the SWC LRT project and is looking forward to sharing our expertise in stormwater management, native habitat restoration, and water quality.

Please contact Mary Logalbo, Urban Conservationist at (503) 238-4775, Ext. 103 (mary@wmswcd.org) if you have questions regarding this.

Thank you,

Terri Preeg Riggsby
Board Chair and Zone 5 Director
West Multnomah Soil & Water Conservation District

cc: Dan Drais (Federal Transit Administration), Chris Ford (Metro) and Joe Recker (TriMet)

From:	Boyle, Teresa
To:	Drais, Daniel (FTA)
Cc:	Chris Ford; Unsworth, David; Gillam, John
Subject:	Portland Southwest Corridor Light Rail Transit Project - interagency scoping response - City of Portland
Date:	Monday, October 03, 2016 3:52:40 PM

Dear Mr. Drais:

The City of Portland welcomes the opportunity to be involved in the Draft Environmental Impact Statement (DEIS) process for the Southwest Corridor Light Rail Transit Project (Project) as a Participating Agency. Successful design and implementation of this project would be a vital component to aligning high capacity and high quality transit services with current and planned land uses in Southwest Portland and better connecting this area of the City with the rest of the region.

Coordination

The administrative structure of the City of Portland is comprised of bureaus, each of which has a mission and responsibility to plan and manage assets and services such as land use planning, transportation, environmental services, parks and recreation, among others. For participation in the DEIS process the Bureau of Transportation (PBOT) will be the point of contact for the City and responsible for coordinating and organizing the review and comments of the various bureaus as topical expertise requires. I will be the staff person at PBOT responsible for managing the City's involvement throughout the DEIS phase and can be reached at (503) 823-6197 or teresa.boyle@portlandoregon.gov.

Purpose and Need

The City supports the Project Purpose and Need as approved by the Project Steering Committee and adopted by the Metro Council and referenced in the Scoping Booklet.

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Range of alternatives

The City generally supports the proposed project Range of Alternatives referenced in the Scoping Booklet. We would request that certain caution be applied as alternatives refinement moves forward and if further elimination of alternatives is considered during the scoping phase. These areas of caution include but are not limited to compatibility of Marquam Hill access facilities with the open space and recreation resource provided by the historic Terwilliger Parkway.

Another area of caution is the intended function and design of the Barbur Transit Center in terms of pedestrian access, park-and-ride capacity and bus operations and visual impacts of overhead structures given the potential development opportunity of this site as contemplated in the City's Comprehensive Plan and its designation as a town center.

The Project should include improved transit access to the Portland Community College (PCC) which is essential for the campus to provide expansion of on-site educational facilities while minimizing traffic impacts. This balance of service and impacts should be considered as options are evaluated. The transit project provides the opportunity to interconnect premier educational institutions in Portland – PCC, Oregon Health Sciences University and Portland State University – with robust connections for students, staff, faculty and employees.

It is important for us to note that we support the two alignment alternatives just south of downtown on Barbur Boulevard and Naito Parkway for full evaluation in the DEIS.

Potential impacts to be discussed

The City offers the following comments on the potential impacts to be discussed in the DEIS, as laid out in the Scoping Booklet. Some of these comments also touch on methods that could be used to examine impacts.

In regards to the "land use and economics" topic this should include an examination as to how the alternatives and options compare in terms of compliance with and advancing local adopted plans and policies. We would suggest several of the following examples related to the Portland segment of the Project.

Noteworthy plans are the recently adopted new Comprehensive Plan, including policies on centers and corridors, and the Barbur Concept Plan. Particularly relevant policies include the West Portland town center designation in which the Barbur Transit Center is located and policies which put an emphasis on campus expansion and development as a city-wide economic strategy, such as PCC.

The Barbur Concept Plan was undertaken and developed with the premise of high capacity transit along Barbur Boulevard and identified key nodes for focused development. These nodes should be priority locations for LRT stations. Under the topic of "historic and cultural resources" assessment should be made of alternatives compatibility with special districts like the Terwilliger Parkway design district and the Lair Hill design district.

Under the "transportation" category recognition should be made of the City's new transportation policies, especially mode split goals, and the "hierarchy policy", which places priority on pedestrian and bicycle safety over SOV convenience. This is augmented by PBOT Vision Zero action plan. This may be important for decisions about facility design as well as development of alternatives. Under "Community cohesion and resources, characteristics that affect livability" would include the complete communities strategy, and the concept of creating walkable villages that accommodate growth. Those villages include Hillsdale, Multnomah, and West Portland town center. These areas should be connected to the transit improvement envisioned for the Barbur corridor.

In addition to land use and transportation other considerations for potential impacts to be discussed include the following.

Under the "Biological resources and ecosystems" category, we would recommend looking carefully at the Stephens Creek and Tryon Creek and watershed areas. Tryon has listed salmonid species in it, in the lower reaches. Many of the storm water improvements along Barbur will potentially benefit conditions in the creek. There are many wetland, stream and drainage reserve areas that will require crossings, some of which will necessitate adequate fish passage and considerable natural resource impact mitigation.

SW Barbur Blvd. is a wide, high traffic street that, for the most part, drains into streams without any

treatment or control of peak flows. The project represents a significant opportunity to improve water quality and control peak flows that are detrimental to stream health. So, although likely covered under the DEIS topic of utilities, storm water infrastructure would benefit from being addressed more explicitly in terms of watershed protection. It is important that the EIS scope include an examination of existing storm water infrastructure (presence and adequacy, absence) and its ability to support the LRT project and the accompanying local access projects.

Under the "acquisitions and displacement" category, we would like to see a specific focus on affordable housing impacts and opportunities. The City Council provided a strong directive that the transit project should support expansion of housing opportunities to the extent possible.

We believe that the DEIS should also include an evaluation of human health. This focus would involve several of the topic areas listed - air quality, environmental justice, and safety, at a minimum. We believe that human health is an umbrella concept that ties these topics together. An example would be the relationship between walkability and human health. Design options that have a negative impact on local walkability should be discussed as a human health impact.

Another DEIS topic not listed and related to human health is climate change. How this transportation package will address the removal of vegetation, potential increase in impervious surface, and the resulting increase in ambient temperature that will contribute to the City's already high heat island index needs to be addressed.

Roadway, bicycle, and pedestrian projects

The Scoping Booklet includes an attachment describing potential non-transit projects that could be included in the project DEIS. The City of Portland supports this concept as it is vital to the project success and building transit oriented communities. In much of the project area significant deficiencies exist in the pedestrian and bicycle network leading to future LRT stations which become greater needs in the future as the SW area of the City continues to develop. Connectivity to Project stations by use of bicycle and pedestrian facilities is how most Portlanders will access the system. Implementation of those projects already in the City's TSP is supported by goals built around programs such as Vision Zero and Safe Routes to School. In addition to the technical considerations indicated in the attachment for rating the various improvements we feel that certain context could be applied.

The level of environmental analysis conducted in the DEIS on the integrated pedestrian and bicycle access projects should allow for smooth transition for environmental approvals of these projects if undertaken with federal funding with the transit project or with a separate project development process. It is important to recognize that the local transportation improvements will likely require storm water improvements. It would be useful to have a documentation for storm water infrastructure associated with these projects. The City can assist in defining storm water deficiencies and project design.

Also, although local bus service is not a capital improvement like the roadway, bicycle and pedestrian improvements being considered it is a vital component in supporting high capacity transit service. In particular, bus service options to connect PCC to the transit stations should be

considered more than just a service assumption and instead be a fundamental component of the overall Project.

The Scoping Booklet does not discuss the designation and role of Multnomah and Hillsdale as nearby centers. These important places need good bicycle and pedestrian connectivity to the transit system since high capacity transit alternatives directly serving these centers have been eliminated.

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Analysis methodologies

As a Participating Agency the City of Portland welcomes the opportunity to review and comment on methodologies that will be developed as part of the DEIS process.

We are particularly interested in the methodologies applied for the land use and policy compliance considerations discussed above. We also caution the DEIS process to inventory the range of permits that will be required from City agencies and commissions that may be important considerations in the selection of alternatives.

The Project alignment in Portland involves Naito Parkway and Barbur Boulevard which are under the jurisdiction of the State but also provides many system connectivity and land use functions of great importance to the City. We trust an agreement can be made during the DEIS process on design standards for roadway improvements that are acceptable to both the State and the City notwithstanding current or future jurisdiction.

Thank you.

Teresa Boyle, PE
Senior Transit Project Engineer and Manager
My gender pronouns: she/her/hers
Portland Bureau of Transportation
503.823.6197

The City of Portland complies with all non-discrimination, Civil Rights laws including Civil Rights Title VI and ADA Title II. To help ensure equal access to City programs, services and activities, the City of Portland will reasonably modify policies/procedures and provide auxiliary aids/services to persons with disabilities. Call 503-823-5185, TTY 503-823-6868 or Oregon Relay Service: 711 with such requests, or visit http://bit.ly/13EWaCg

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From: Chris Ford [mailto:Chris.Ford@oregonmetro.gov]
Sent: Friday, September 09, 2016 3:46 PM
To: Treat, Director <Director.Treat@portlandoregon.gov>
Cc: Wilkinson, Malu <Malu.Wilkinson@oregonmetro.gov>; Clifford Higgins <Clifford.Higgins@oregonmetro.gov>; Chris Ford <Chris.Ford@oregonmetro.gov>; Unsworth, David <UnswortD@trimet.org>; Joe Recker (TriMet) <ReckerJ@tri-met.org>; Drais, Daniel (FTA) <daniel.drais@dot.gov>; Gillam, John <John.Gillam@portlandoregon.gov>; Boyle, Teresa <Teresa.Boyle@portlandoregon.gov>; Pearce, Art <Art.Pearce@portlandoregon.gov>
Subject: Portland Southwest Corridor Light Rail Transit Project (Interagency Scoping Meeting on September 20, 2016)

Dear Ms. Treat:

I have attached a letter of invitation to participate in the federal environmental review process for a proposed new light rail transit line in Portland, Tigard and Tualatin. A hard copy is also being mailed to the address in the letter.

Metro in cooperation with TriMet and the Federal Transit Administration invites your agency to participate in the environmental review process and to attend an agency/tribal scoping meeting on September 20th from 1:00 to 3:00 p.m. The meeting can be attended in person, or joined via telephone conference call or via online streaming broadcast. If your agency is unable to join the meeting, please contact me regarding a separate briefing opportunity.

Scoping comments on the Draft Environmental Impact Statement will be accepted until 5 PM on Monday, October 3. Please contact me, Joe Recker at TriMet (reckerj@trimet.org), or Dan Drais at FTA (daniel.drais@dot.gov) with questions.

Sincerely,

Chris Ford
Investment Areas Project Manager
Planning and Development

Metro | Making a great place
600 NE Grand Ave.
Portland, OR 97232-2736
503-797-1633
chris.ford@oregonmetro.gov

Stay informed on the Southwest Corridor Plan

October 5, 2016

City *of* Tigard

Elissa Gertler
Metro Planning
600 NE Grand Ave
Portland, OR 97232

RE: Southwest Corridor Environmental Impact Scoping Comments

Dear Ms. Gertler:

The following are the City of Tigard's comments regarding the scoping process for the Environmental Impact Study (EIS) for the Southwest Corridor Light Rail Transit project.

The city would like to begin by thanking Metro and TriMet and all other partners for the opportunity to participate in the planning of this project and the many public opportunities for citizens of Tigard to participate as well. We are pleased that light rail will not be on or near 99W and that all alignments through the Tigard Triangle also serve the Tigard downtown—a major regional hub for transit.

Surveys indicate both a need and a desire for improved transit in Tigard. As advocates for our citizens, we are confident that the existing bus services, and particularly those that feed the more regional transit corridors, will be expanded to meet and exceed the population growth expected. We know that mode shifts are necessary to provide viable travel options for all, and it is important for economic, equity, reliability and efficiency purposes that personal vehicle travel not be the only option for regional mobility. Individuals and families depend on this.

The following comments focus on the light rail alignments, connecting infrastructure, parking structures for Park & Ride facilities, housing, and maintenance facilities.

Alignments

All rail alignments come into the Tigard Triangle similarly. There are two direct alignments that go to downtown Tigard (Clinton Street and Ash Avenue alignments) and then continue on toward Tualatin. The other three alignments are branch alignments that branch in the Triangle, one rail going directly south to Tualatin, while the other rail branch, with three route options, goes to downtown Tigard. Current ridership projections suggest that every other train will go into downtown Tigard, and every other train will go to Tualatin. These route options include the Clinton Street alignment, the Ash Avenue alignment, and the Wall Street alignment.

- Of the five options, Tigard prefers the Ash Avenue direct alignment. In the interest of reducing the scope for cost and time purposes, Tigard recommends that the branch option with the Clinton Street alignment be eliminated from further study in the EIS. The branch requires two very long bridges to cross 217 where the direct alignments require only one; the Clinton Street bridge is 4,000 feet long (twice the length of the Tilikum Crossing).
- Tigard acknowledges the Ash Avenue alignment (direct and branch) would likely require the relocation of low to middle income housing units. Tigard requests that the study include actions to

mitigate population displacement.

The following bullets address the accommodation of other modes along the alignments:

- The Clinton Street structure, and the Ash Avenue structure must include bike/pedestrian on the bridge over Hwy. 217 to downtown.
- Tigard understands that south of the Triangle, a bike/pedestrian easement along Interstate 5 (I-5) is being considered, and thus a bike/pedestrian facility on the south bridge should be considered to provide another bike/pedestrian route into the Triangle.
- Tigard asks that the Wall Street alignment include bike/pedestrian and two-way vehicle traffic on the bridge over Hwy. 217 from Beveland Street to Hunziker Road.
- On the branch alignments, the 70th Avenue corridor is currently slated to include two-way vehicular traffic south to Beveland Street and a large sidewalk. Tigard requests studying the feasibility of continuing 70th Avenue with two-way vehicle traffic and sidewalk as far south as possible.

Connecting Infrastructure

Tigard has provided – for consideration – numerous improvements for all modes that would enhance connectivity to Light Rail Transit stops. The following are recommended to be studied in the EIS:

- The realignment of Scoffins Street with Hunziker Road. This alignment includes low-income housing issues. It is important that solutions be consider in the EIS to mitigate displacement of residents.
- Sidewalk gaps along Hall Boulevard from OR 99W to Durham.
- Improved pedestrian/bike connectivity from the Triangle to Portland Community College (PCC).
- A bike/pedestrian bridge that connects the 53rd Street Park & Ride west across I-5 would make Oak Street a direct bike/pedestrian-friendly connection from Washington Square Mall east to the Light Rail and across I-5 and Barbur Boulevard to PCC. This would be a great service to an isolated, low-mid-income neighborhood.
- Connections to regional bike/pedestrian trails. The alignments pass closely to the regional Fanno Creek Trail and the city's proposed Red Rock Creek Trail.
- Ash Avenue Extension. This is an at-grade rail crossing from Burnham Street to Commercial Street. This would improve access and in the downtown.

Parking for Park & Ride

Tigard would like the EIS to include a thorough cost/benefit analysis of proposed Park & Rides. In particular, the city is interested in understanding the correlation of ridership to the provision of Park & Ride facilities that are either built with the project or leased from existing nearby lots.

We will care about, and expect to be thoroughly consulted about the location and design of any Park & Ride within the city.

Tigard has completed the Triangle Strategic Plan. This plan contemplates a mixed-use, dense, urban, and walkable community design. Tigard is working on a parking management plan that attempts to avoid surplus parking and excess Single Occupant Vehicle trip generation. As an example, the area of the Triangle south of Hampton Street, which is almost exclusively office space, has 22 acres of parking (2,712 spaces), and at peak use is only 50 percent occupied, leaving 11 acres (1,362 spaces) of unoccupied (surplus) parking. The Southwest Corridor plan current is considering a nearly 400-space parking structure exclusively for Park

& Ride users. This would generate car trips, do nothing to reduce surplus parking, and use high-demand land for low-value purposes, while generating low to no revenue. As such, a Park & Ride in the Triangle would conflict with some of the city's goals in the Triangle.

However, parking structures are more land-efficient than surface lots, and a parking garage that is shared with Triangle patrons would allow more of the existing surplus parking land to be better used. This shared-use option is even more appropriate in downtown Tigard where there is not a sea of surplus parking and where additional parking for downtown patrons is welcome. As such, shared parking strategies, parking pricing, and parking managed or co-managed by the City of Tigard should also be studied as a way to reduce SOV trip generation and minimize surplus parking.

It is also important that in locating Park & Ride lots, that any displacement of existing buildings, businesses and residents be considered. Downtown locations and locations being considered at Bonita Road, where existing successful businesses are located, should be thoroughly studied as to the economic cost to the community. Tigard does not want to lose existing businesses that have economic value, provide jobs, real destinations, goods and convenience to our community in exchange for parking garages that simply generate vehicle trips on our streets. In particular, a Park & Ride on Bonita Road along the I-5 alignment is one of those locations where the displacement of existing business do not justify a Park & Ride facility that would displace the businesses.

Station Locations

Tigard understands that station locations for regional travel need to be very strategic such that they do not impede the regional movement, but yet provide enough convenience for the public to use it for a high percentage of their trips. The rule of thumb is one (1) mile between stops. In the suburbs, the walk, bike and local transit options are often poor to get to that final destination. Although the two stops contemplated in the Triangle are less than one mile apart, we think they are warranted due to the terrain, the benefit it would bring to the heavily car-oriented office space and educational institutions to the south (Beveland Street station), and to the development potential to the north (Baylor Street station). And of course, the downtown is such an important transit hub and walkable city center, a station downtown is imperative, and having a direct connection (rather than a branch) so that every train goes through downtown, continues to be an interest.

As previously noted, a station being considered on Bonita Road along the I-5 corridor is central and valuable to our community, however, losing businesses to build a Park & Ride, especially where there is no exit from I-5, does not make sense to us. Improving connections by bike/walk/transit to this location is a preference, and the impact thereof should be studied.

Housing

Tigard is an affordable suburb of Portland, and needs to remain so. It is important that Tigard understand the impacts of each of the alignments and facilities so that not only does it service the populations that desire transit service, but that it does not displace these populations via housing loss, or via housing cost. Each of these alignments has different levels of impact, and each has mitigating alternatives that need to be fully explored. We ask that this be emphasized in the EIS. Meanwhile, TriMet and the City of Tigard are combining resources to create new affordable housing in the downtown.

Maintenance Facility

A maintenance facility is contemplated along the corridor. Areas being considered in Tigard are Light-Industrial (I-L) zones. Some have environmental concerns as they are near riparian areas, and some will

have economic impacts as industrial land is limited in Tigard. TriMet is contemplating a full maintenance facility or a partial facility where some larger maintenance projects cannot be done. Tigard prefers the partial maintenance facility, which would lower the environmental and development potential impact to the area. These facilities do depend on the alignment going into the downtown as well as the track alignments south of downtown and the Triangle. Tigard prefers an area along the I-5 corridor which does not disrupt existing businesses and development potential in our core areas.

Locating large maintenance facilities in Tigard's light industrial zones may create an economic opportunity cost in some districts. While a maintenance yard may be an allowed use in the city's I-L zones, locating a facility at locations that are underperforming economically creates further challenges to future development and reinvestment. In one district of interest to TriMet for a maintenance yard, Tigard has been working for over three years on ways to increase employment per acre so that the city meets its employment goals as outlined in the city's economic opportunity analysis. A maintenance yard located in an area with low commercial property values, low levels of employment and low improvement-to-land ratios, and under-developed property will act as a disincentive for private sector reinvestment and adaptive reuse.

The City of Tigard is also willing to explore a combined facility at a mutually-agreeable location that minimizes the impact to high-value areas.

Stormwater Coordination

Tigard is working and planning for potential environmental mitigation sites/projects in areas such as the Tigard Triangle that will be impacted by any light rail development. Tigard would like to be consulted and involved in site selection to look for cooperative opportunities for mitigation and enhancement that meets Tigard's open space and stormwater goals and master plans.

Summary

Again, Tigard would like to thank our partners for continuously providing our citizens and staff with opportunities to participate in this effort.

The City of Tigard's charter obligates us to oppose this project. We look forward to hearing from Tigard voters on November 8 regarding authorization of city support for the project via ballot measure 34-255.

Sincerely,

John L. Cook

John L. Cook, Mayor
City of Tigard

cc: Chris Ford, Investment Areas Project Manager, Metro
Joe Recker, Environmental Permits Coordinator, TriMet
Dan Drais, Environmental Protection Specialist, FTA

From:	SW Corridor Scoping Comments
To:	Chris Ford
Subject:	FW: Scoping Comments
Date:	Monday, October 03, 2016 4:59:58 PM

From: Zoe Monahan [mailto:zmonahan@ci.tualatin.or.us]
Sent: Monday, October 03, 2016 3:57 PM
To: SW Corridor Scoping Comments
Cc: Alice Cannon; Jeff Fuchs
Subject: Scoping Comments

Good afternoon,

Thank you for the opportunity to provide comments regarding the Southwest Corridor Project. The preferred terminus location is in the City of Tualatin. It is near a busy intersection and within close proximity to the northbound and southbound intersections of Interstate 5. The proposed light rail project will provide an alternative mode choice to Tualatin residents and employees, as well as those traveling to and from surrounding communities. Please carefully consider the traffic impacts to local roads (SW Lower Boones Ferry Road, SW Bridgeport Road, and SW 72nd Avenue) connecting to the proposed terminus and park and ride facility. We also want to ensure that adequate parking is available at this location to serve the demand and reduce overflow parking at surrounding businesses. Additionally, several of the alternative routes cross Tualatin's only water supply pipeline, so careful coordination will be required during construction.

Thank you for your time and consideration,

Zoe Monahan

Management Analyst II
City of Tualatin |Community Development
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226
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September 13, 2016

Southwest Corridor Lightrail Scoping Comments
600 NE Grand Ave
Portland, OR 97232-2736

Dear SW Corridor Project Team:

The Bicycle Transportation Alliance/The Street Trust would like to provide comments on the SW Corridor Lightrail Project. We advocate for healthy and thriving communities where it is safe and easy for people to bike, walk and ride public transit. The SW Corridor Project is a timely opportunity to greatly expand safe and healthy transportation options in our region and we are committed to its success. We hope to see an ultimate alignment with supportive adjacent land uses, the preservation and expansion of affordable housing, and a complete, comfortable active transportation network serving the SW Corridor.

For the SW Corridor Project to deliver maximum benefit to our neighborhoods will require supportive adjacent land uses. We support an alignment that follows surface streets (Barbur/Naito) in order to provide seamless integration with the local community and easy access for riders. A transit corridor with direct access to jobs and homes will better serve SW and Washington County neighborhoods than one that follows a limited-access route, bypassing many people and destinations.

It is also essential that we preserve and expand affordable housing throughout the SW Corridor. Currently, the SW Corridor is home to many students, retirees, and workers who rely on public transportation. We need to ensure these community members retain access to the new lightrail line, as they will benefit the most from faster and more reliable transit. We also must expand affordable housing opportunities within the corridor. Providing land and dollars for affordable housing will maximize the benefit from this significant public investment in transit by ensuring those who most need it can use it regularly.

This spring, the BTA conducted surveys in partnership with Metro and TriMet at proposed future stations. 75% of the riders we spoke to currently walk to their bus stop.[1] Improving people's ability to walk and bike to, along, and across the transit line will increase ridership and improve safety and livability throughout the corridor. Key improvements needed are physically separated bikeways along arterials, especially Barbur itself, and a complete walkway network including ADA-compliant sidewalks and frequent safe crossings. It is essential that this project invest significantly in completing the active transportation network along the lightrail line itself and within the three-mile

[1] See "SW Corridor Transit Rider Intercept Survey Results," April 2016, http://www.oregonmetro.gov/sites/default/files/SWCP-InterceptSurveyResults-20160526.pdf.

“bike shed” radius designated by the Federal Transit Administration. We hope to see all active transportation projects currently under consideration (Buckets 1, 2, and 3) included in either the federal transit project itself or funded in the capital improvement plans of local and regional jurisdictions.

In addition, slower speeds throughout the corridor will also improve safety for people traveling by all modes, improve access to and visibility of local businesses, and increase the reliability of both transit and driving. Today, many of our most serious crashes occur along frequent transit corridors like the Tualatin Valley Highway because these roads have excessive vehicle speeds and insufficient active transportation infrastructure. Safe speeds are necessary to achieving state and regional goals of zero traffic fatalities and serious injuries, and will also help us reach our mode share goals for walking, biking, and transit.

We look forward to partnering with Metro, TriMet, and communities throughout the SW Corridor to ensure a successful transit project that includes affordable housing and safe, easy walking and biking options throughout the corridor. Thank you for your efforts on this important project.

Sincerely,

Rob Sadowsky

Executive Director

SW Trails PDX

Don Baack
President
503-246-2088
baack@q.com

Lee Buhler
Secretary
503-227-0160

Dave Manville
Vice President
Construction
503-244-1005Ar

Chris Mays
Treasurer Finance
503-293-5382

Sharon Fekety
Board Member
Walks
503-224-8886

Glenn Bridger
Board Member
Audits
503-245-0729

Hans Steuch
Board Member
Policy-Red Electric
503-452-9225

Barbara Bowers
Board Member
Membership
503-452-5017

Barbara Stedman
Board Member
Social Media
503-892-5180

SW Corridor Planning— September 30, 2014

Using the September 1, 2016 SW Corridor Analysis of Bicycle and Pedestrian Projects as a starting point, the SWTrails Board has the following comments/suggestions/requests:

First, we want to acknowledge that many needed projects have been included. That said, we feel several important and mostly inexpensive projects or projects extensions should be added to the list so that we end up with a more complete pedestrian and bicycle network for SW Portland that will help many more users access transit without driving their cars. As people become more health conscious, they will walk further than they typically have in the past. As we provide safer bicycle facilities, more people will use them to access transit.

From North:

Page 6, A- shows a short segment of improvements that are way short of addressing the opportunity to encourage walkers and bicyclists to use the existing pathways south of I 405 to get to the SW Corridor. This connection should be extended to SW 12th.

Comment: The plans we have seen to date on the new connection with walkways & elevators to get folks from Barbur Station or Naito Station @ SW Gibbs to Campus Drive near base of Tram do not yet seem to be effective ways of getting folks up to OHSU, especially from Naito. We suspect many fewer people will choose to use transit to get to OHSU and the VA if Naito is chosen as the route.

Pedestrian activated Rapid Flashing Beacon on MacAdam (Or 43) at Richardson and new pedestrian connection of

SW Seymour to SW Corbett. These two connections are very important to allow residents to access the Hamilton Station. These two connections are the only pedestrian routes from the waterfront to Hamilton other than the Hooley Bridge or connections further south.

Page 9 A and B are switched. Map segment A is not supported by SWTrails. Only recently the neighbors requested the striping on SW Chestnut be removed when it was resurfaced.

Improve the SW Urban Trail route north along SW 19th from SW Barbur to SW Capitol Hill Road, paving the pedestrian pathway and improving lighting.

Red Electric: Complete Red Electric from SW Oleson to the Hooley Pedestrian Bridge as planned with the route crossing the Newbury Barbur Structure utilizing Slavin Road; and complete the Red Electric Route to the Hooley Bridge. See details or the improvements for the Newbury Bridge at the end of this note.

D. Build a new bridge over I-5 connecting SW 13th station to the general area of Burlingame Park and associated pedestrian and bicycle connections to the new bridge on the south side of I5, including improvements to trail 4 which runs parallel to I5. This would include a new bicycle connection from SW Baird to SW 12th, roughly following the route of SW Trail 4. Lighting will be important!

F. Extend pedestrian and bicycle improvements from SW Spring Garden to SW Taylors Ferry Road along SW 19th. Lighting will be an important part of this improvement.

Extend "I" from SW Multnomah north along SW 25th to SW Troy to greatly improve the bicycle connectivity.

J. Extend J from Barbur to SW Dolph to improve bicycle connectivity.

M. Extend to SW 56th to encourage more bikers and walkers to use transit.

The Red Electric connections east of Hillsdale connecting to the Hooley Bridge are among the most important improvements affecting bicycle travel in SW Portland. Attached is a sketch of how this would be accomplished. The investment in this safer route on streets with low traffic may do nearly as much to reduce auto from Hillsdale and further west as use as the light rail itself for a large number of people who will bicycle if we provide a safe way for them to travel. The wide adoption of electric assist bicycles, especially in hilly SW, will enable a much larger segment of our population to utilize these safer routes.

The attached aerial photo has been marked up to identify four key components of the connection and the plans for completing the Red Electric at this location, it includes a signal recently proposed by ODOT at the north end of the Newbury Bridge to make it safer for bicycles to cross the uphill moving traffic going to Hillsdale via Capitol Hwy.

A. The green dots show how the eastbound pedestrians using the trail in Himes Park extended from the switchback (shown in small white dots) to connect with the proposed bicycle linkage described in B below and continue under Barbur at the first bent (cavity) and thence via a loop up onto the Newbury Barbur Bridge (Viaduct) northbound on the east side of the bridge, and thence north along the rebuilt Slavin Road described in C below to connect to Corbett, the Hooley Pedestrian Bridge and get to the Willamette River and the many connections there.

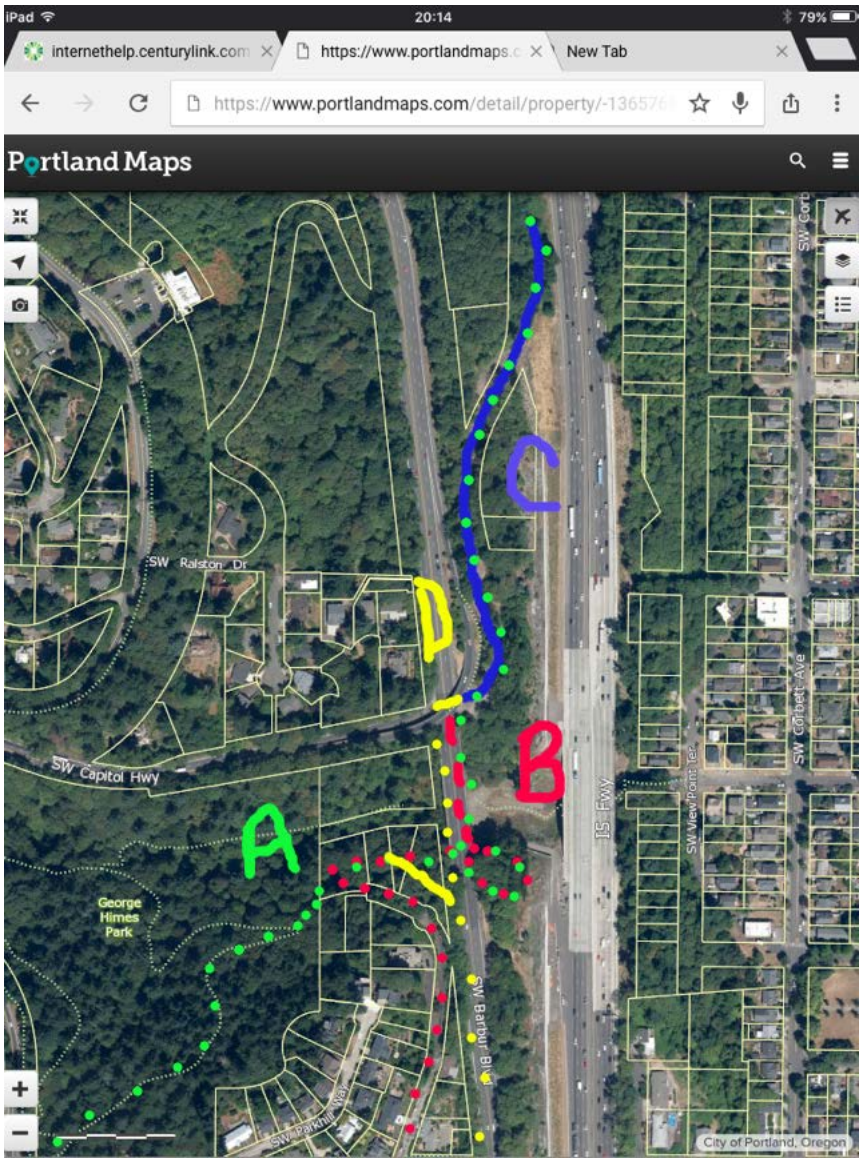
B. The red dots and red dash lines shows the route of the bicycles coming from the west along SW Parkhill Drive to a new trail built to go west a short distance and then switch back and go under the first bent (span or cavity) of the Newbury Barbur Bridge and follow the same route north across the bridge, and then either follow the bicycle lanes on Barbur or follow Slavin Road to connect to Corbett, the Hooley Pedestrian Bridge and get to the Willamette River and the many connections there. The dash lines indicate the new bicycle lane on the Newbury Bridge to accommodate bicycles when the second southbound vehicle lane is removed.

C. The blue line of C indicates the renewal of Slavin Road, utilizing much of the existing street but rebuilding about 700 feet to accommodate bicycles and pedestrians but no vehicles.

D. The yellow dash across Barbur at Capitol Highway indicates a full on demand signalized intersection to allow southbound bicycles and pedestrians from Slavin Road to safely cross from the north end of Newbury Barbur so that they may continue south on the west side of Barbur. The dotted yellow marks indicate the bicycle lane created when the second southbound vehicle lane is removed. The signal would used by bicycles coming south on Barbur as well as by the bicycles and pedestrians seeking to cross Barbur from Slavin Road. At the south end of the Newbury bridge, the yellow line leading west shows where pedestrians and bicycles would be able to connect to the ped and bike route leading from under the southmost span or cavity of the Newbury Structure and proceed up to Parkhill Drive. See the additional yellow line indicating this connection. (see attached photo with sketch)

This Red Electric improvement will allow pedestrians and bicycles to utilize low volume streets and trails to get to Hillsdale and thence west on the Red Electric trail and the other pedestrian and bicycle connections from there west. What we are asking is that the SW Corridor include the Red Electric east of Hillsdale in the first priority list of improvements. The major cost elements are about 400 feet of bicycle connections at the south end of the Newbury Bridge including a switchback and about 700 feet of improvements on the old Slavin Road alignment. We assume the signal will be installed in the near future as has been promised as part of the Safety Audit results for Barbur Blvd.

We continue to request funding for these improvements whenever an opportunity presents itself.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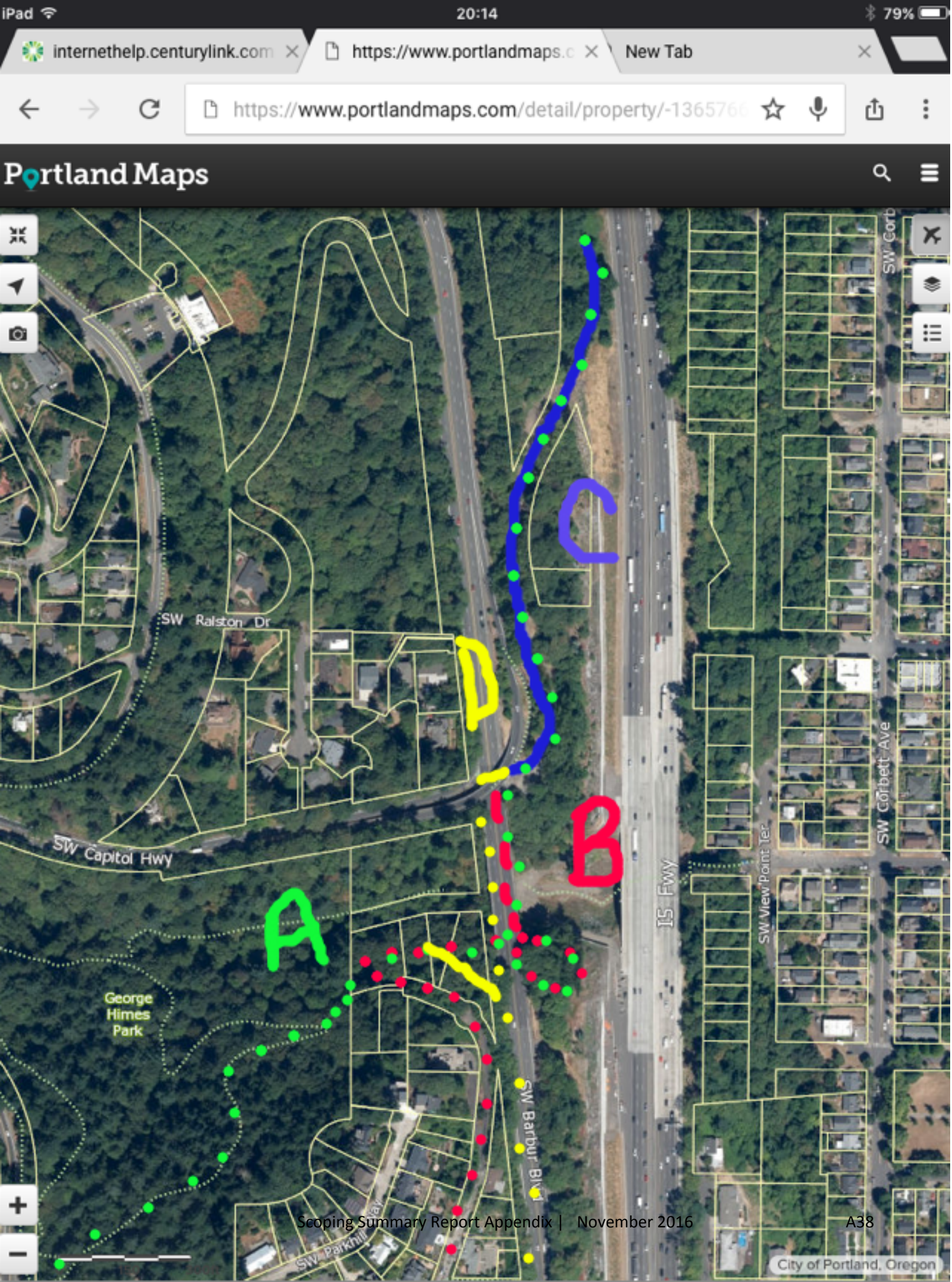
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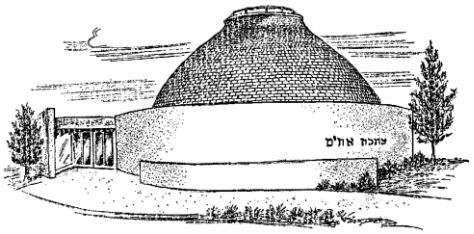

September 29, 2016

TriMet
ATTN: David Aulwes
1800 SW First Ave, #300
Portland, OR 97201

cc. www.swclrt.scoping@oregonmetro.gov

Subject: Issues and concerns regarding South Portland corridor options & OHSU connection

Dear David,

Thank you for agreeing to meet with us on Wednesday, October 5, at 2:30pm. This letter outlines the areas of concern we would like to discuss at our meeting, as well as serving as our initial testimony and statement of concern regarding the proposed SW corridor connection from Barbur Blvd to Marquam Hill and OHSU.

It seems obvious to us that TriMet, Metro and OHSU have a meeting of the minds regarding the connection from Barbur Blvd to OHSU and these parties have a development concept that infringes on our private property. It is also obvious that other connection options have been eliminated and that a design concept for connection will be forthcoming in the next several weeks. We demand a voice in the process.

We feel that information is being slowly trickled out, so as to avoid objection and to condition the public and the stakeholders involved in the overall project, to accept TriMet/Metro concepts as a foregone conclusion.
This approach offends us and we are not willing to standby and be victims. We desire involvement in the ongoing process and we will protect our interests.

Our concerns include, but are not limited to the following:

1. Proposed taking of our property. Where, when, and how much.
2. Access and egress to our property
3. Future functionality and viability after connection.

4. Auto traffic impact in immediate area.
5. Train traffic impact in immediate area.
6. Foot traffic impact in immediate area.
7. Security around our property, vandalism, graffiti, drugs, noise, etc.
8. Impact on utilities
9. Effect on property value and future use of building and land.
10. Environmental impact on our property and peaceful use and enjoyment of it.

We are not strangers to government intrusion. We have experienced property taking and destruction in the past, initiated by governmental projects in South Portland. We were dislocated from our previous synagogue by the South Auditorium Urban Renewal project. We experienced destruction of our synagogue and we prevailed in court to recover our losses. Through City Commissioner Orval Bean, the City of Portland assisted in finding and developing our current location and assured that we would have a synagogue there forever.

Further, we were intruded in recent years by the OHSU tram project, in the manner of shadows from the passing tram casting darkness over our skylight and into our sanctuary, thus interrupting concentration during religious services. We were assured during the tram planning phase that this would not occur but that assurance was broken and ignored.

We have a landmark building, one which many in the city want to protect and preserve. We have prominent people in the Jewish community who are members in our congregation and whom are known in the Portland community at large, who want to protect our interests and will fight for us.

We have hired real estate and architectural professions to assist us in identifying options for future and to develop a 10 year plan for the congregation. We are actively looking at all of our options, including extensive remodeling, redeveloping, and/or relocating. We have the support of the entire Jewish community behind us and especially the leaders of our communal organizations.

With all of this in mind, we want you (government) to be open with us, and to be inclusive of us in design and development options for the Barbur to Marquam connection. We will not be victims of circumstance this time around. We ask for openness to discuss all options and find a win-win solution. That is why we want early and continuing communications with TriMet and Metro. We don't want to be left hanging out there.

Thank you for your consideration of our concerns. We look forward to working with you to find solutions.

Sincerely yours,

Renee Ferrera
President
503-720-5102

MARKHAM Neighborhood

Sept. 30th, 2016

Southwest Corridor Light Rail Scoping Comments
600 NE Grand Ave.
Portland, OR 97232-2736

After reviewing the scoping documents the Markham Neighborhood Association reiterates that it supports, at a minimum, the inclusion of SIS ID # 2004 -SW 26th Ave. (Spring Garden to Taylors Ferry- Pedestrian Improvements) in the DEIS. Given the conditions that affect 26th Avenue from the I-5 undercrossing to Taylors Ferry Rd. and Taylors Ferry between 26th and its intersection with Tryon Creek there is no valid reason for these street and storm water improvements not to be consider in the DEIS.

The scoping materials show the following:

•SW Talyor's Ferry and 26th will provide as direct as any auto access from the freeway to the 26th/30th Ave station area and it would be naïve to assume that even in the absence of a park and ride at that station the access will not be used .

•The both of the potential ROWs for light rail will cross the main stem of Tryon Creek in close proximity to 26th Ave, the impact of that ROW on the stream will manifestly continue on as it least as far as runs adjacent to 26th Ave. and crosses under Taylors Ferry to intersect with its Falling Creek tributary.

•Pedestrian and bicycle traffic originating in much of the area south of the freeway will depend on the 26th Ave. undercrossing, especially as the intensity of the development increases at the Crossroads and Spring Garden 19th overcrossing as a result of the project. Yet the 26th - Taylors Ferry complex is constrained environmentally and needs a careful minimalist approach to providing these services.

Accordingly the Markham urges that SIS ID # 2004-26th Ave., SW (Spring Garden to Taylors Ferry/25th/Lancaster Rd.- Pedestrian <u>& Stormwater</u> Improvements) be fully evaluated in the main body of the DEIS. Anything less would be ignoring a manifest environmental issue created by the light rail project.

October 3, 2016

Marcia Leslie
5445 SW Palatine St.
Portland, OR 97219

Southwest Corridor Plan Steering Committee
Scoping Project Partners

I have followed the Southwest Corridor Plan since 2010, both as a neighbor and as past chair of the Far Southwest Neighborhood Association. Early in the process, focus shifted from the corridor as a whole to specific destination points, finally concentrating on providing "direct access" to PCC Sylvania.

Many 2013-2016 reports have stated SW 53rd provides the shortest connection between LRT on Barbur and the PCC campus. However, a study done in 2011 by multiple project partners along with PCC, who were studying the area around PCC during early SWCP development, documented in their report that SW 60th/Lesser Rd. was the shortest connection to PCC.

Unlike the area north of Barbur at 53rd (51st to 55th) which has several small businesses, not all of which are desirable, the area north of Barbur at 60th is undeveloped ROW belonging, we understand, to ODOT. Yet all the focus of study and "direct access" has been, and continues to be, at 53rd, proposing access by way of mechanized transportation more appropriate for an airport or large amusement park rather than a residential neighborhood of "middle-aged" and newer affordable homes.

There is no question HCT is overdue on the west side of Portland, as set forth in the "Purpose and Need" statement. But it needs to meet the needs of the <u>entire</u> corridor, not just a few target destinations. All hospitals and higher education schools need to be served, along with major transportation sites (airports, train and bus stations), major theaters/performing arts centers/museums, sports stadiums and athletic venues, not to overlook getting people to and from work and shopping and childcare, and the list goes on.

That said, the following are my comments on various aspects of the SWCLRT plan:

1. While Homestead and South Portland NAs will state their preference for Barbur or Naito for the start of LRT out of downtown, we join them in supporting the redevelopment of the Ross Island Bridge ramp connections regardless of which option is chosen. The heavy traffic volume west to east with the starts, stops and stalls, have been an increasing problem for decades, generating tons of pollution every year. This needed to be corrected long ago.

2. We support the development of bike/ped improvements and filling in the gaps in sidewalks along major streets and connectors. While there have been several recent accidents where drivers went up on the sidewalks and hit people, this development still provides the best option for safety on these streets.

3. Why is LRT "adjacent to I-5" being considered? That was voted out of consideration in 2012 (see "Scoping Booklet" pg. 3). At one point only part of the "adjacent" option was considered for removal, but the reasons for voting it out apply to the entire stretch along/below Barbur – A) the

I-5 option didn't support the Land Use vision; B) focus areas couldn't be served effectively; C) new access from I-5 stations to Barbur would be difficult and costly. So again, why is "adjacent to I-5" being considered again?

4. The Barbur Concept Plan has been cited by project partners as having LU visions that need to be incorporated in the SWCLRT plan. The BCP included mixed-use buildings both north and south of Barbur at 53rd that would include ground-floor businesses with housing above. However the SWCLRT plans include a station and park-and-ride at 53rd. The station could be built under the mixed-use structures, but the park-and-ride should be built elsewhere – maybe at the Tigard Triangle. People have argued that traffic noise from the freeway would make the housing undesirable. Triple-pane windows deaden a lot of traffic noise ! Claims have also been made that 1,000 people per day will use 53rd to access the PCC campus. With only a station and park-and ride the number will more likely be around 100, if that. With mixed-use development (the kind of businesses, shops and services at street level and affordable housing for students and faculty above that PCC is talking of having on campus), such a development at 53rd would meet the desires of PCC, free up campus space for classrooms and education-related structures, and might even result in 1,000 people using 53rd to connect to PCC as projected.

5. I regret that project partners have spent so many years and dollars trying to invent ways to make 53rd work as "direct access" to PCC. For years we've said if they improve access to HCT/LRT along the corridor for everyone, PCC will benefit, too. In the past year they seem to have gotten the message. However, pg. 19 of Attachment H shows the major problem – "Project partners are committed to improving transit service to the campus, and have worked with PCC staff to identify the most promising options . . . " If only they had reached out to the neighborhoods with the same frequency and dedication to finding the "most promising options" for the residents. They didn't ask to have regular meetings with neighborhoods or NA boards, only to attend infrequent NA meetings. There wasn't the commitment to the NAs that there was to PCC. But the neighborhoods will suffer the brunt of the effects. Highly intrusive and disruptive "mechanized" options aren't the best solutions, and include access to the campus at 53rd that has been banned in prior agreements with PCC. PCC doesn't own SW 53rd, or the homes that will be affected, or the access rights through the adjacent neighborhoods. Also, people supporting "mechanized" connections don't live along 53rd and won't be affected by their construction or operation.

6. 53rd specifics: A) PBOT planned a "greenway" improvement to 53rd around 2010. Similar plans east of 49th were developed, but 53rd was tabled due to its predominant role in planning HCT/LRT access to PCC. Resurrection of PBOT plans, or modification of SWCLRT "greenway" plans would be great for 53rd. Development in less than the full 60' ROW, as has been done elsewhere in Portland, would be far more appropriate. Landscaping isn't needed. Bioswales to control stormwater are. More trees aren't needed – preserve the ones already there. Sidewalks and bike lanes aren't needed on both sides of the street. One on one side, one on the other would be adequate and would save 12 – 20 feet of ROW.
B) Of the "mechanized" options, electric bikes are the most practical, least costly and least intrusive. Trams and skyways (gondolas) at less than half the height of the existing OHSU tram are highly invasive to residents living below, far more costly to build and maintain. Will PCC pay the annual maintenance cost? Personal Rapid Transit is still invasive and not significantly cheaper to build or maintain. Autonomous Park Shuttles still need to have a "driver" behind the wheel in case of an emergency and would not have access to campus at 53rd like the electric bikes would (as would

ordinary bikes and pedestrians).
C) Enhanced bus service and Bus Hub: As stated in several reports, either will improve access to campus from the north, south, east and west, as well as serving the greater community as a whole. They would have the flexibility of multiple destinations, coordinating with LRT, and could be modified as needs change without needing new capital construction. Specific service direct to PCC could be achieved by LRT-to-campus shuttles, although one of the stated goals is to increase activity (walking?). Yes, many people want a one-seat ride, something that has rarely happened since trolleys and buses were invented. We have become very lazy, even spoiled, wanting it "easy" with the least amount of effort and inconvenience.

7. Developing the Tigard Triangle as a major, and nearly mid-point, hub in the SWCLRT plan is important. Access to PCC from the hub, as well as providing greater service south and west is crucial.

8. Rather than focus on one-seat rides and direct access destinations, please focus on what really enhances HCT in the SWC, and which alternative projects truly make it easier and safer to access the HCT/LRT routes for the greatest number of people trying to reach the greatest number and variety of destinations, with the least negative impacts on all neighborhoods and the most positive benefits for the environment. Whatever is decided will be with us for generations to come.

Thank you to all the "Project Staff" for all the hard work put in over the past years. While some of the options have been highly fanciful and questionable, as I've been told by more than one partner -- you have to rule things out, as well as rule them in.

Portland Community College

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October 3, 2016

To: Southwest Corridor Steering Committee
From: Sylvia Kelley, Executive Vice President, Portland Community College
Ref: Southwest Corridor Light Rail Scoping Comments

Thank you for this opportunity to comment on the scope of what to study in the upcoming Southwest Corridor Light Rail Project Draft Environmental Impact Statement.

As the largest Portland Community College campus, PCC Sylvania is an essential destination in the Southwest Corridor. The college has been working with project leadership and staff for several years. In May 2016, the college, TriMet, Metro, and the City of Portland developed and jointly signed a Memorandum of Understanding (MOU) outlining the collective intent of these four "Parties" to advance strategies and options that would meet long-term investment, employment, education, congestion, growth and mobility needs of the southwest corridor area.

Among other things, the Parties of the MOU:

- agree that the PCC Sylvania campus is an essential destination to provide high capacity transit service in the Southwest Corridor Shared Investment Strategy;
- believe that PCC is an important regional educational facility that provides critical services to communities across the region and that students need low cost transit access to the campus from a number of directions;
- support PCC's mission and future growth and are seeking ways to improve access to the Sylvania campus and connectivity of this campus to other higher education learning centers such as PSU and OHSU, along with other PCC campuses in the Metro area.

The college recognizes the constraints, both financial and geographical, that prevent project leaders from advancing a direct light rail option to the Sylvania Campus. Direct, one-seat access and the resulting on campus station area would have been a huge catalyst for reducing the high percentage of single-occupant autos to campus. It also allowed for the advancement of land uses such as the redevelopment of surface parking areas and helped to merge the adjacent community residential and commercial districts to the college.

Without direct LRT and the benefits derived from that investment, it is imperative that alternatives are developed that stimulate a similar outcome. The college supports the project's stated Purpose and Need Statement but would like to emphasize the commitment to improving transit service to the campus. The options outlined in the scoping document include "most promising options for linking the proposed light rail line to the Sylvania campus."

The three approaches under consideration include:

- Bicycle and pedestrian improvements to connect the campus to one or more nearby light rail stations;
- 53rd Avenue mechanized connection to provide a faster and more accessible link to the nearest proposed light rail station at Barbur Boulevard and 53rd Avenue;
- Enhanced bus service, including new or revised TriMet bus routes with potential capital investments to provide improved travel times and reliability.

The college and the MOU Parties identified a possible shared transit-way as one of the connection options that would allow buses and the college shuttle to utilize the LRT transit-way that is not stated specifically in the scoping document. The college would like to emphasize its desire to see this option studied further in the DEIS. While the college recognizes the potential operational challenges of this option, it deserves to be fully assessed as it:

- has the potential for maintaining a high level of service as congestion increases on Barbur Blvd;
- would provide a one-seat ride which would be an incentive to reduce SOV use to and from campus; and
- would better support college planning to advance future development strategies to meet projected college and regional growth.

Between 2010 and 2040, the Portland metropolitan area is expected to add 400,000 new residents and 280,000 new jobs – many of them concentrated along the Southwest Corridor. PCC Sylvania Campus is a vital corridor constituent and key to meeting the training and educational job demands that will accompany that growth.

Recently, the college conducted a two-day Sylvania Campus Visioning Charrette. More than 120 people – faculty, staff, students, neighborhood residents, architects, designers, planners and staff from our jurisdictional partners participated. The purpose of this activity was, in part, to stimulate thinking about how the campus and regional transit investment might jointly meet the anticipated growth to the region. The college took a long range look at how the campus might respond to the growing southwest region, including future job training, housing, traffic and connectivity to neighboring communities such as Tigard, Tualatin and Lake Oswego. Participants explored which amenities should be part of the college and adjoining campus neighboring communities. They discussed how the campus might evolve from an isolated suburban campus on the hill to a more vibrant semi-urban hill community, the latter requiring more aggressive land use partnerships and transit investments.

Thank you for considering our comments as we jointly work toward improving and expanding transportation opportunities in our region.

Sincerely,

Sylvia Kelley
Executive Vice President

Appendix F: Text and summary of the public comment emails

Date Received	Name	Email Content	Tag 1	Tag 2	Tag 3	Tag 4
9/2/2016	Phil Thornburg Winterbloom Inc.	Hello Sir/Madam, My wife and I are business owners in Tigard, Oregon. Our business is 33 years old. Our 10 employees, my wife and I are very excited and looking forward to having Light Rail come to the Tigard area from Portland. WES is a good idea but cannot expand to more reasonable hours because of sharing the rails with commercial traffic. We believe that dedicated light lines through the SW corridor is the answer. We are voting that way in Tigard. Thank you for your services to our community!	support LRT			
9/2/2016	Alison	I did the survey, but decided to send an additional email. I live off Capital hills road and am concerned by the focus that this road is getting on your plans as a focus to a stop. Of course the stop at the safeway would seem to make sense, this road is a 1 way in each direction, windy, tree lined, bumpy (speedbumps placed) street with an active park AND NO SIDEWALKS. To encourage more traffic on this road would be such a detriment to the neighborhood around it because the road isn't geared for high traffic. I am also concerned that people would park all over the neighborhoods increasing the danger of walking. Between the kids and the orthodox jewish population walking to synagogue, sidewalks are going to need to be a big part of the light rail plan for safety. I am also concerned about noise. I have been living in the neighborhood for years and have seen the noise increase dramatically from barbur and I5. Lightrail needs to take this into account to not worsen the situation please.	suggested RBP projects	Capital Hills Road	Noise	

9/6/2016	Douglas Kelso	I consider this project to be derelict in not considering Washington Square as a possible destination for light rail. It is my most frequent transit destination in the SW Portland Metro area, and has tremendous trip generation potential -- much more than Bridgeport Village does. Washington Square is a much larger shopping destination than Bridgeport, with more than three times the retail square footage and more than twice as many businesses than Bridgeport has. I note that the proposed range of alternatives includes an option to consider a "branched" configuration in which alternating trains would serve Bridgeport Village or downtown Tigard. In the event the "branched" selection is chosen, the option should include a continuation along the WES tracks to Greenburg Road, Cascade Avenue or Schools Ferry Road, and then cross 217 to end at Washington Square. There are multiple possible routes; I note only that there is what appears to be an right of way along SW Tigard Street from Tigard Transit Center to SW Tiedeman Avenue that would be ideal for a segment of a MAX line from Tigard TC to Washington Square. I stress that this should be considered only in the event of a "branch" configuration being selected, since it's logically impossible for a train traveling from Portland to Tigard on Barbur to serve both Washington Square and Bridgeport village.	Station Request: Washington Square	
9/8/2016	Frank Michels	I am interested in the SW corridor survey Thanks		
9/9/2016	Chris B. Billman	The big issue is a simple one. Will it be constructed in a way for people with disabilities and use it. I do not mean one wheelchair per train like it is now. But something a person in a three wheel bike style wheelchair. Would a Wounded Warrior ride to the VA using a bike or do the disabled still have to sit in a wheelchair for service.	ADA accessible	three-wheel bike-style wheelchair

9/11/2016	Blair T Campbell	Good evening, Please consider including an option for "express trains" with limited stops within your design parameters for the Southwest Corridor Max line. Express trains would bypass most stations in search of the fastest transit times for those travelling to the specific destinations. Given that each stop at a station increases total trip time, grouping riders by destination provides a tremendous opportunity to reduce travel times. During peak travel times in the morning and evening, one can easily imagine trains running full if they visited only the following stations: Inbound MAX Express 1 - Originates at Bridgeport Village with stops at the Barbur Transit Center, Marquam Hill, and Portland State, before continuing along conventional routes through downtown. Outbound MAX Express 1 - Follows conventional routes through downtown to Portland State University, them stops at Marquam Hill, the Barbur Transit Center and Bridgeport Village. There is no reason that this is the only logical express stop list. Your research may identify express trains successfully linking other stations. I don't claim to be a transit design expert, but understand that your team might immediately prefer to run express trains on a separate, dedicated track. However, I wonder whether it might be possible to use "passing lanes" instead, creating short sections of track on which express trains could leapfrog trains. Imagine a switch before each station that routes each train either to the platform or to passing lane, which would pass under or over the station before rejoining the main line. Best wishes on your planning efforts.	express train

9/16/2016	Lisa Frank (BTA) and Rob Sadowsky, Executive Director, BTA	Dear SW Corridor Project Team: The Bicycle Transportation Alliance/The Street Trust would like to provide comments on the SW Corridor Lightrail Project. We advocate for healthy and thriving communities where it is safe and easy for people to bike, walk and ride public transit. The SW Corridor Project is a timely opportunity to greatly expand safe and healthy transportation options in our region and we are committed to its success. We hope to see an ultimate alignment with supportive adjacent land uses, the preservation and expansion of affordable housing, and a complete, comfortable active transportation network serving the SW Corridor. For the SW Corridor Project to deliver maximum benefit to our neighborhoods will require supportive adjacent land uses. We support an alignment that follows surface streets (Barbur/Naito) in order to provide seamless integration with the local community and easy access for riders. A transit corridor with direct access to jobs and homes will better serve SW and Washington County neighborhoods than one that follows a limited-access route, bypassing many people and destinations. It is also essential that we preserve and expand affordable housing throughout the SW Corridor. Currently, the SW Corridor is home to many students, retirees, and workers who rely on public transportation. We need to ensure these community members retain access to the new lightrail line, as they will benefit the most from faster and more reliable transit. We also must expand affordable housing opportunities within the corridor. Providing land and dollars for affordable housing will maximize the benefit from this significant public investment in transit by ensuring those who most need it can use it regularly. This spring, the BTA conducted surveys in partnership	Oppose I-5 adjacent	affodable housing	include all SIS projects

		with Metro and TriMet at proposed future stations. 75% of the riders we spoke to currently walk to their bus stop.[1] Improving people's ability to walk and bike to, along, and across the transit line will increase ridership and improve safety and livability throughout the corridor. Key improvements needed are physically separated bikeways along arterials, especially Barbur itself, and a complete walkway network including ADA-compliant sidewalks and frequent safe crossings. It is essential that this project invest significantly in completing the active transportation network along the lightrail line itself and within the three-mile "bike shed" radius designated by the Federal Transit Administration. We hope to see all active transportation projects currently under consideration (Buckets 1, 2, and 3) included in either the federal transit project itself or funded in the capital improvement plans of local and regional jurisdictions. In addition, slower speeds throughout the corridor will also improve safety for people traveling by all modes, improve access to and visibility of local businesses, and increase the reliability of both transit and driving. Today, many of our most serious crashes occur along frequent transit corridors like the Tualatin Valley Highway because these roads have excessive vehicle speeds and insufficient active transportation infrastructure. Safe speeds are necessary to achieving state and regional goals of zero traffic fatalities and serious injuries, and will also help us reach our mode share goals for walking, biking, and transit. We look forward to partnering with Metro, TriMet, and communities throughout the SW Corridor to ensure a successful transit project that includes affordable housing and safe, easy walking and biking options throughout the corridor. Thank you for your efforts on this important project.		
9/14/2016	Felice K	Hi, I took the short scoping survey and there were no questions about biking, walking, and bus improvements and services. Please do not pass up this chance to consider non-driving transit as a whole, and especially to include protected bike lanes, which are sorely lacking in the Portland metro area, in the design. Paint is not enough! Thank you, Felice Kelly		Support RBP
9/19/2016	Kevyn Butler	Hello, I wanted to let you know that I am in favor for the Naito transportation alignment. It would have a huge positive impact on my daily life. With the proposed new set up I would feel much safer and would be significantly more comfortable asking visitors and patients in the neighborhood. I really think it would benefit the environment as well due to lowered noise and auto pollution. The icing on the cake would really be easier access to campus in the wet winter. Thank you so much for your time.	support Naito	access NUNM

9/20/2016	Anton Vetterlein	This is an interesting concept. I appreciate that you are mindful of the impact on existing trees. Trees were removed to build the Kohler bldg. and tram tower and the promised replacements have never taken because the rock laid down for construction access was never removed. If tunnel construction included removal of the rock and re-planting it would rectify that problem. Another issue is the at-grade crossing of Terwilliger. If the current crosswalk arrangement is used it would at worst just hold up traffic on Terwilliger and Campus Drive. But I suspect the brilliant minds at PDOT would want to over-engineer the crossing with a traffic signal or rapid flash beacon and other infrastructure "improvements" which would further urbanize the location. Improved access to Terwilliger is a good thing but not if it detracts from Terwilliger's natural and scenic character in order to serve commuters that are destined for someplace else. TriMet and Metro seem eager to dismiss the tunnel idea for perceived safety concerns, but it sounds like OHSU doesn't see that as a problem. They also say that the construction impact of boring a tunnel close to OHSU is a deal breaker, but perhaps there could be two tunnels: the cut and cover one you propose, and another bored tunnel from Barbur going under Terwilliger with an elevator coming up west of Terwilliger by the entrance to the upper tunnel. If Naito is selected as the LRT route then the tunnel should start on the east side of Barbur at the end of Gibbs St., 40' below, so people don't have to climb the stairs or go a block out of their way to get to Barbur as TriMet proposed. I worry that a long hike on top of a long ride by transit, perhaps with transfers, will not make the connector attractive. I'm providing comments beyond your proposal because I wanted to express these concerns before leaving town. Thanks, Anton	station: OHSU	Tunnel	direct access
9/22/2016	James Meyer	I appreciated the opportunity to view the documents that are being worked on. My home is just off Barbur, near Hamilton, so that is the area I looked at most closely. The main components being the connection to OHSU and the route for the light rail corridor. I felt the OHSU connector was offering a possibility for thoughtful well conceived design solutions. The logic of the connection with all the vertical required to overcome being solved with bridges and elevators is compelling in its simplicity. That said, the solution should be a brilliant design response to these unique conditions. While the engineering should work, the design should also be exceptional and be treated as a civic activity. I look forward to the continued development and a critical community connection piece. I also looked at the development plan for the area from Duniway Park to the south. Representatives seemed to have only one question, which was which route do you want, Barbur or Naito. The problem is they provided no support documents or information to allow for any kid of informed decision. No visuals of what the scale of development might be in these corridors, nor understanding of the character of the corridor, no pros and cons analysis of the impact of one route over the over. In addition, even simple and critical conditions such as did the design bifurcate or unite the neighborhood could be understood. It is critical that those of us who choose to live in the city should not have the quality of their neighborhood depreciated so that a commuter train can come zipping through so the folks arrive at their destination 1 minute earlier. It is incumbent upon metro to do a better job of articulating what all this might look like and how it would feel and operate. It is also important for metro to provide the visuals	neighborhood impact		

		and documentation so community members can offer sound and thoughtful opinions. I am in support of a well designed neighborhood friendly rail transportation system, which the Barbur Corridor can be. Best Regards James Meyer			
9/23/2016	Don Baack	Bob, as I noted last night, there is little in the proposed pedestrian and bicycle improvements to serve Hillsdale. One little SOP, the improvements to SW Chestnut from Terwilliger to Burlingame Ave has never been requested in any SWTrails or Hillsdale correspondence about the SW Corridor. In fact, we only in the past two months have asked that center line striping be removed from SW Chestnut when it was repaved as a way to further reduce speed of traffic. It already has speed bumps. PBOT has honored our request! The Red Electric connections east of Hillsdale connecting to the Hooley Bridge are the most important improvements I can think of for Hillsdale. SWTrails is very supportive of this arrangement as well. Attached is a sketch of how this would be accomplished. The investment in this safer route on streets with low traffic may do nearly as much to reduce auto from Hillsdale and further west as use as the light rail itself for a large number of people who will bicycle if we provide a safe way for them to travel. The wide adoption of electric assist bicycles, especially in hilly SW, will enable a much larger segment of our population to utilize these safer routes. The attached aerial photo has been marked up to identify four key components of the connection and the plans for completing the Red Electric at this location, it includes a signal recently proposed by ODOT at the north end of the Newbury Bridge to make it safer for bicycles to cross the uphill moving traffic going to Hillsdale via Capitol Hwy. A. The green dots show how the eastbound pedestrians using the trail in Himes Park extended from the switchback (shown in small white dots) to connect with the proposed bicycle linkage described in B below and continue under Barbur at the first bent (cavity) and thence via a loop up onto the Newbury Barbur Bridge (Viaduct) northbound on the east side of the bridge, and thence north along the rebuilt Slavin Road described in C below to connect to Corbett, the Hooley Pedestrian Bridge	suggested RBP projects	Red Electric connections east of Hillsdale	Hillsdale

		and get to the Willamette River and the many connections there. B. The red dots and red dash lines shows the route of the bicycles coming from the west along SW Parkhill Drive to a new trail built to go west a short distance and then switch back and go under the first bent (span or cavity) of the Newbury Barbur Bridge and follow the same route north across the bridge, and then either follow the bicycle lanes on Barbur or follow Slavin Road to connect to Corbett, the Hooley Pedestrian Bridge and get to the Willamette River and the many connections there. The dash lines indicate the new bicycle lane on the Newbury Bridge to accommodate bicycles when the second southbound vehicle lane is removed. C. The blue line of C indicates the renewal of Slavin Road, utilizing much of the existing street but rebuilding about 700 feet to accommodate bicycles and pedestrians but no vehicles. D. The yellow dash across Barbur at Capitol Highway indicates a full on demand signalized intersection to allow southbound bicycles and pedestrians from Slavin Road to safely cross from the north end of Newbury Barbur so that they may continue south on the west side of Barbur. The dotted yellow marks indicate the bicycle lane created when the second southbound vehicle lane is removed. The signal would used by bicycles coming south on Barbur as well as by the bicycles and pedestrians seeking to cross Barbur from Slavin Road. At the south end of the Newbury bridge, the yellow line leading west shows where pedestrians and bicycles would be able to connect to the ped and bike route leading from under the southmost span or cavity of the Newbury Structure and proceed up to Parkhill Drive. See the additional yellow line indicating this connection. (see attached photo with sketch) This Red Electric improvement will allow pedestrians and bicycles to utilize low volume streets and trails to get to Hillsdale and thence west on the Red Electric trail and the other pedestrian and bicycle connections from there west. What we are asking is that the SW Corridor include the Red Electric east of Hillsdale in the first priority list of improvements. The major cost elements are about 400 feet of bicycle connections at the south end of the Newbury Bridge including a switchback and about 700 feet of improvements on the old Slavin Road alignment. We assume the signal will be installed in the near future as has been promised as part of the Safety Audit results for Barbur Blvd. We continue to request funding for these improvements whenever an opportunity presents itself. I would be happy to answer any questions you might have about this alignment. You will be receiving another more detailed email about the entire Portland part of the SW Corridor from SWTrails in the next few days. I trust Eyrn will send copies of this note to the Metro and TriMet staff.				
9/26/2016	Annoymous	I would like to add my vote that a light rail line as part of the Southwest Corridor Light Rail Project should provide a safe and direct connection to OHSU on Marquam Hill. I think options (elevator/bridge), 4 (escalator and inclined elevator), and 5 (tunnel and elvator) have the most potential.	Staion: OHSU	tunnel	bridge	escalator

9/27/2016	Denise Whitney	I am a resident who lives on SW 53rd ave. I have lived in my home here for 30 yrs. This is a quiet little neighborhood, with a nature park out my front door. I am saddened by the thought of trimet/PCC filtering thousands of students up my street. This is not a commercial street. There are already 2 main entrances to the college. PCC has a written agreement with our neighborhood never to open the gate onto sw 53rd ave. So I don't think that it should be possible to do so now. How is it fair to put all those students onto our street in any form. Tram, tunnel, walking, biking. I suggest you bus them from the Tigard Triangle stop, bus them through the upper, or lower entrance to the college on roads that already exist. Or build a bridge from the Tigard Triangle over I-5 for bus, walk, bike.	53rd Ave	Oppose RBP - 53rd	oppose mechanized PCC
9/27/2016	The Kroger Company	Our input regarding the proposed LRT in the SW Corridor is not to reduce the number of vehicular lanes north/south from what they are today.	2-lane Barbur		
9/28/2016	Sabine Wilms, PhD	I am a professor at the National University of Natural Medicine and access the NUNM campus several times a week, sometimes by car but more often by light rail or bicycle. I personally have been almost hit several times in the Naito area on my bicycle or even entering or exiting by car. As a result, I have learned to avoid it and instead take long convoluted detours to get from campus to downtown, the Ross Island Bridge, downtown or up South. As a teacher, I am also familiar with the struggle of students. Just last year, one of my students was injured in a bicycle accident just off Naito, breaking her collar bone, which caused her great suffering and pain. Naito is NOT safe, and a real impediment to the wonderful place that NUNM is. We provide essential low-cost health care to countless patients and train highly committed and capable future doctors many of whom go out into the world to do a lot of good for their patients and communities. We want to share what we have to offer with the neighboring community but Naito is a real obstacle. Given how many people (faculty and staff, students, and patients) regularly come and go from campus, it is really important that we get safer access. I am very excited about the light rail proposal on Naito, to remediate a problem that is long overdue. Please improve Naito in the vicinity of NUNM! Thank you for your time, Sabine Wilms, PhD	support Naito	support RBP Naito	access NUNM

9/28/2016	Steve Dodge	Hello: I took the short survey on the SW Corridor Plan but have a couple of items to add. I have long been a supporter of light rail as one of the best alternatives to car transportation. As an employee of the National University of Natural Medicine the past two years, I have personally witnessed the congestion and safety issues currently a factor along Naito Parkway including: --- A poorly designed mish-mash of ramps and roadways --- Unsafe pedestrian and bicycle access to the university and to the Lair Hill neighborhood --- Difficult and confusing auto access to the campus --- An excess of traffic noise on campus and throughout much of the Lair Hill neighborhood --- Poor coordination of access, both car and pedestrian, to OHSU, NUNM and PSU educational resources. (in other words it is very difficult to get from one to the other). --- Naito Parkway has become a highway which splits the community and is impossible or unsafe to cross in many places and a contributor to pollution in the neighborhood, noise and chemical. Light rail along Naito is the best alignment option because of its potential for accompanying road realignment which could and should emphasize calming and reducing traffic along Naito and safely reconnecting what was once one of Portland's best neighborhoods. Thanks for your consideration.	support Naito	support RBP	access NUNM
9/30/2016	Markham NA	Support for 26th Ave., SW Spring Garden to Taylors Ferry/25th/Lancaster Rd.- Pedestrian & Stormwater Improvements (see letter)	support 26th Ave improvements	support RBP	
9/30/2016	Richard Matza	LETTER			

9/30/2016	Rob Wilcox	Thank you for the opportunity to provide input to the SW Corridor Plan and EIS Scoping. This note includes time critical Portland Bureau of Transportation content. The Metro-established EIS scope deadline needs to be extended to consider below. I would suggest adding to the scope and design physically protected bidirectional lanes shared between pedestrians and bicyclists on the route. It would be a design failure to fail to discuss it in the context of government process. 1. The "forest" section of Barbur today is unsafe for bicyclists, and it is used by pedestrians, who risk their lives. I have personally seen many peds there. 2. Providing safe ped and bike passage there requires cutting into the hill on the West side of Barbur, and/or supporting foundations and viaduct structures to the East, or a combination. Both involve trees and drainage. That is within the scope of the EIS. 3. We propose the EIS bring a separated bike-ped improvement into the scope between 4950 SW Barbur and Terwilliger and beyond to Tigard, as well as the SW Corridor system from 4950 SW Barbur/SW Hamilton into downtown Portland. 4. The plan, as it exists, narrows Barbur to 2 motor vehicle and truck lanes which increases the threat of death and injury to bikes and peds. This requires a significant mass (Jersey or more) barrier between ton on up and hundred pound on up bikes and peds - the mass of children is of course smaller. 5. New construction costs of barriers between motor vehicles and ped-bikes has very little cost difference to make beautiful and desirable. 6. Some improvements may be interpreted to be mandated by the Americans With Disability Act of 1990. 7. Vision: a more than 10-12 foot bike, ped, wheelchair, strollers boulevard greenway, shared opposing directions - not to each side of motor vehicles. It is pleasurable, social, safe and sustainable to travel in what was previously thought as a motor commuter route. It could be grantable at the federal level in addition to the immediate project. And it could be included in the budget! Background I drive SW Barbur between Downtown or the Ross Island, Front Avenue connections, and First Avenue connections to Capitol Highway, Terwilliger, Bertha, sometimes to Huber. Occasionally I travel 99 by and past Tigard. I am very concerned about the plans from the Rasmussen apartments by the pedestrian crossing placed at the site of a fatal bicycle motor vehicle accident (4950 SW Barbur) to Terwilliger, and beyond to SW Huber. The improvements required to support the rail plan are a perfect opportunity to build a protected bike lane, separated from motor traffic by a physical barrier. Today the speeds and sight lines make the existing striped separate North and South lanes routes limited to "strong and fearless" bicyclists as defined in this City of Portland study: https://www.portlandoregon.gov/transportation/article/158497. Solutions Studies have proposed protected bicycle routes. The Danish model is stepped from autos by a ~6" curb bikeways with a further stepped ~6" curb to a pedestrian sidewalk, with that bi-level structure on each side of the street. The protected bicycle routes are proposed to be visually separated from motor vehicles by bollards or planters, including experiments like the NE Broadway "pop-up" bike lane.	separated bike lanes	Barbur

		Everyone is a ped, and there are many variations. I have seen individuals walking on the "forest" section of Barbur in the bike lane. Good for them! If it was safer there would be more. With our aging population, we will have more motorized chairs and Segway-like options. How do we accommodate them? Most would agree they do not belong in a 14 foot motor vehicle lane at 20+ speed limits. Proposal The project should design using best practices and trials a collaborative city, federal and state project. It would be the design of a bidirectional, physically separated from motor vehicles; motor vehicle lane grit and debris separated - thus cleaned separately; incorporating environmentally-sensitive drainage. It would be shared between bicycles, pedestrians and electric mobility aids, on a dynamic basis. That would mean a concrete Jersey Barrier between motor vehicle Barbur and a 10-12 foot wide bike, ped, wheelchair route which would combine travel both North and South. Thanks. Thank you for your consideration of a project that will determine Southwest Portland transportation options for more than two generations.		
9/30/2016	Sabrina McDonald	I would appreciate consideration of an extension of the Oct. 3, 2016 deadline for citizen input to the SW Corridor plan light rail extension so that more citizens can participate. Thank you.	extension of comment period	
10/2/2016	Nik	I have a strong strong preference for the Naito transportation alignment. Why? Naito has become a highway; it’s unsafe for NUNM students and faculty, our visitors, patients, and the environment. The alignment to Naito will: 1) narrow the streets and calm traffic 2) provide stoplights or other safe street-crossing options 3) provide a much safer and reliable transit option, one that’s better for the neighborhood, better for our environment, with much less noise and auto pollution 4) provide reliable, safe, fast transit to NUNM for our students, staff, faculty, patients and visitors. Additionally, I would like to request a safe a transit station near NUNM for easier access in the wet winter. Everyday I witness students dangerously crossing the street to campus with cars speeding and skidding to stop. Thanks for your consideration. Sincerely, Nik	suppport Naito	NUNM

9/2/2016	MacKenzie Smith	I have grown up and lived in Tigard for 22 years. As a Zoology graduate from Oregon State I am very concerned about the proposed light rail project's impact on our wetlands. According to the land impact statement provided by Jordan Ramis PC from the City of Tigard's website there are, "at least five significant wetlands in the path of several of the proposed alignments" (http://www.tigard-or.gov/Projects/SWCorridor/Land_Use_Impact.pdf). My first concern is why hasn't an EIS been released prior to Measure 34-255 being put on the Tigard ballot? The majority of my remaining concerns are addressed towards the impact that the light rail will have on the ecosystem services that our wetlands provide. They are as follows: • The term edge effect is used to describe any biological difference that individuals or a biological community exhibit when living near the border of two different habitats or near the border of a habitat and a structure (compared to living in the middle of their habitat). What sort of edge effects will the light rail and its construction have on organisms and which species (plant, animal, algal, fungal, etc.) will be impacted the most? These edge effects may be caused by sound pollution as well as any physical, chemical and/or biological disturbances to an organism's habitat. How will TriMet plan to mitigate effects? • The International Union for the Conservation of Nature has listed two "vulnerable" reptile and amphibian species that occupy wetlands in our area. They are the western pond turtle (Actinemys marmorata) and Oregon spotted frog (Rana pretiosa). What impact will the construction and final project have on their population numbers, ability to mate, fertility rates as well as access to food, water and shelter? These questions apply to all animals but especially to threatened ones. What steps does TriMet plan to take to reduce negative impacts? • The Oregon Department of Fish and Wildlife also recognizes at least two plant species that grow in Metro area wetlands as "threatened" (list maintained by the US Department of Agriculture). They are the water howellia (Howellia aquatilis) and Nelson's checker-mallow (Sidalcea nelsoniana). How will soil and sediment disturbance from the project affect the plants' (the aforementioned and all present plants) ability to grow? How will plant reproduction, distribution, health and access to other resources be affected by the light rail and construction? How does TriMet plan to reduce impacts? • How will the project effect migratory bird patterns? • How will runoff from construction effect organisms? How does TriMet plan to reduce impacts? • Wetlands provide a natural carbon sequestration center for the planet. How will the project's entirety impact our wetlands' ability to remove CO2 from the atmosphere? Will it end up releasing CO2 due to disturbance in the soil? How will TriMet address these issues? • How will water quality be effected by the construction and light rail and how will effects be mitigated?	wetlands

10/2/2016	Peggie Reuler	I am a member of the Far Southwest Neighborhood Assn., and I live on SW 53rd Ave. Of the mechanized options for SW 53rd, the electric bikes are the only ones that I feel are appropriate to consider. Access to the campus through the neighborhoods is not something PCC is entitled to--it needs to be negotiated with the neighborhoods. I am in favor of an enhanced bike and pedestrian connection between SW 53rd and Barbur and the campus. Regarding improvements on SW 53rd that may include a sidewalk on one side of the road and a bioswail on the other side, I would favor constructing them to mimimize the impact on people's front yards. My understanding is that the city has 30' on either side of the center line of the road to make improvements. Please don't use 30' on each side if it is not necessary. At the open house on Sept. 22nd, one of our neighbors on 53rd said that he had purchased his home two months earlier. Noone disclosed to him and his wife that any transportation options were being considered for 53rd which is essentially their driveway right by the walking entry to PCC from 53rd. We do not know the property value impact of these considerations, but we think that this should be considered, pro and con, when making these decisions about what to study in the EIS. The tunnel under SW 53rd was voted out of consideration, but I understand that reference is made to 'potential projects to improve access to the PCC Sylvania campus from the Tigard Triangle.' Although the half tunnel concept isn't specifically mentioned, could this or other projects be a future add-on once the SWCLRT is built? Who would fund it? Thank you for your consideration of this input. Peggy Reuler	oppose mechanized PCC	support electric bikes	support RBP 53rd
10/2/2016	Denise Whitney	To whom it may concern: My name is Denise Whitney I am writing as I have lived on sw 53rd ave. for 30 yrs.. I never moved her to consider the idea of anyone turning this street into commercial property sending thousands of students up this street. This is a quiet little street that we call a country road. It has a nature park out my front door. I am not at all happy about you or anyone changing this street to make a third entrance for Portland Community College. A few years ago PCC said at a city council meeting that they would never open the gate at the end of 53rd flooding their students through our neighborhood. I have expected them to hold up their promise. So why now are you considering tunnel, tram, or any other options that are being considered? I feel that sending all these students up our street will devalue our property. Who would want to buy a house with such traffic? Seriously would you? It would be similar to the other main entrances which are on Commercial streets. 1)I suggest you eliminate the 53rd street stop on the max train. Continue on to the Tigard Triangle and build a bridge for bike, walk, bus over I-5 to the college, or bus them from there to either of your main entrances you now have. But please do not ruin our neighborhood buy sending them up our street. 2) Or I suggest you buy our homes and develop your entire project along sw 53rd. Making campus housing etc. Because I do not want to live here with thousands of students passing my front door each day. How fair is that	oppose 53rd station	Oppose RBP - 53rd	oppose mechanized PCC

10/3/2016	Ruth Bath	To Metro, We are in favor of Barbur Light Rail and Enhanced Bus Service to PCC Sylvania from Barbur Transit Center. The Enhanced Bus Service would include shuttles to campus from Barbur transit center along 49th as well as extending and enhancing the 44 bus line to Tuslatin. This in favor over any of the proposed 53rd avenue access proposals.	support enhanced bus PCC	support Barbur alignment	oppose mechanized PCC
10/3/2016	Fran Laird	I cannot understand why any throughway from Barbur Blvd at 53rd to PCC Sylvania is being considered. There are paved roads at 49th or at Lesser Road that could more easily and at less cost be utilized for access to the college. Why reinvent the wheel when you have most of the paving already done on improved roads, not dirt roads that go through quiet neighborhoods.		Oppose RBP - 53rd	
10/3/2016	Rick Kappler	Dear Metro, The following roads need to be built to make them safe for the SW Corridor for bike riders and pedestrians: SW 45th Ave and SW 48th Ave from SW Hamilton Street to SW Taylor's Ferry Road SW Taylor's Ferry Road from SW 80th Ave to ODOT's Highway 43 SW Multnomah Blvd SW Garden Home Road SW Capitol Highway from SW Texas Street to SW Barbur Blvd (just east of SW Terwilliger Blvd) Protected bike lane for the south-bound bike lane for SW Terwilliger Blvd SW Hamilton Street SW 35th Ave from SW Stephenson Street to I-5 SW Boones Ferry Road from SW Country Club Road to SW Terwilliger Blvd SW Greenburg Road SW Hunziker in Tigard Also, the rusting, unused Willamette Shore Trolley needs to become a rails-to-trails project. Sincerely, Rick Kappler	suggested RBP projects		
10/3/2016	Rick Kappler	SW Captiol Hill Road is one of the very few north-south roads at the western edge of Hillsdale and it needs an overhaul. Also, ODOT maintains most of SW Hall Blvd, but the speed limit, in many places, of 40 mph is way too fast. There are numerous floating sidewalks and a gigantic lack of painted crosswalks. SW 72nd Ave also needs an overhaul. There is a huge lack of safe bicycle crossings of I-5 on the west side. There needs to be a pedestrian bridge built from SW Southwood Drive to SW 66th Ave. It would connect numerous parks to a growing employment region (the Tigard Triangle). SW McDonald Street in Tigard also needs a safety overhaul; it connects SW Hall Blvd to ODOT's Pacific Highway. Protected bike lanes are needed. A pedestrian and bike bridge is needed from SW 53rd Ave to connect to SW Markham Elementary school by Barbur Blvd.	suggested RBP projects	protected bike lanes	

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10/3/2016	Evan Smith	In addition to the existing light rail projects accompanying the Southwest Corridor Light Rail developments, I think Metro should consider re-purposing the existing Willamette Shore Trolley railroad track into a pedestrian walking/biking trail. The most recent plan for light rail down that track failed, and there is no easy way to bike from Lake Oswego into Southwest Portland. Creation of this bike path would serve the larger purpose of the Southwest Corridor Light Rail project, in that the overall number of cars on the roads could be reduced. Thank you very much for considering this idea. Evan Smith	support RBP	Willamette Shore Trail

10/3/2016	Marcia Leslie	LETTER			
10/4/2016	Philip Moll	Hi, I would like to express my support for the proposed Pedestrian/bicycle path along I-5 between Bridgeport Village and Tualatin River Greenway. http://www.oregonmetro.gov/sites/default/files/AttachmentF_AnalysisOfAdditionalRoadwayBicycleAndPedestrianProjects.pdf Thanks! Phil	support RBP		
10/5/2016	Macchiaverna, Margaux A VA Hospital	1. Existing transit services to the VA hospital must remain status que because they are heavily used by veterans and employees. 2. Prefer Barbur Blvd. option over Naito Pkwy. 3. Pedestrian safety is top concern for Marquam Hill connection options.	support Barbur	maintain existing bus service to Marquam Hill	support RBP
10/6/2016	Ronald Swaren	A bus transit project in the SW Corridor SHOULD NOT cost One Billion dollars as reported by the Steering Committee. Many transit agencies in the US have found they can accomplish an effective, high capacity system for much less. Snohomish County Transit out of Everett Washington has invested in 45 double decker buses with a total capacity of 4500-5000 riders for about $40 million dollars. These are 43 feet long, so can use normal stops, not the long stops that articulated buses need. They go from Park and Ride lots to normal bus stops in downtown Seattle. Several Canadian cities are now using the double decker buses. Toronto has 110 of them. And in Berlin Germany they use a 140 passenger bus from MAN Corp. Also a bus system could be extended very easily to other cities along the SW Corridor. No need to go through a long drawn out process---just a few meetings and extend the line to a few more park and ride locations. And Kitsap County Transit, also in Washington, has acquired rebuilt buses for $89,000 each. There is no need to spend $ 3 billion when an effective system could be built for $100 million.	oppose LRT	cost	support BRT
10/7/2016	Debbie Peterson	Stop wasting our tax payer money on light rail. What is the matter with you, at $200M per mile? and..it is stationary. Get buses. In fact, for the price of the light rail, you could get 10,000 folks a really nice Prius, or a million folks bus passes for the rest of their life. STOP wasting our money.	oppose LRT	cost	support BRT

Summary of Topics	No.
support Road Bike Pedestrain (RBP)	7
suggest new RBP projects	5
access NUNM	4
oppose mechanized PCC	4
support Naito	4
Oppose RBP - 53rd	3
cost	2
new RBP	2
oppose LRT	2
separated bike lanes	2
station: OHSU	2
support Bus Rapid Transit	2
Tunnel	2
2-lane Barbur	1
ADA accessible	1
affodable housing	1
Barbur	1
bridge	1
Capital Hills Road	1
direct access	1
express train	1
extension of comment period	1
Hillsdale	1
include all SIS projects	1
maintain existing bus service to Marquam Hill	1
neighborhood impact	1
Noise	1
oppose 53rd station	1
Oppose I-5 adjacent	1
Red Electric connections east of Hillsdale	1
Station Request: Washington Square	1
support 26th Ave improvements	1
support Barbur	1
support Barbur alignment	1
support electric bikes	1
support enhanced bus PCC	1
support LRT	1
support RBP 53rd	1
support RBP Naito	1
three-wheel bike-style wheelchair	1
wetlands	1
Willamette Shore Trail	1

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SW Corridor
Light Rail Project

Southwest Corridor light rail study: What will you want to know?

Overview

The Southwest Corridor Light Rail Project is starting an environmental impact study. Over the next year, project partners will analyze potential impacts of building a light rail (MAX) line from Portland to Tigard and Tualatin. Information from the study will help determine the route, station locations and other major project elements.

Your responses will help define what is considered in the study, which will look at impacts to both the natural environment (water and air quality, parks, natural areas, etc.) and built environment (traffic flow, historic buildings, access to community resources like schools, shops and services, etc.).

This is a short survey that you can complete in as little as 7 minutes. You'll comment on project objectives, routes, stations and equity.

A more detailed (20 to 30 minute) survey is available for those who want more information about the process, materials and options. Go to the detailed scoping survey

Thank you for providing your input.

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Light Rail Project

Southwest Corridor light rail study: What will you want to know?

What does this light rail line need to do?

Before the environmental study begins, project partners define the need for the project and what it plans to achieve. These definitions are used to weigh choices and make decisions.

The Project Purpose and Need statement was adopted by the Southwest Corridor Steering Committee in June 2016. The following is a summary.

The defined purpose for the project includes things like:

- **Provide light rail transit service that is cost-effective to build and operate.**
- **Serve existing transit demand and significant projected growth in ridership resulting from increases in population and jobs in the corridor.**
- **Improve transit service reliability, frequency and travel times, and provide connections to existing and future transit networks including WES commuter rail.**
- **Support regional and local plans for land use and growth to accommodate significant expected growth in population and jobs.**
- **Complete and enhance car, freight, bus, bike and walking networks to provide safe, convenient and secure access to transit and local destinations.**

The defined need for the project includes things like:

- **Transit service to important destinations in the corridor is limited, and unmet demand for transit is increasing due to growth.**
- **Limited street connectivity and gaps in walking and biking networks create barriers and unsafe conditions for transit access and walking and biking.**
- **Travel is slow and unreliable on congested roadways.**
- **State, regional and local environmental and sustainability goals require transportation investments to reduce greenhouse gas emissions.**

1. Do you recommend any changes to the purpose and need for the light rail project?

- ◯ No
- ◯ Yes
- ◯ Describe your recommendation

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Light Rail Project

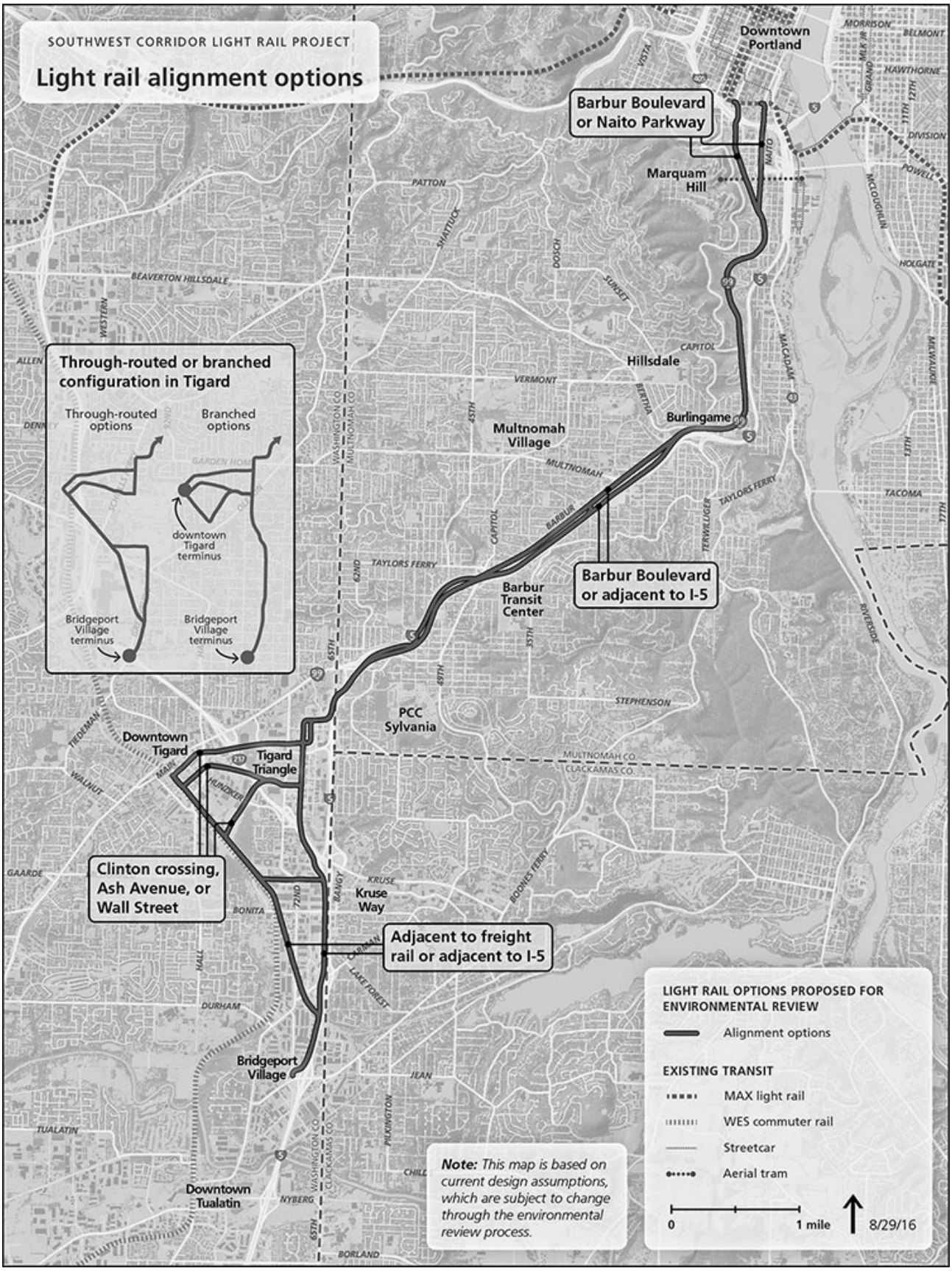
Southwest Corridor light rail study: What will you want to know?

Where would it go?

The Southwest Corridor light rail would be a 12-mile MAX line serving Southwest Portland, Tigard, Tualatin and many communities in the Southwest Corridor. The map shows the routes proposed for environmental study. There are multiple options at a few locations on the map (Barbur Boulevard or Naito Parkway, Barbur Boulevard or I-5 adjacent, a separate or direct route to downtown Tigard).

Light Rail Alignment Options

(Open a larger version in a separate window)



2. Which best describes your opinion?

- ◯ I want you to study these routes
- ◯ I'm not sure/ mixed opinion
- ◯ I recommend another option (describe below)

Describe your recommended option or offer another comment

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Southwest Corridor light rail study: What will you want to know?

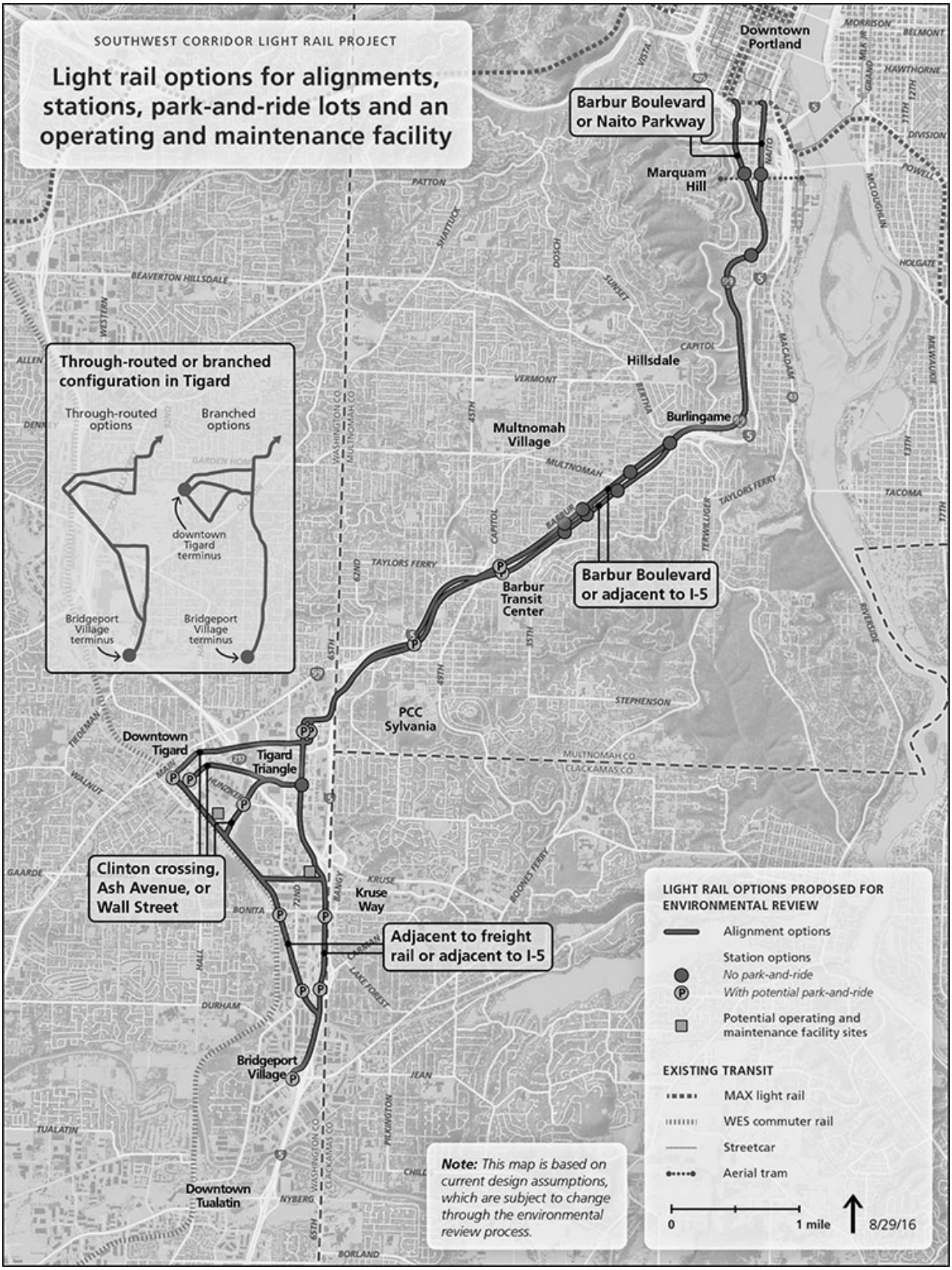
Where would it stop?

MAX stations provide access to important destinations along the corridor. Typically, light rail stations are located a half mile to one mile apart.

Project partners are refining ideas for the location and size of park and ride areas along the light rail line. The map below shows which stations could include a park and ride and how many cars each area may hold.

Light rail alignment options, stations, park-and-ride lots and maintenance facility

(Open a larger version in a separate window.)



3. Which best describes your opinion about these station locations?

- ◯ I want you to study these station locations
- ◯ I'm not sure/ mixed opinion
- ◯ I recommend a change (describe below)

Describe your recommended change or offer another comment

4. Which statement best describes your opinion about park and ride options?

- ◯ I want you to study these park and ride locations
- ◯ I'm not sure/ mixed opinion
- ◯ I recommend a change (describe below)

Describe your recommended change or offer another comment

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SW Corridor Light Rail Project

Southwest Corridor light rail study: What will you want to know?

Social and racial equity

Social and racial equity work acknowledges that different people in the community may be impacted differently by a light rail project. During the environmental study, project partners will seek to better understand those different impacts. This list was developed based on what Metro has heard about the potential benefits and burdens of transportation projects for people of color, low-income populations, seniors, and people with disabilities so potential inequities can be addressed.

- **Increased or decreased access to important community services (employment, education, affordable housing, health care, retail services)**
- **Changes in property values**
- **Increased or decreased exposure to environmental impacts**
- **Increase or decrease in safety and security**
- **Increase or decrease in community stabilization or displacement.**

5. What would you include on this list?

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SW Corridor Light Rail Project

Southwest Corridor light rail study: What will you want to know?

About you

This information helps to measure our success at engaging people across diverse communities, races, ethnicities, ages and income levels in these important decisions. All demographic questions are optional.

6. Which part of the corridor do you most identify with?

- ◯ South Portland
- ◯ Lair Hill
- ◯ Hillsdale
- ◯ Marquam Hill
- ◯ PCC Sylvania area
- ◯ elsewhere in Portland area
- ◯ Tigard
- ◯ Tualatin
- ◯ Sherwood
- ◯ Durham
- ◯ elsewhere in Washington County
- ◯ other (please specify)

7. What are the best ways to involve you during environmental review? (Mark all that apply)

- [ ] Email notices
- [ ] Online surveys
- [ ] Website information
- [ ] Newspaper advertisements
- [ ] Printed materials
- [ ] Community Meetings, Forums and Open Houses
- [ ] Steering Committee Meetings
- [ ] Visits to Community Events (Farmer's Market, Street Parties, Events)
- [ ] Presentations to my Neighborhood Association or Community Group
- [ ] Other (please specify)

8. How often do you currently ride transit?

- ( ) regularly
- ( ) occasionally
- ( ) never

9. Optional. Below is a list of race categories. Please choose one or more races you consider yourself to be. (check all that apply)

- [ ] White
- [ ] Black or African American
- [ ] American Indian or Alaska Native
- [ ] Asian or Asian American
- [ ] Native Hawaiian or other Pacific Islander
- [ ] Hispanic, Latino or Spanish origin
- [ ] prefer not to answer
- [ ] other (please specify)

10. Optional. Which of the following age ranges includes your age? (check one)

- ◯ under 18
- ◯ 18 to 24
- ◯ 25 to 34
- ◯ 35 to 44
- ◯ 45 to 54
- ◯ 55 to 64
- ◯ 65 to 74
- ◯ 75 and older
- ◯ prefer not to answer

11. Optional. Which of the following categories best represents the annual income of your household before taxes? (check one)

- ◯ less than $10,000
- ◯ $10,000 to $19,999
- ◯ $20,000 to $29,999
- ◯ $30,000 to $49,999
- ◯ $50,000 to $74,999
- ◯ $75,000 to $99,999
- ◯ $100,000 to $149,999
- ◯ $150,000 or more
- ◯ don't know/prefer not to answer

12. If there are questions regarding your responses, can Metro contact you?

- ◯ no
- ◯ yes (share your email address)

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Southwest Corridor light rail study: What will you want to know?

Stay involved

Thank you for helping shape the environmental study.

Get project news and learn about opportunities to get involved.Sign up for emails and notices

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SW Corridor
Light Rail Project

Southwest Corridor light rail project - Detailed scoping survey

Overview

The Southwest Corridor Light Rail Project is starting an environmental impact study (EIS). Over the next year, project partners will analyze potential impacts of building a light rail (MAX) line from Portland to Tigard and Tualatin. Information from the study will help determine the route, station locations and other major project elements.

This is a detailed survey. There are ten pages of information, questions and PDF documents to review. It may take 20 minutes or more to complete. Focus on the pages of most interest to you. This survey will be open through October 3, 2016.

Other ways to provide comment:

- **Complete a shorter survey to weigh in on issues (5-10 minute)**
- **Attend the Southwest Corridor open house, September 22 at 6-8 p.m. Wilson High School, 1151 S.W. Vermont St, Portland**
- **Send an email – swclrt.scoping@oregonmetro.gov. Scoping comments must be received by 5 p.m. on Monday, October 3".**
- **Write a letter to Southwest Corridor, Metro Regional Center, 600 NE Grand Ave. Portland, OR 97232-2736. Scoping comments must be received by 5 p.m. on Monday, October 3".**

Thank you for being engaged and providing your input.

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SW Corridor

Light Rail Project

Southwest Corridor light rail project - Detailed scoping survey

Introduction to scoping - What will you want to know?

Scoping is a period when you can review proposals and provide feedback.

The Scoping Booklet is a complete summary of the light rail project proposed for study in the EIS. It describes:

- **Project background, including the Purpose and Need**
- **Light rail, bicycle, pedestrian and road projects proposed for study**
- **Types of positive and negative effects the EIS will assess (for example: air and water quality, traffic impacts, property impacts, ridership projections)**
- **Environmental review process and timeline.**

Additional resources:

- **What is an Environmental Impact Statement? - Learn more about an EIS**
- **Learn more about scoping at our website, "Southwest Corridor update: Upcoming comment period will inform environmental review"**

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SW Corridor
Light Rail Project

Southwest Corridor light rail project - Detailed scoping survey

Purpose and Need - What does the light rail line need to do?

The Purpose and Need statement will be used by the Southwest Corridor Steering Committee to weigh choices and make decisions during environmental review and design.

The following project Purpose and Need statement was adopted by the Southwest Corridor Steering Committee in June 2016.

Project Purpose

The purpose of the Southwest Corridor light rail project is to directly connect Tualatin, downtown Tigard, Southwest Portland, and the region's central city with light rail, high quality transit and appropriate community investments in a congested corridor to improve mobility and create the conditions that will allow communities in the corridor to achieve their land use vision. Specifically, the project aims to, within the Southwest Corridor:

- **Provide light rail transit service that is cost-effective to build and operate with limited local resources**
- **Serve existing transit demand and significant projected growth in ridership resulting from increases in population and employment in the corridor**
- **Improve transit service reliability, frequency, and travel times, and provide connections to existing and future transit networks including WES commuter rail**
- **Support adopted regional and local plans including the 2040 Growth Concept, the Barbur Concept Plan, the Tigard Triangle Strategic Plan and the Tigard Downtown Vision to accommodate projected significant growth in population and employment**
- **Complete and enhance multimodal transportation networks to provide safe, convenient and secure access to transit and adjacent land uses**
- **Advance transportation projects that increase active transportation and encourage physical activity**
- **Provide travel options that reduce overall transportation costs**
- **Improve multimodal access to existing jobs, housing and educational opportunities and foster opportunities for commercial development and a range of housing types adjacent to transit**
- **Ensure benefits and impacts promote community equity**
- **Advance transportation projects that are sensitive to the environment, improve water and air quality, and help achieve the sustainability goals and measures in applicable state, regional, and local plans.**

Project Need

A light rail transit project in the Southwest Corridor is needed to address the following issues:

- **Transit service to important destinations in the corridor is limited, and unmet demand for transit is increasing due to growth**
- **Limited street connectivity and gaps in pedestrian and bicycle networks create barriers and unsafe conditions for transit access and active transportation**
- **Travel is slow and unreliable on congested roadways**
- **There is a limited supply and range of housing options in the Southwest Corridor with good access to multimodal transportation networks, and jobs and services are not located near residences**
- **Regional and local plans call for high capacity transit in the corridor to meet local and regional land use goals**
- **State, regional and local environmental and sustainability goals require transportation investments to reduce greenhouse gas emissions.**

Additional resources:

- **The complete Project Purpose and Need Statement, Adopted June 13, 2016**

1. What do you think of the purpose and need statement?

◯ I support the statement

◯ I'm not sure / mixed opinion

◯ I do not support

Describe your recommended change or offer another comment

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SW Corridor

Light Rail Project

Southwest Corridor light rail project - Detailed scoping survey

Proposed light rail alignment - Where will it go?

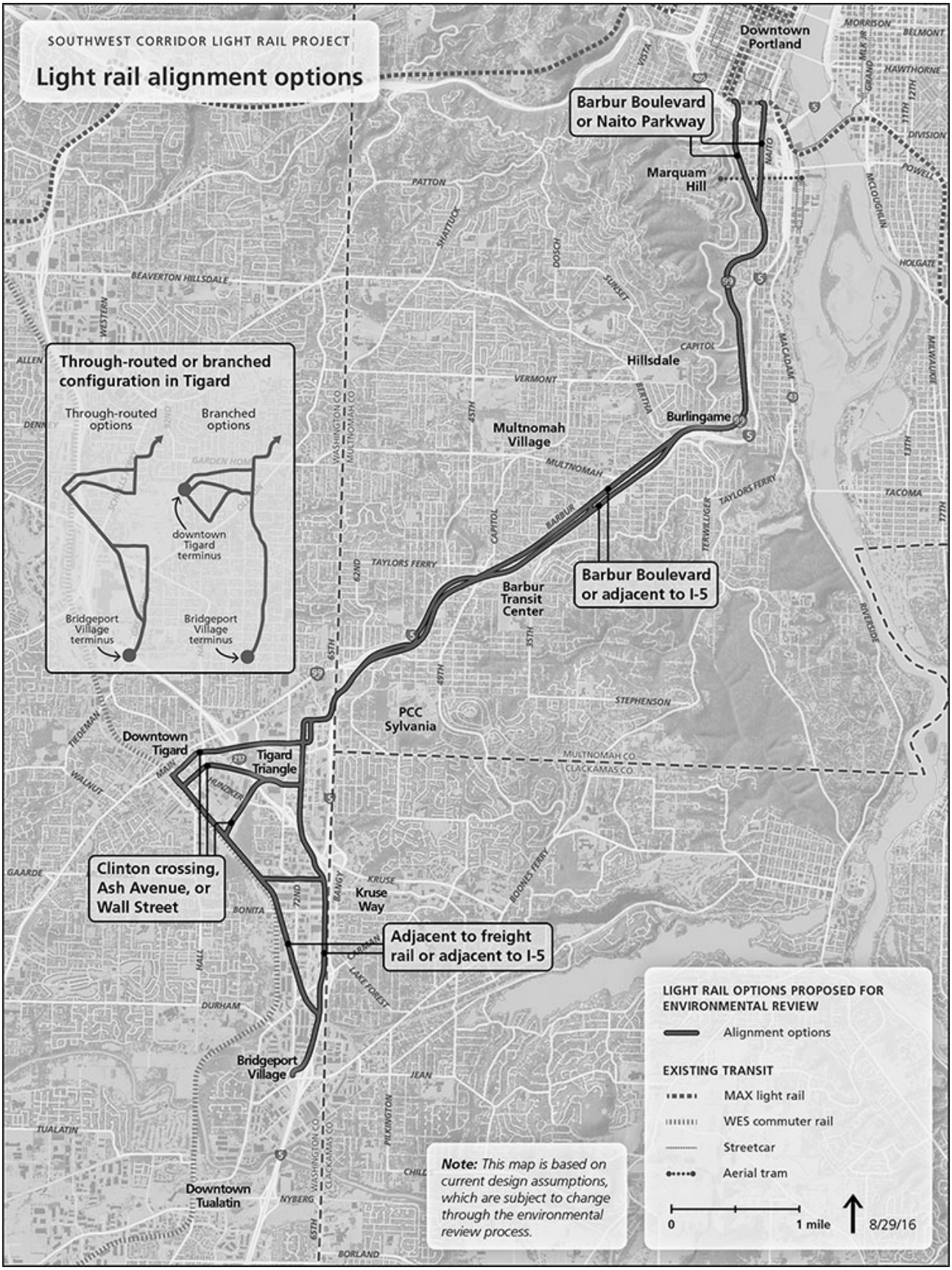
The Southwest Corridor Light Rail Project is a proposed 12-mile MAX light rail line serving SW Portland, Tigard, Tualatin and many communities in the Southwest Corridor. The map below presents the proposed route for further study in the EIS. You'll notice multiple options at a few locations on the map (Barbur Boulevard or Naito Parkway, Barbur Boulevard or I-5 adjacent, a separate or direct route to downtown Tigard).

Additional resources

- **Project Background and Alternatives Considered - Information about how alignments were identified and the other options, including tunnels, which were considered.**
- **Scoping Booklet (Page 5) - A more detailed description of the light rail route.**

Light Rail Alignment Options

(Open a larger version in a separate window)



2. Which best describes your opinion?

- ◯ I want you to study these routes
- ◯ I'm not sure / mixed opinion
- ◯ I recommend another option (describe below)

Describe your recommended option or offer another comment

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Southwest Corridor light rail project - Detailed scoping survey

Light rail station and park and ride locations

Stations provide important access to the destinations along the corridor. Typically, light rail stations are located a half mile to one mile apart.

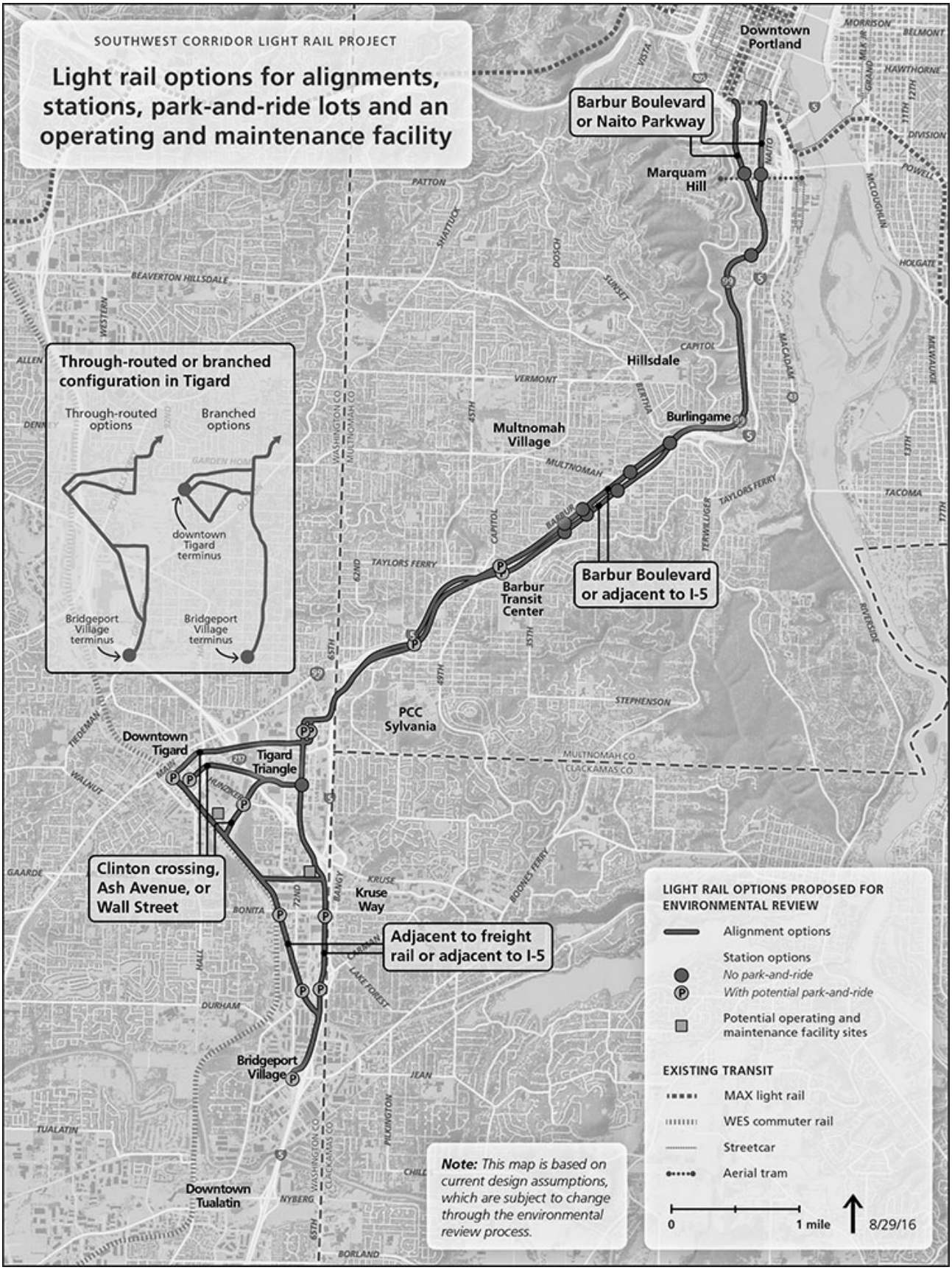
Project partners are refining concepts for the location and size of park and ride facilities along the light rail line. The map above shows which stations could include a park and ride and a capacity range for each location.

Additional resources

- **Proposed Range of Alternatives for Environmental Review (Page 5-10) - A full description of station locations.**

Alignment map with station areas, park-and-ride lots and maintenance facility

(Open a larger version in a separate window)



3. Which statement best describes your opinion about station locations?

- ◯ I want you to study these station locations
- ◯ I'm not sure / mixed opinion
- ◯ I recommend a change (describe below)

Describe your recommended change or offer another comment

4. Which statement best describes your opinion about park and ride options?

- ◯ I want you to study these park and ride locations
- ◯ I'm not sure/ mixed opinion
- ◯ I recommend a change (describe below)

Describe your recommended change or offer another comment

5. Is there anything else you would like the steering committee to know about stations, park and rides or maintenance facilities?

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Marquam Hill connection options

A new light rail line in the Southwest Corridor and associated road, bike and pedestrian improvements will improve access to existing jobs, housing and educational opportunities. A critical part of that goal is providing access from a new light rail line along Barbur Boulevard or Naito Parkway to Marquam Hill (OHSU, Veterans Hospital, etc).

The project partners considered many different ways to access Marquam Hill. In 2015, the Southwest Corridor Steering Committee decided not to study an underground tunnel with a light rail station on Marquam Hill. Through the scoping process, a decision will be made about which connection options to study in the EIS.

Five different connection concepts were developed, which are described in more detail in the attachment below.

1. **Pedestrian tunnel with elevators**

2. **Embedded escalator, elevator and bridge**

3. **Escalator and inclined elevator**

4. **Elevator and bridge ("skybridge")**

5. **Elevator and bridge ("tree top walk")**

Additional resources

- **Marquam Hill Connection Options for Scoping - Description and images of the options under consideration.**

6. What are the most important factors for decision makers to consider when choosing the option(s) to study in the EIS? (Mark all that apply)

- [ ] Travel and wait time
- [ ] Convenience
- [ ] Safety and security
- [ ] Constructability
- [ ] Integration into the existing neighborhood
- [ ] Integration with transit system
- [ ] Resilience in a natural disaster
- [ ] Expandability and flexibility
- [ ] Private property impact
- [ ] Cost
- [ ] User Experience
- [ ] Beauty/Aesthetics
- [ ] Other (please specify)

7. Should the EIS consider another option to improve access to Marquam Hill (not included here)?

- [ ] No, only study the option above
- [ ] I don't know / unsure
- [ ] Yes (please explain)

Describe your recommended option or offer another comment

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Portland Community College options

Another important educational destination in the Southwest Corridor is Portland Community College (PCC), Sylvania Campus.

The project partners considered several light rail tunnel options to directly access the PCC Sylvania campus. In May 2016, the Southwest Corridor Steering Committee removed all tunnel options from consideration and committed to studying other ways to improve transit connections to PCC Sylvania.

There are three general approaches to improving transit access to PCC Sylvania under consideration, with multiple options for each:

1. **Bicycle and pedestrian improvements to connect the campus to one or more nearby light rail stations.**
2. **53rd Avenue mechanized connection to provide a faster and more accessible link to the nearest proposed light rail station at Barbur Boulevard and 53rd Avenue**
3. **Enhanced bus service, including new or revised bus routes with potential capital investments to provide improved travel times and reliability**

Additional resources

- **PCC Sylvania Connection Options for Scoping - Description and images of the options under consideration.**

8. What are the most important factors for decision makers to consider when choosing the option(s) to study in the EIS? (Mark all that apply)

- [ ] Improved access to a proposed light rail station
- [ ] Improved access to other local destinations
- [ ] Capacity
- [ ] Safety
- [ ] Light Rail ridership (the number of people who will use light rail)
- [ ] Increases in alternative modes of travel (cycling, walking or using public transit)
- [ ] Cost
- [ ] Private property impacts
- [ ] Access for seniors, youth and people with disabilities
- [ ] Neighborhood impacts
- [ ] Environmental impacts
- [ ] Traffic impacts
- [ ] Supportive local or regional policies

Other (please specify)

9. Should the EIS consider another way to improve transit connections to PCC Sylvania (not included here)?

- ( ) No, only study the options above
- ( ) I don't know / unsure
- ( ) Yes (please explain)

Describe your recommended addition or offer another comment

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SW Corridor Light Rail Project

Southwest Corridor light rail project - Detailed scoping survey

Roadway, bicycle and pedestrian projects

Bicycle and pedestrian improvements provide improved safety and access throughout the corridor. The map below shows the thirteen bicycle, pedestrian and roadway projects that are proposed for study in the EIS.

10. Which statement best describes your opinion?

- ◯ Continue studying these projects
- ◯ I don't know / unsure
- ◯ I recommended a change/addition that is essential to the light rail project (describe below)

Describe your recommended addition or offer other comment

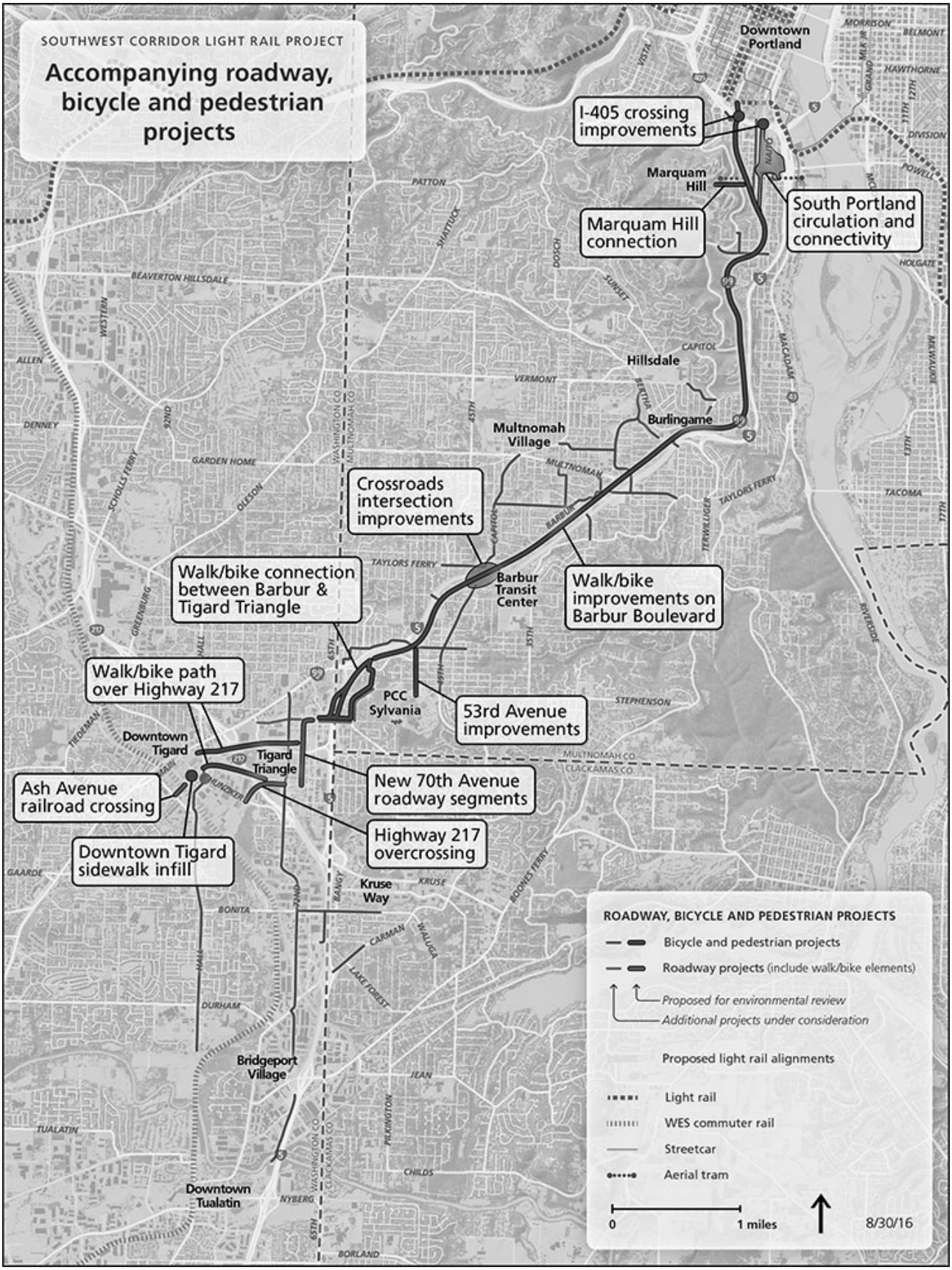
In addition to the projects proposed for environmental review, the map above shows additional projects considered for study in the EIS. A project would need to be studied in the EIS to be eligible for federal funding. Based on technical analysis and public input received during this scoping period, project partners may select some of these projects to study in the EIS.

Additional resources

- Analysis of Additional Roadway, Bicycle and Pedestrian Projects - Information about the analysis of projects.

Accompanying roadway, bicycle and pedestrian projects

(Open a larger version in a separate window)



11. Which criteria do you think are most important in deciding which projects are reviewed in the EIS? (Mark all that apply)

- [ ] Proximity to a proposed light rail station
- [ ] Improved access to important destinations via light rail
- [ ] New/improved access across barriers, such as I-5
- [ ] Safety: Auto speeds/volumes and bike/pedestrian crash history
- [ ] Supportive of local or regional plans
- [ ] Equity: Areas with higher proportions of historically under-represented populations
- [ ] Cost
- [ ] Property impacts
- [ ] Environmental impacts
- [ ] Construction risks

Other (please specify)

12. Do you propose any additional projects that would provide improved access to a proposed light rail station?

- ( ) No
- ( ) Yes
- ( ) Describe the project

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SW Corridor Light Rail Project

Southwest Corridor light rail project - Detailed scoping survey

Potential environmental and social impacts to study

During the EIS, project partners will study the potential positive and negative environmental and social effects of the project and identify strategies to resolve the negative impacts. During this scoping period, there is an opportunity to confirm if these are the right impacts to study.

- **Air quality and greenhouse gas emissions**
- **Acquisitions and displacement**
- **Biological resources and ecosystems, including threatened and endangered species**
- **Community cohesion and resources, characteristics that affect livability**
- **Energy use**
- **Environmental justice**
- **Geology and soils**
- **Hazardous materials**
- **Historic, archaeological and cultural resources**
- **Land use and economics**
- **Noise and vibration**
- **Parks and recreational areas**
- **Safety and security**
- **Transportation, including vehicle traffic, transit, bicycles, pedestrians, parking and freight**
- **Utilities and public services**
- **Visual quality and aesthetics**
- **Water quality and hydrology, including floodplains**
- **Wetlands**

Additional resources

- **Potential Impacts to be Discussed - More about impacts proposed for study in the EIS.**

13. Which statement best describes your opinion?

- ◯ I want you to study these impacts
- ◯ I don't know / unsure
- ◯ I suggest an addition

Describe your recommended addition or offer another comment

14. Is there a specific location of concern we should know about? Please mention the location and the impact/concern.

If you have more locations to share, send an email.

Social and racial equity

Social and racial equity work acknowledges that different people in the community may be impacted differently by a light rail project. During the environmental study, project partners will seek to better understand those different impacts. This list was developed based on what Metro has heard about the potential benefits and burdens of transportation projects for people of color, low-income populations, seniors, and people with disabilities so potential inequities can be addressed.

- Increased or decreased access to important community services (employment, education, affordable housing, health care, retail services)
- Changes in property values
- Increased or decreased exposure to environmental impacts
- Increase or decrease in safety and security
- Increase or decrease in community stabilization or displacement.

15. Which statement best describes your opinion?

- ◯ Continue studying this list of benefits and burdens
- ◯ I don't know / unsure
- ◯ I recommended a change (describe below)

Describe your recommended change or offer another comment

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SW Corridor Light Rail Project

Southwest Corridor light rail project - Detailed scoping survey

Tell us about yourself - Demographic information

This information helps to measure our success at engaging people across diverse races, ethnicities, ages, and income levels in these important decisions. All demographic questions are optional.

16. Which part of the corridor do you most identify with?

- ◯ South Portland
- ◯ Lair Hill
- ◯ Hillsdale
- ◯ Marquam Hill
- ◯ PCC Sylvania area
- ◯ Elsewhere in Portland area
- ◯ Tigard
- ◯ Tualatin
- ◯ Sherwood
- ◯ Durham
- ◯ Elsewhere in Southwest Portland
- ◯ Elsewhere in Washington County
- ◯ Other (please specify)

17. What are the best ways to involve you during environmental review? (check all that apply)

- [ ] Email notices
- [ ] Online surveys
- [ ] Website information
- [ ] Newspaper advertisements
- [ ] Printed materials
- [ ] Community Meetings, Forums and Open Houses
- [ ] Steering Committee Meetings
- [ ] Visits to Community Events (Farmer's Market, Street Parties, Events)
- [ ] Presentations to my Neighborhood Association or Community Group
- [ ] Other (please specify)

18. How often do you currently ride transit?

- ( ) Regularly
- ( ) Occasionally
- ( ) Never

19. Optional. Below is a list of race categories. Please choose one or more races you consider yourself to be. (check all that apply)

- [ ] White
- [ ] Black or African American
- [ ] American Indian or Alaska Native
- [ ] Asian or Asian American
- [ ] Native Hawaiian or other Pacific Islander
- [ ] Hispanic, Latino, or Spanish origin
- [ ] Prefer not to answer
- [ ] Other (please describe)

20. Optional. Which of the following age ranges includes your age? (check one)

- ◯ Under 18
- ◯ 18 to 24
- ◯ 25 to 34
- ◯ 35 to 44
- ◯ 45 to 54
- ◯ 55 to 64
- ◯ 65 to 74
- ◯ 75 and older
- ◯ Prefer not to answer

21. Optional. Which of the following categories best represents the annual income of your household before taxes? (check one)

- ◯ Less than $10,000
- ◯ $10,000 to $19,999
- ◯ $20,000 to $29,999
- ◯ $30,000 to $49,999
- ◯ $50,000 to $74,999
- ◯ $75,000 to $99,999
- ◯ $100,000 to $149,999
- ◯ $150,000 or more
- ◯ Don't know/Prefer not to answer

22. If there are questions about your responses, can Metro contact you?

- ◯ No
- ◯ Yes (Enter your email address)

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SW Corridor

Light Rail Project

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Thank you

You have helped shape the scoping process.

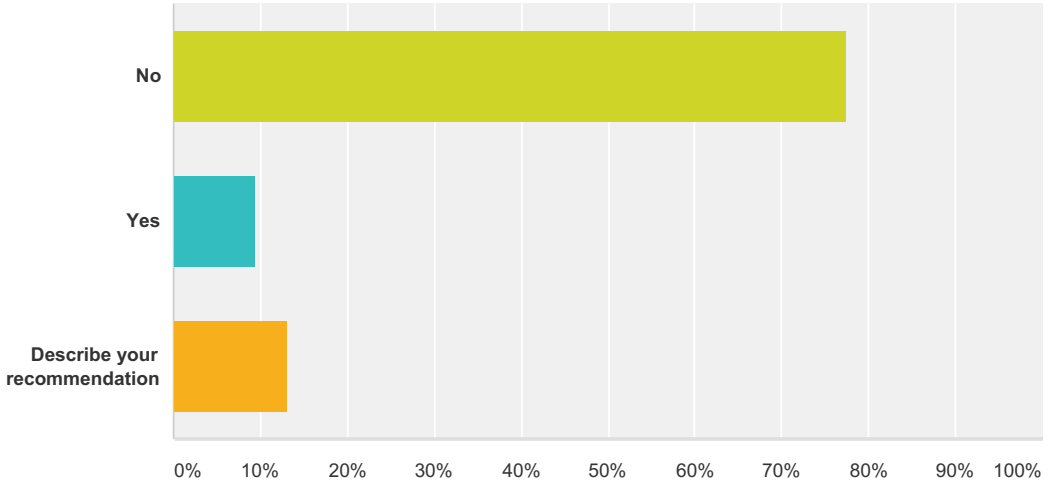
Stay involved

Get project news and learn how to get involved. Most updates will be via email, sent once every month or two throughout the project. Providing your mailing address will ensure you also get formal project notices. Sign up for updates.

Southwest Corridor light rail study: What will you want to know?

Q1 Do you recommend any changes to the purpose and need for the light rail project?

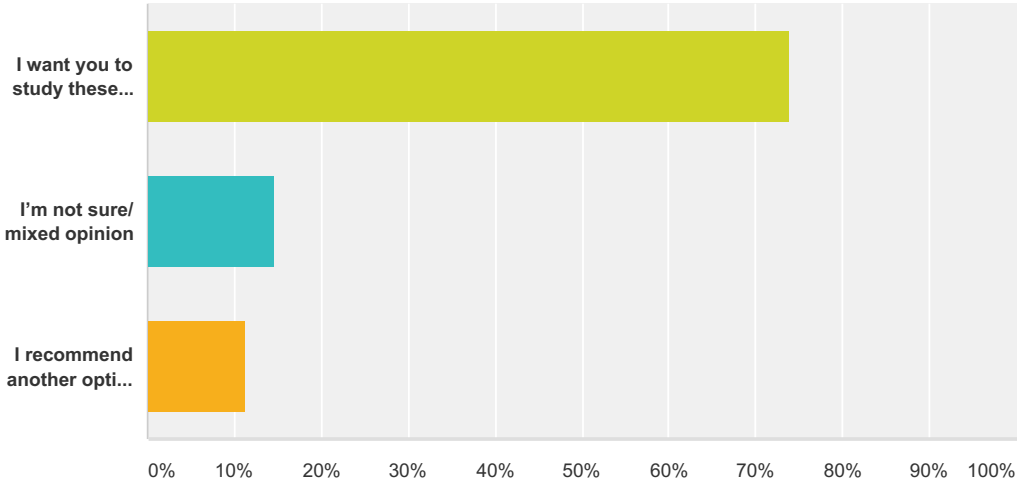
Answered: 1,322 Skipped: 16



Answer Choices	Responses	
No	**77.38%**	1,023
Yes	**9.38%**	124
Describe your recommendation	**13.24%**	175
Total		**1,322**

Q2 Which best describes your opinion?

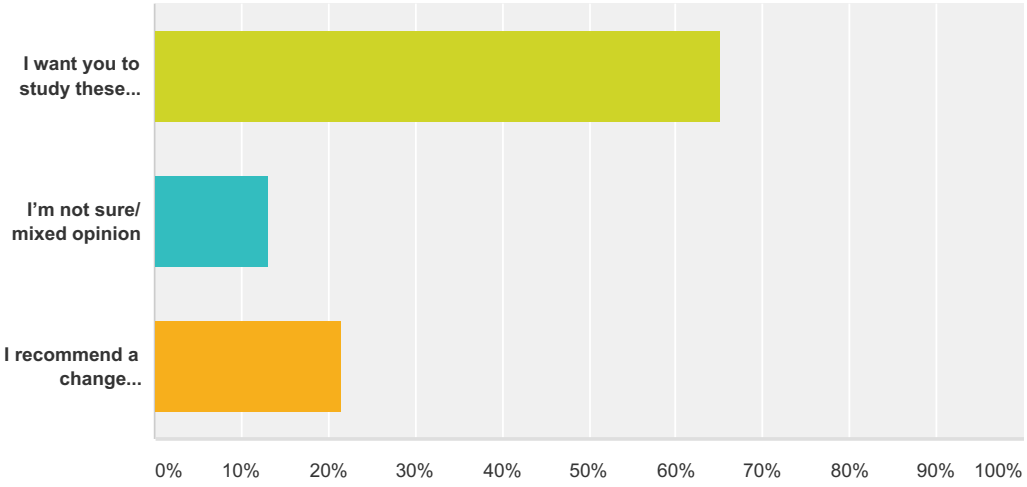
Answered: 1,198 Skipped: 140



Answer Choices	Responses	
I want you to study these routes	**73.96%**	886
I'm not sure/ mixed opinion	**14.69%**	176
I recommend another option (describe below)	**11.35%**	136
Total		**1,198**

Q3 Which best describes your opinion about these station locations?

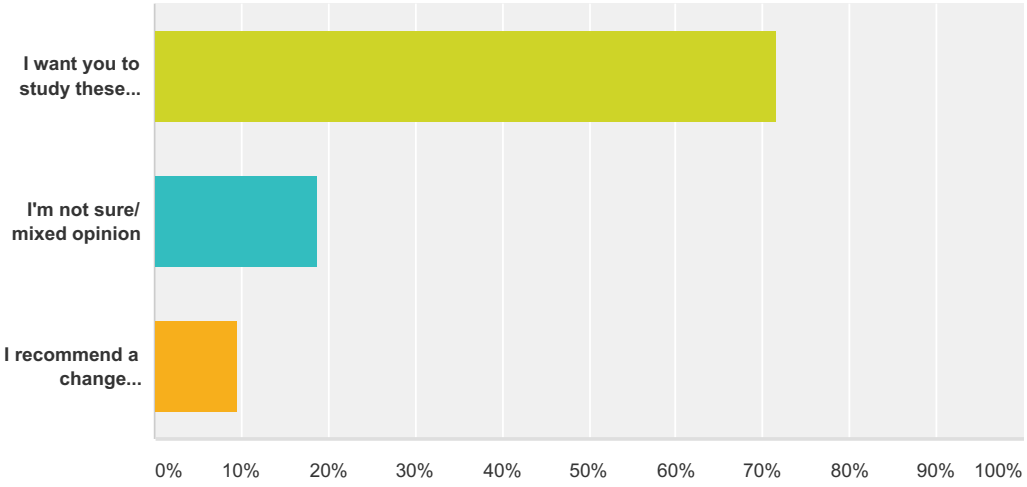
Answered: 1,125 Skipped: 213



Answer Choices	Responses	
I want you to study these station locations	**65.16%**	733
I'm not sure/ mixed opinion	**13.24%**	149
I recommend a change (describe below)	**21.60%**	243
Total		**1,125**

Q4 Which statement best describes your opinion about park and ride options?

Answered: 1,112 Skipped: 226



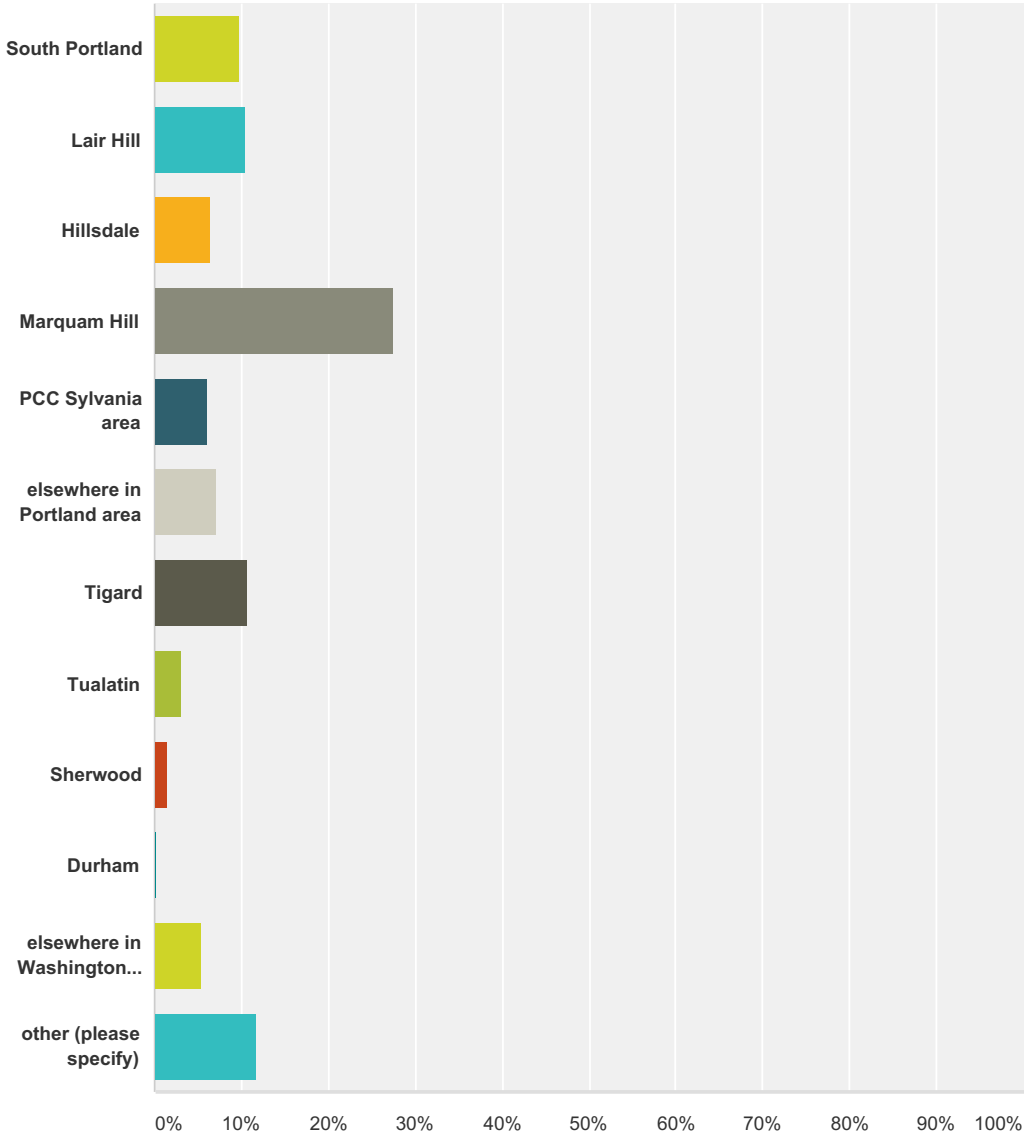
Answer Choices	Responses	
I want you to study these park and ride locations	**71.67%**	797
I'm not sure/ mixed opinion	**18.71%**	208
I recommend a change (describe below)	**9.62%**	107
Total		**1,112**

Q5 What would you include on this list?

Answered: 427 Skipped: 911

Q6 Which part of the corridor do you most identify with?

Answered: 1,088 Skipped: 250

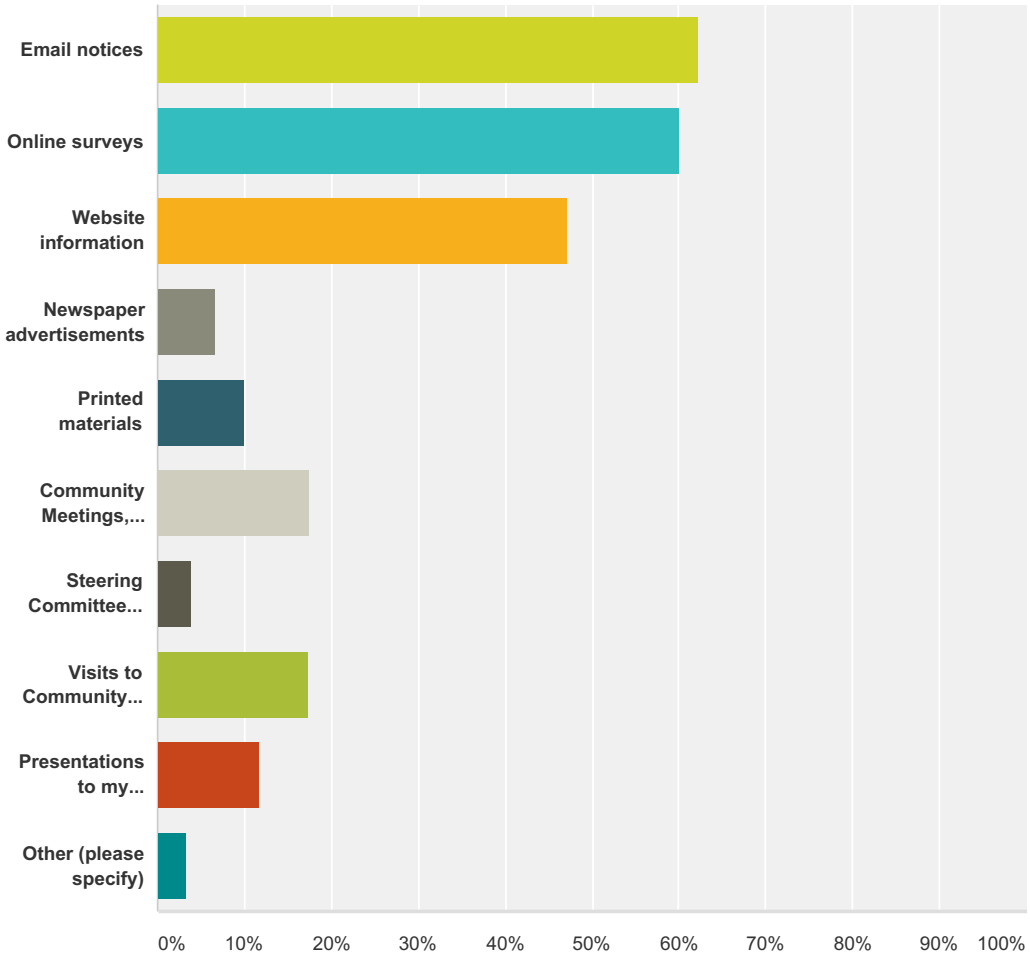


Answer Choices	Responses	
South Portland	**9.74%**	106
Lair Hill	**10.39%**	113
Hillsdale	**6.43%**	70
Marquam Hill	**27.57%**	300
PCC Sylvania area	**6.07%**	66
elsewhere in Portland area	**7.17%**	78
Tigard	**10.57%**	115

Tualatin	**3.13%**	34
Sherwood	**1.47%**	16
Durham	**0.28%**	3
elsewhere in Washington County	**5.51%**	60
other (please specify)	**11.67%**	127
Total		**1,088**

Q7 What are the best ways to involve you during environmental review? (Mark all that apply)

Answered: 1,013 Skipped: 325

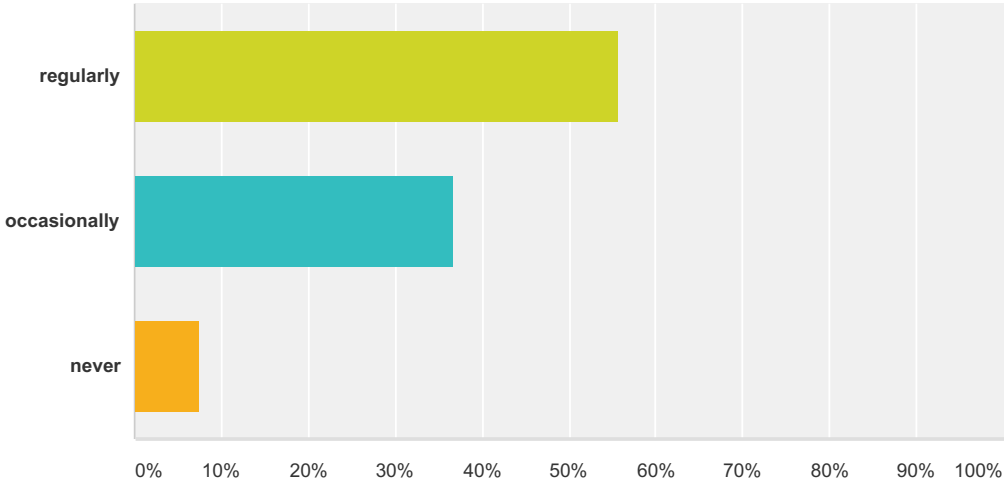


Answer Choices	Responses	
Email notices	**62.29%**	631
Online surveys	**60.12%**	609
Website information	**47.09%**	477
Newspaper advertisements	**6.71%**	68
Printed materials	**9.97%**	101
Community Meetings, Forums and Open Houses	**17.57%**	178
Steering Committee Meetings	**3.95%**	40
Visits to Community Events (Farmer's Market, Street Parties, Events)	**17.28%**	175
Presentations to my Neighborhood Association or Community Group	**11.65%**	118
Other (please specify)	**3.26%**	33

Total Respondents: 1,013	

Q8 How often do you currently ride transit?

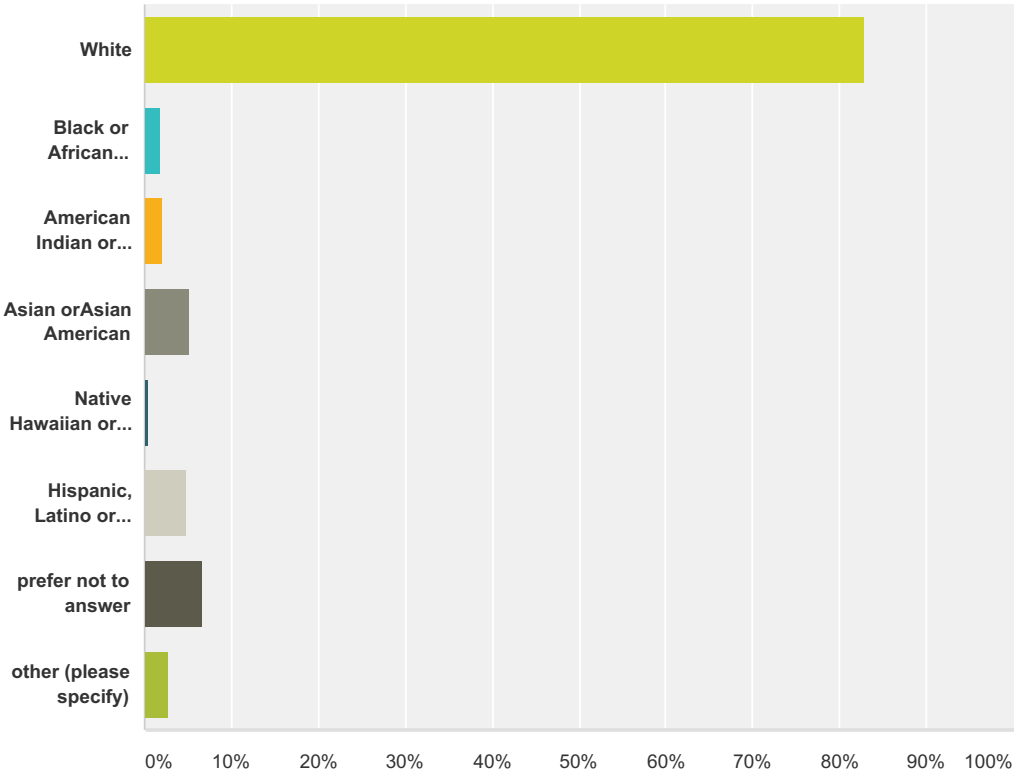
Answered: 1,080 Skipped: 258



Answer Choices	Responses	
regularly	**55.65%**	601
occasionally	**36.76%**	397
never	**7.59%**	82
Total		**1,080**

Q9 Optional. Below is a list of race categories. Please choose one or more races you consider yourself to be. (check all that apply)

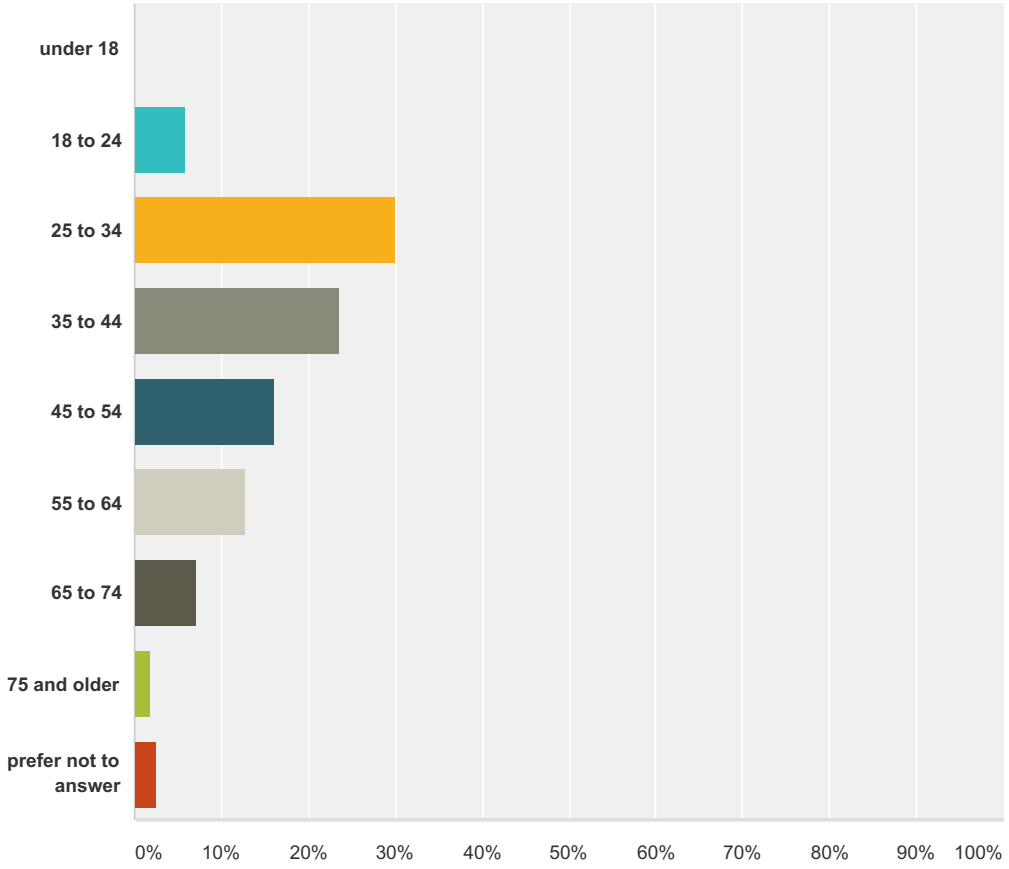
Answered: 1,033 Skipped: 305



Answer Choices	Responses	
White	**82.96%**	857
Black or African American	**1.84%**	19
American Indian or Alaska Native	**2.03%**	21
Asian orAsian American	**5.23%**	54
Native Hawaiian or other Pacific Islander	**0.48%**	5
Hispanic, Latino or Spanish origin	**4.84%**	50
prefer not to answer	**6.58%**	68
other (please specify)	**2.61%**	27
Total Respondents: 1,033		

Q10 Optional. Which of the following age ranges includes your age? (check one)

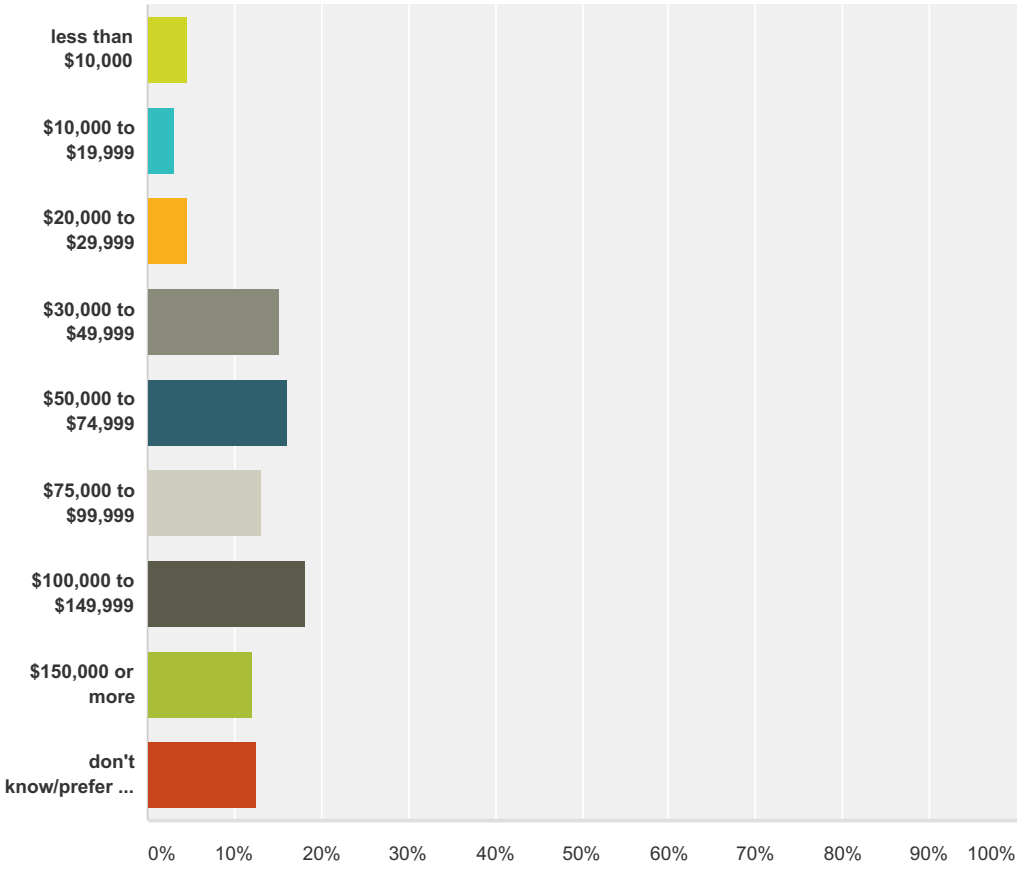
Answered: 1,054 Skipped: 284



Answer Choices	Responses	
under 18	**0.09%**	1
18 to 24	**5.79%**	61
25 to 34	**30.08%**	317
35 to 44	**23.62%**	249
45 to 54	**16.13%**	170
55 to 64	**12.81%**	135
65 to 74	**7.12%**	75
75 and older	**1.80%**	19
prefer not to answer	**2.56%**	27
Total		**1,054**

Q11 Optional. Which of the following categories best represents the annual income of your household before taxes? (check one)

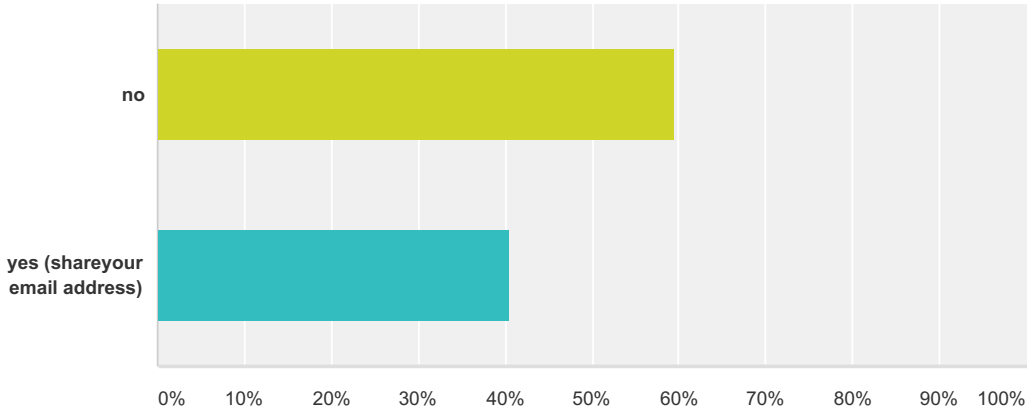
Answered: 1,024 Skipped: 314



Answer Choices	Responses	
less than $10,000	**4.69%**	48
$10,000 to $19,999	**3.22%**	33
$20,000 to $29,999	**4.69%**	48
$30,000 to $49,999	**15.33%**	157
$50,000 to $74,999	**16.11%**	165
$75,000 to $99,999	**13.09%**	134
$100,000 to $149,999	**18.16%**	186
$150,000 or more	**12.21%**	125
don't know/prefer not to answer	**12.50%**	128
Total		**1,024**

Q12 If there are questions regarding your responses, can Metro contact you?

Answered: 1,009 Skipped: 329



Answer Choices	Responses	
no	**59.46%**	600
yes (shareyour email address)	**40.54%**	409
Total		**1,009**

Do you recommend any changes to the purpose and need for the light rail project?

Total Responces

175

Topic mentioned more than once	
Concern about two-lane Barbur	2
Access: NUNM	**11**
Congestion	2
More buses	10
Oppose LRT	**25**
Resiliency	2
Preserve neighborhoods	4
Go to Beaverton	2
Suggest subway or grade-separated light rail	5
Go to OHSU	**29**
Support for LRT	5
Support for Naito alignment option	**34**
Improve WES	2
New roads	2
Access: education and job-training	2
Affordable housing	2
More park-and-ride locations	4
Go to Willsonville	2
Support Barbur alignment option	2
Support for road, bicycle, pedestrian projects	7
Expanded service hours	2
Go to PCC	2

Purpose and Need Suggestions	
Preserve neighborhoods/Minimize neighborhood impacts	9
Congestion	7
Resiliency	3
Affordable housing	3
Access: education and job-training	2
Safety	2
Serve seniors	2
Climate Change	2
ADA access	1
Last bullet: remove "car and freight"	1
Service reliability	1
Responsible design	1
Serve all income levels	1
Air quality	1
Remove "active transportation"	1
Remove "with limited resources"	1
Health	1
Define "equity"; add "avoid displacement"	1
Add "highway corridor"	1
Add "reduce displacement"	1
Change downtown to "the region's central city"	1
Multimodal focus	1
Stormwater management	1

COMBINED

Most Shared Comments	
Support for Naito alignment option	34
Go to OHSU	32
Oppose Light Rail Transit	36
Access: NUNM	11
Support Light Rail Transit	10

Which best describes your opinion (light rail route)?

Total Responces

288

Topic mentioned more than once	
Concern about crime	4
Cost	2
Don't go to Tigard	2
Go to Beaverton	6
Go to Downtown Tualatin (WES)	**12**
Go to Hillsdale	6
Go to Lake Oswego	5
Go to Multnomah Village	6
Go to PCC	**13**
Go to Sellwood	2
More bus service instead	6
Oppose I-5 adjacent option	6
Oppose LRT	**16**
Preserve neighborhoods / historic buildings	3
Recommend BRT	7
Redundant to WES	2
Short travel time	2
Suggest subway or grade-separated light rail	3
Support Barbur alignment option	17
Support branch option to downtown Tigard	9
Support for LRT	7
Support I-5 adjacent option	10
Support Naito alignment option	**84**
Support new, safe crossing Naito	4
support through route to downtown Tigard	4
Support transit-oriented development	2
Tualatin rail alignment	3
Two-lane Barbur	**13**

Most Often Shared Comments	
Support Naito alignment option	84
Go to OHSU	29
Oppose LRT	16
Go to PCC	13
Go to Downtown Tualatin (WES)	12

Different Alignment Suggestions	
Go to Downtown Tualatin (WES)	12
Go to Multnomah Village	6
Go to Beaverton	5
Go to Lake Oswego	5
Go to Sherwood	4
new: Beaverton to NW or OHSU	3
Go to Hillsdale	3
Recommend BRT	3
Go to Newburg	2
Go to Sellwood	2
Suggest subway or grade-separated light rail	2
Go to East Portland	1
Follow 99W to Durham Rd to Lower Boones Ferry	1
Go to NE Portland	1
Don't go to Tualatin	1
Go to Macadam	1
Go to Washington Square	1
Subway: Lincoln to 1st Ave., OHSU, Hillsdale and BTC	1
Elevated Route	1
Go to Willsonville	1
Go to King City	1

Which best describes your opinion about these station locations?

Total

396

Topic mentioned more than once	
station: OHSU	**217**
station: NUNM / north of Gibbs	**27**
support Naito	**26**
station: PCC	18
support Barbur	14
more park-and-ride locations	10
oppose LRT	10
fewer stations	7
fewer stations on Barbur	6
more stations before Burlingame	5
station: downtown Tualatin	5
station: Hillsdale	5
support LRT	5
station: Burlingame	4
station: Capital Hwy	3
station: Multnomah Village	3
concern about park-and-ride capacity at Bridgeport	2
concern about property impacts	2
don't displace residents	2
no stations: Tigard	2
oppose I5 alignment	2
station: Terwilliger	2
station: Wilsonville	2
support branch to downtown Tigard	2

Top four comments	
station: OHSU	217
station: NUNM / north of Gibbs	27
support Naito	26
station: PCC	18

Different Station Suggestions	
2-lane Barbur	1
choose fastest route	1
remove station at Bridgeport	1
station: Beaverton	1
station: Burlingame	4
station: Capital Hwy	3
station: Dartmouth	1
station: downtown Tualatin	5
station: George Hines Park	1
station: Hillsdale	5
station: Hunziker	1
station: King City	1
station: Kruse	1
station: Macadam Ave.	1
station: Multnomah Village	3
station: NE Portland	1
station: North Portland	1
station: PSU	1
station: Sherwood	1
station: St. Johns	1
station: Terwiliger	2
station: Wilsonville	2
stations @ grocery stores	1
stations > 1mi apart	1
stations near destinations	1
stations not convenient	1
stations to serve poor and disabled	1

Which statement best describes your opinion about park and ride options?

Total Responces

191

Topic mentioned more than once	
alternative transportation to stations	9
Barbur Transit Center - capactiy and access concerns	4
connection to Marquam Hill	5
fewer park-and-ride	5
minimize neighborhood impact	8
more capacity at park-and-ride	**32**
more park-and-ride locations	**29**
concern: traffic, access and overflow parking	3
support Naito alignment	9
support park-and-ride generally	**10**
support these park-and-ride locations	2
accommodate bicycles at park-and-ride	2
Park-and-ride in Burlingame	**10**
concern: traffic, access and overflow parking	3
park-and-ride near downtown Portland	**12**
park-and-ride near Marquam Hill	7
support park-and-ride in downtown Tigard	2
oppose park-and-ride downtown Tigard	2
support station at NUNM	5
lease existing parking lots near stations	2
charge fees to park	2
park-and-ride at Terwilliger	4
PR: between BTC and Marquam Hill	2
more park-and-ride in Tigard	2
park-and-ride in Beaverton	3
park and ride in Multnomah Village	2

Park-and-Ride Suggestions Mentioned Once	
concern about displacement	1
concern park-and-ride is for high income people	1
move 53rd Ave. park-and-ride further south	1
oppose park-and-ride	1
park-and-ride at Barbur Blvd. and Beaverton Hillsdale Hwy.	1
park-and-ride at Capital Hwy./Barbur Blvd.	1
park-and-ride at Multnomah Village	1
park-and-ride at Nyberg or Boones Ferry and Elligsen	1
park and ride on Naito	1
park-and-ride for Beaverton commuters	1
park-and-ride in North Portland	1
park-and-ride in Tigard Triangle; not downtown	1
park-and-ride near Hilsdale	1
park-and-ride near NUNM	1
park-and-ride north of Barbur Transit Center	1
park-and-ride on west end causes crowding on the east end of the line	1
put park-and-ride close to freeways	1
study transit-oriented development instead of park-and-ride	1
park and ride on Sunset Highway	1
park and ride in Hillsdale	1

What would you include on this list?

Total Responces

427

access to employment	5	1.2%
impact on affordable housing	21	4.9%
avoid property impacts	1	0.2%
cost	5	1.2%
increased crime	16	3.7%
decrease auto use	2	0.5%
measure impact by demographic	1	0.2%
impact on service reliability	7	1.6%
increase houseless presence	3	0.7%
increased access to transportation	13	3.0%
increase access for disabled & seniors	9	2.1%
increase/decrease congestion	14	3.3%
increase/decrease emotional stress of overcrowding	1	0.2%
increase/decrease economic inequality	2	0.5%
increase/decrease rider cost	4	0.9%
job creation	2	0.5%
neighborhood impacts	9	2.1%
construction impacts	3	0.7%
support all	96	22.5%
visual impact	1	0.2%
impact on low-income residents	5	1.2%
impact on businesses	3	0.7%
Support "Increased or decreased access to important community services (employment, education, affordable housing, health care, retail services)"	45	10.5%
Support "Changes in property values"	24	5.6%
Support "Increased or decreased exposure to environmental impacts"	24	5.6%
Support "Increase or decrease in safety and security"	41	9.6%
Support "Increase or decrease in community stabilization or displacement."	19	4.4%

access to OHSU	2
access to PCC	1
access to stations	3
transperecy and honesty	1
start construction as soon as possible	3
add East Portland	1
continue to expand	2
remove honor system	2
parking	2
pedestrian and bicycle safety	6
remove race from decision making	1
station: NUNM	7
station: OHSU	9
station: PCC	1
support LRT	7
support Naito alignment option	9
will not help equity	1
add "job training locations"	1
add "churches"	1
add "libraries and parks"	1
add "food services"	3
add "volunteer opportunities"	1
add "renters"	1
remove 2	1
add "removal of trees"	2
add "increase green spaces"	1
support 3: add "air pollution"	2
add "noise pollution"	7
add "for disabled, seniors and women"	
add "for pedestrians and cyclists"	
support 5: add "gentrification"	6
support 5: add "homeless displacement"	1

Which part of the corridor do you most identify with (Other)?

Total Responces

127

All other locations	
Beaverton/Aloha	**5**
Cedar Hills	1
Bridgeport Village	1
Barbur Transit Center	1
Burlingame	**4**
Bulingame/Multnomah Village	2
Downtown Portland	**4**
Clackamas	2
Garden Home	4
Lake Oswego	**9**
King City	1
Hillsdale	1
John's Landing	1
Marquam Hill	**4**
Multnomah	1
Homestead	1
Downtown Tigard	1
Northeast Portland	2
Newburg	1
NUNM	1
Milwaukie/Oregon City	1
Outer SW Portland, Tigard and Beaverton	1
Raligh Hills	2
PSU	1
Southeast Portland	3
South of Tigard	1
Southwest Portland	2
Ash Creek	1
Metzger Park	1

Most mentioned locations	
Lake Oswego	9
Beaverton/Aloha	5
Burlingame	4
Downtown Portland	4
Marquam Hill	3

What are the best ways to involve you during environmental review (Other)?

Total Responces

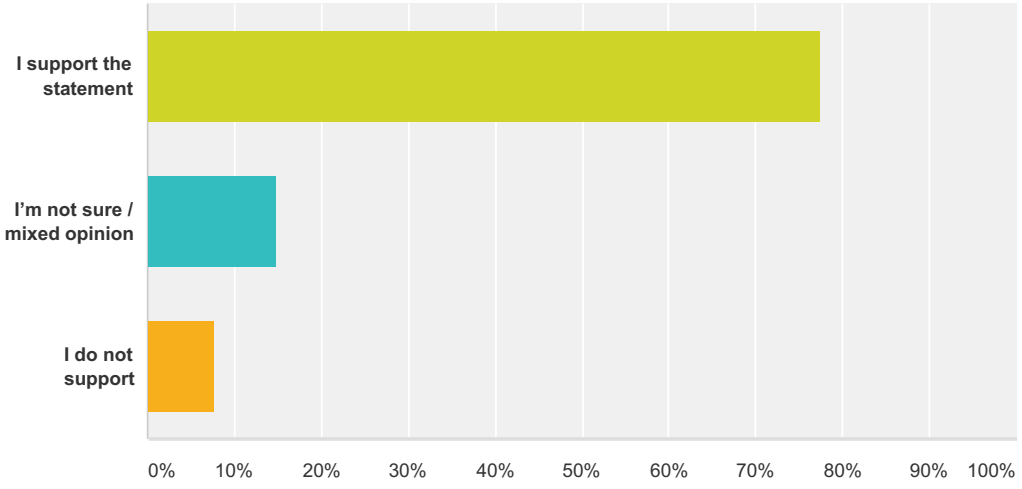
33

All other suggestions	
public meetings after 6:30 p.m.	1
media	1
NUNM newsletter	**3**
OHSU newsletter	1
OPB and public radio	1
online	1
Portland City Hall lobby	1
Private meetings with designer-managers	1
Presentation @ Tigard HS	1
Radio ads	1
Twitter	1
South Portland Neighborhood Association	1
Field trips / site visits with community leaders	1
Let the riders VOTE!	1
Weekly email digest	1
RSS feed	1

Southwest Corridor light rail project - Detailed scoping survey

Q1 What do you think of the purpose and need statement?

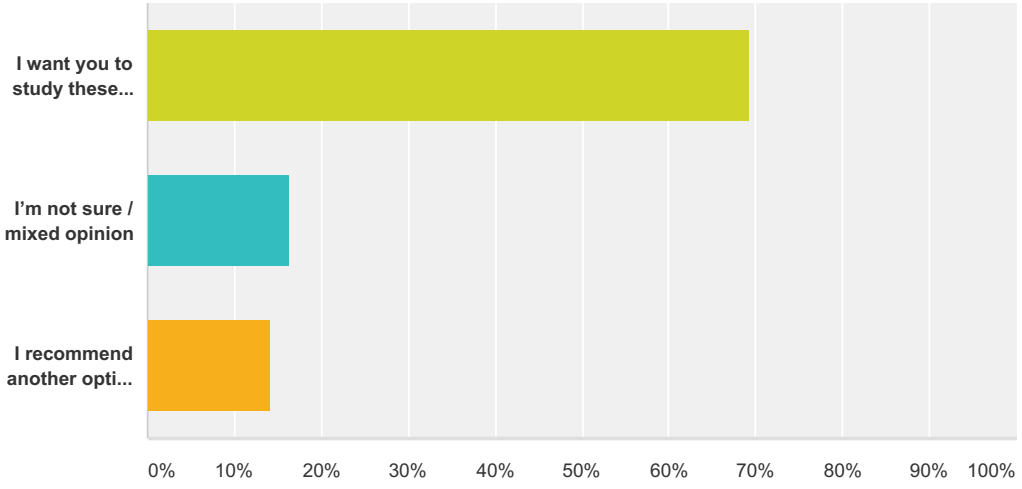
Answered: 262 Skipped: 6



Answer Choices	Responses	
I support the statement	**77.48%**	203
I'm not sure / mixed opinion	**14.89%**	39
I do not support	**7.63%**	20
Total		**262**

Q2 Which best describes your opinion?

Answered: 245 Skipped: 23

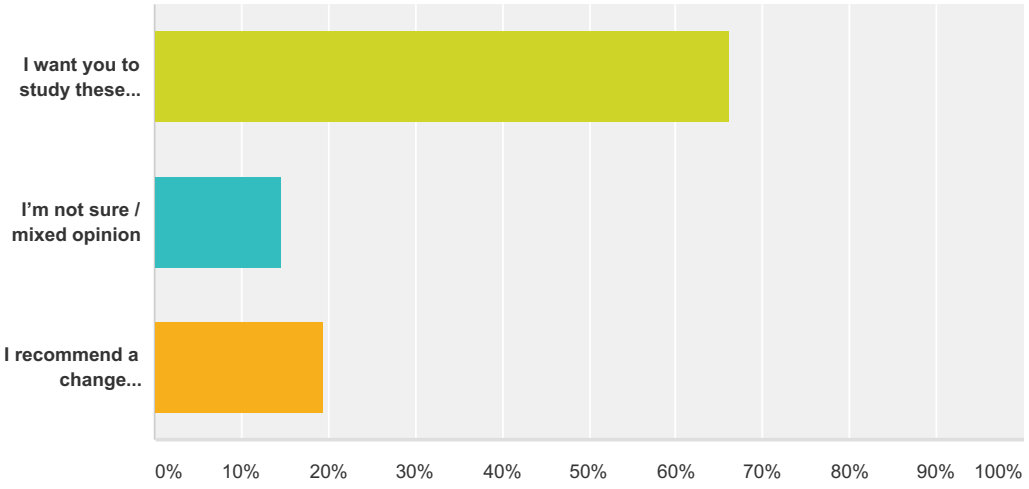


Answer Choices	Responses	
I want you to study these routes	**69.39%**	170

I'm not sure / mixed opinion	**16.33%**	40
I recommend another option (describe below)	**14.29%**	35
Total		**245**

Q3 Which statement best describes your opinion about station locations?

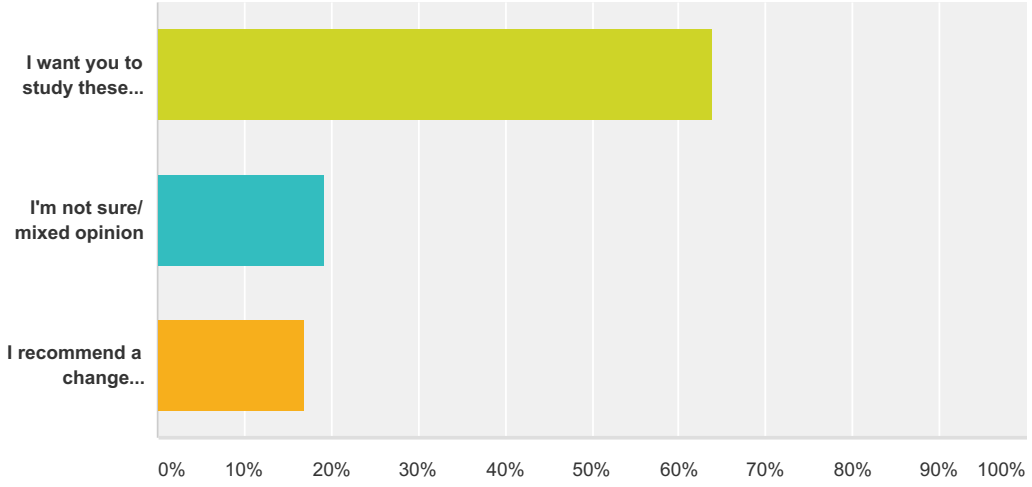
Answered: 233 Skipped: 35



Answer Choices	Responses	
I want you to study these station locations	**66.09%**	154
I'm not sure / mixed opinion	**14.59%**	34
I recommend a change (describe below)	**19.31%**	45
Total		**233**

Q4 Which statement best describes your opinion about park and ride options?

Answered: 230 Skipped: 38



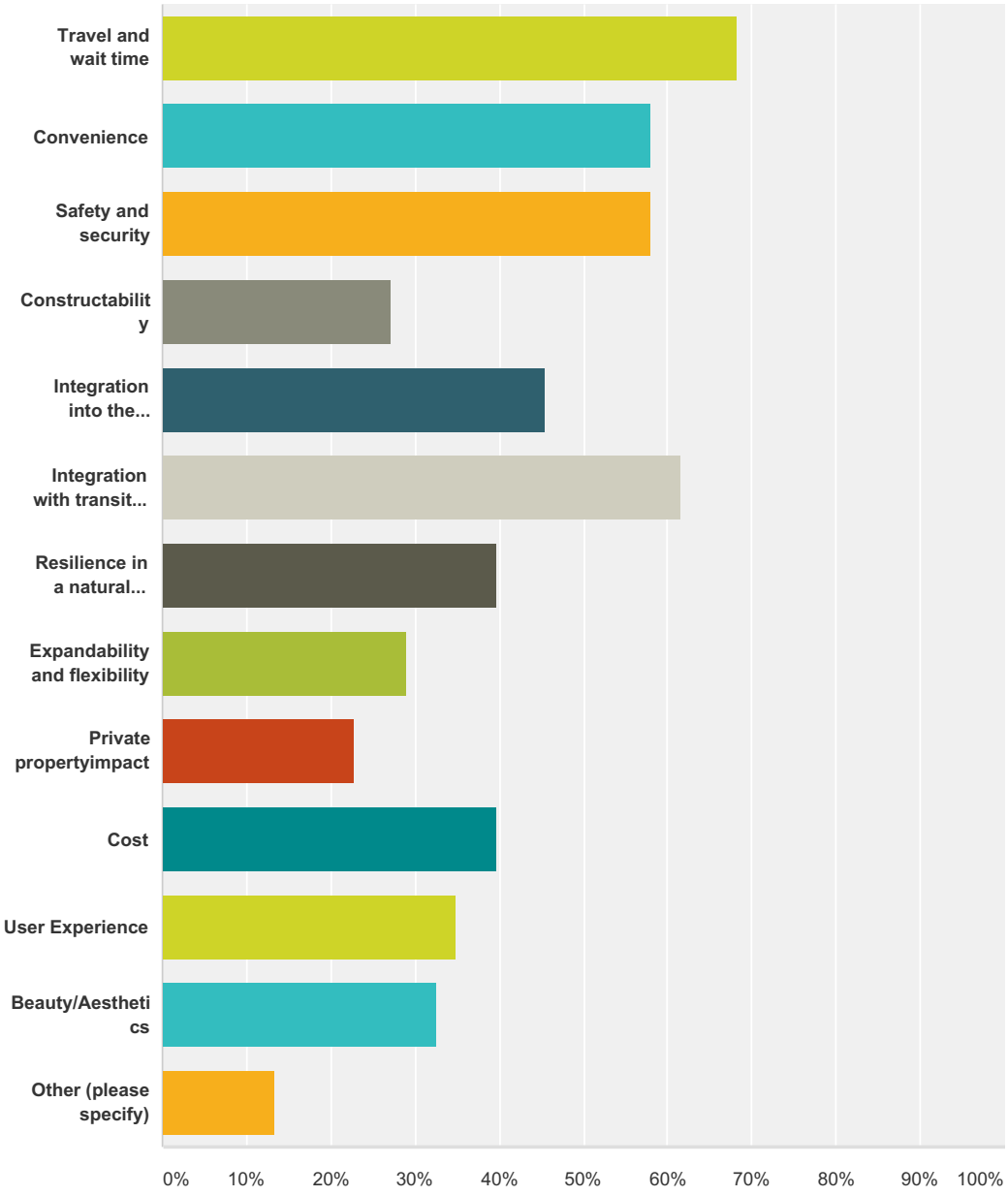
Answer Choices	Responses	
I want you to study these park and ride locations	**63.91%**	147
I'm not sure/ mixed opinion	**19.13%**	44
I recommend a change (describe below)	**16.96%**	39
Total		**230**

Q5 Is there anything else you would like the steering committee to know about stations, park and rides or maintenancefacilities?

Answered: 72 Skipped: 196

Q6 What are the most important factors for decision makers to consider when choosing the option(s) to study in the EIS? (Mark all that apply)

Answered: 224 Skipped: 44

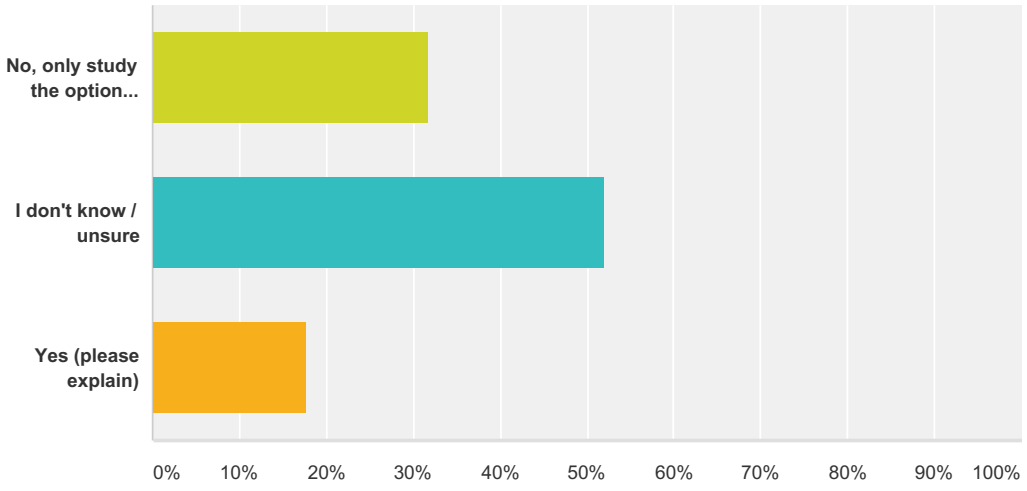


Answer Choices	Responses	
Travel and wait time	**68.30%**	153
Convenience	**58.04%**	130
Safety and security	**58.04%**	130
Constructability	**27.23%**	61
Integration into the existing neighborhood	**45.54%**	102
Integration with transit system	**61.61%**	138
Resilience in a natural disaster	**39.73%**	89
Expandability and flexibility	**29.02%**	65
Private propertyimpact	**22.77%**	51

Cost	**39.73%**	89
User Experience	**34.82%**	78
Beauty/Aesthetics	**32.59%**	73
Other (please specify)	**13.39%**	30
Total Respondents: 224		

Q7 Should the EIS consideranother option to improve access to Marquam Hill (not included here)?

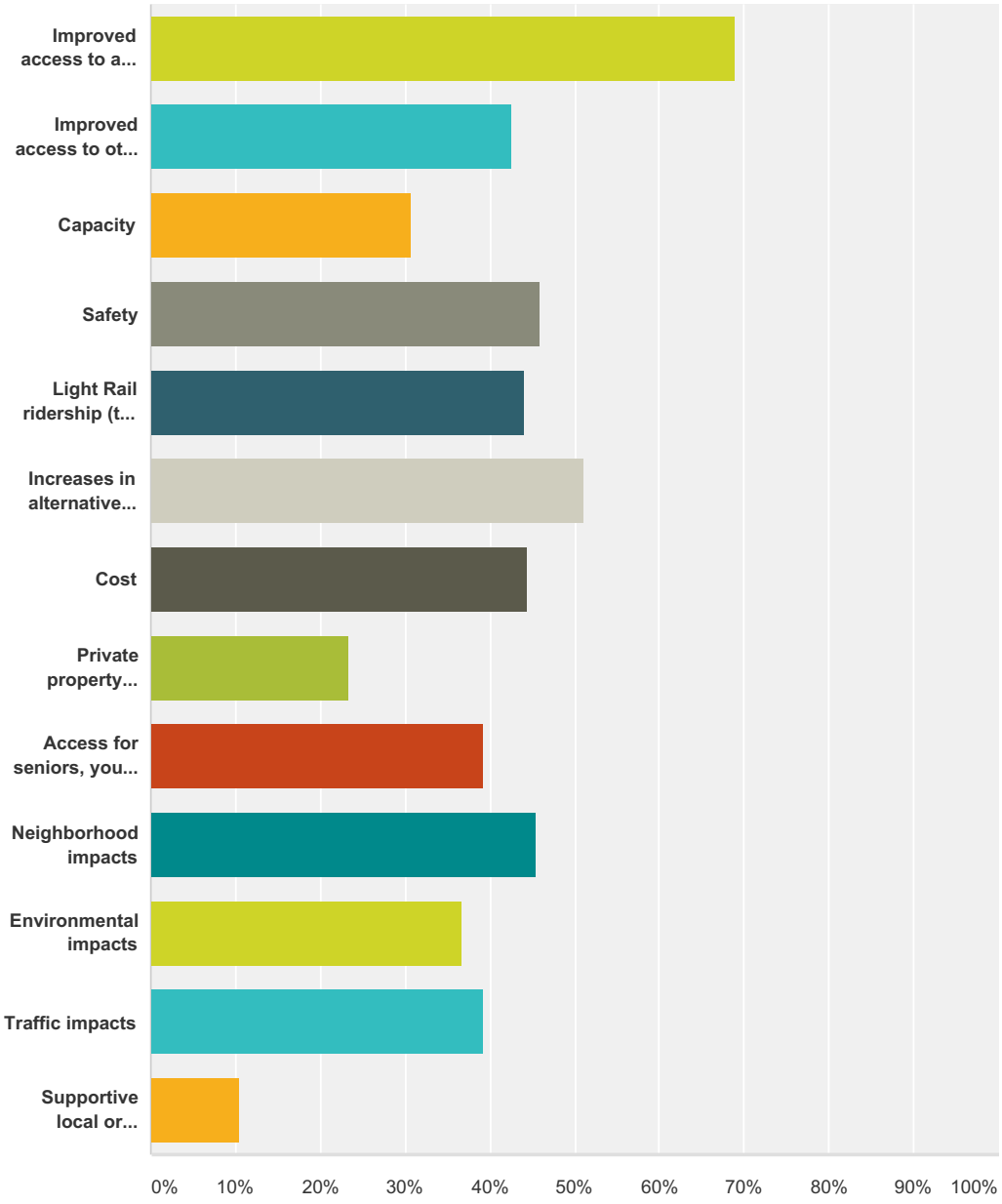
Answered: 221 Skipped: 47



Answer Choices	Responses	
No, only study the option above	**31.67%**	70
I don't know / unsure	**52.04%**	115
Yes (please explain)	**17.65%**	39
Total Respondents: 221		

Q8 What are the most important factors for decision makers to consider when choosing the option(s) to study in the EIS? (Mark all that apply)

Answered: 209 Skipped: 59

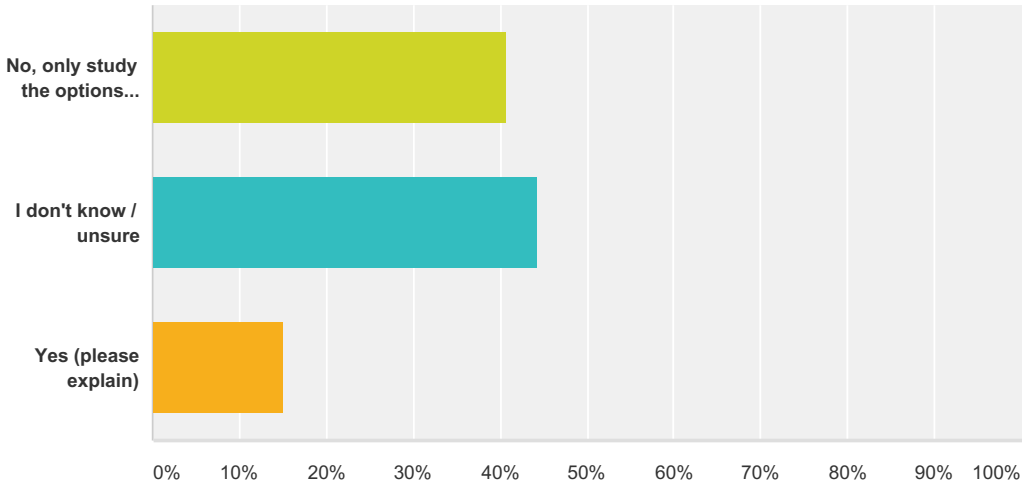


Answer Choices	Responses	
Improved access to a proposed light rail station	**68.90%**	144
Improved access to other local destinations	**42.58%**	89
Capacity	**30.62%**	64
Safety	**45.93%**	96
Light Rail ridership (the number of people who will use light rail)	**44.02%**	92
Increases in alternative modes of travel (cycling, walking or using public transit)	**51.20%**	107
Cost	**44.50%**	93
Private property impacts	**23.44%**	49
Access for seniors, youth and people with disabilities	**39.23%**	82

Neighborhood impacts	**45.45%**	95
Environmental impacts	**36.84%**	77
Traffic impacts	**39.23%**	82
Supportive local or regional policies	**10.53%**	22
Total Respondents: 209		

Q9 Should the EIS consider another way to improve transit connections to PCC Sylvania (not included here)?

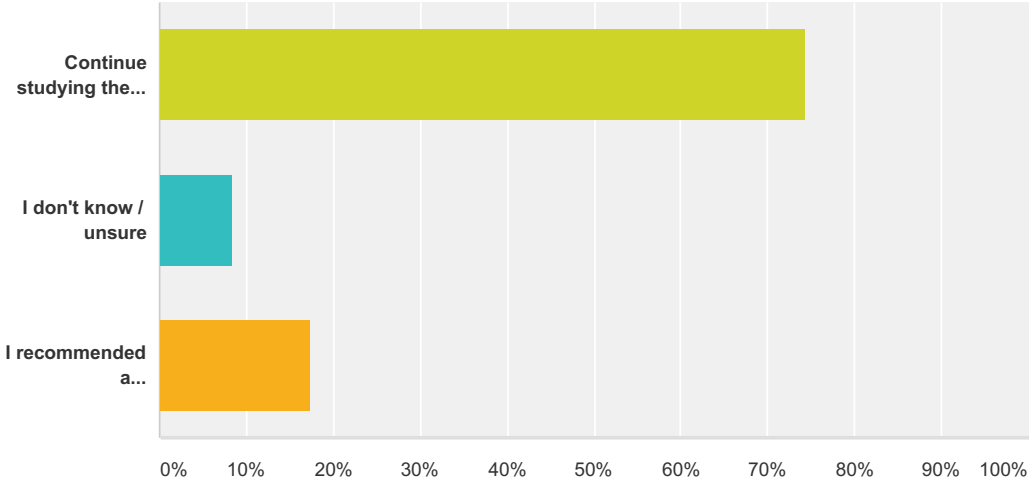
Answered: 206 Skipped: 62



Answer Choices	Responses	
No, only study the options above	**40.78%**	84
I don't know / unsure	**44.17%**	91
Yes (please explain)	**15.05%**	31
Total		**206**

Q10 Which statement best describes your opinion?

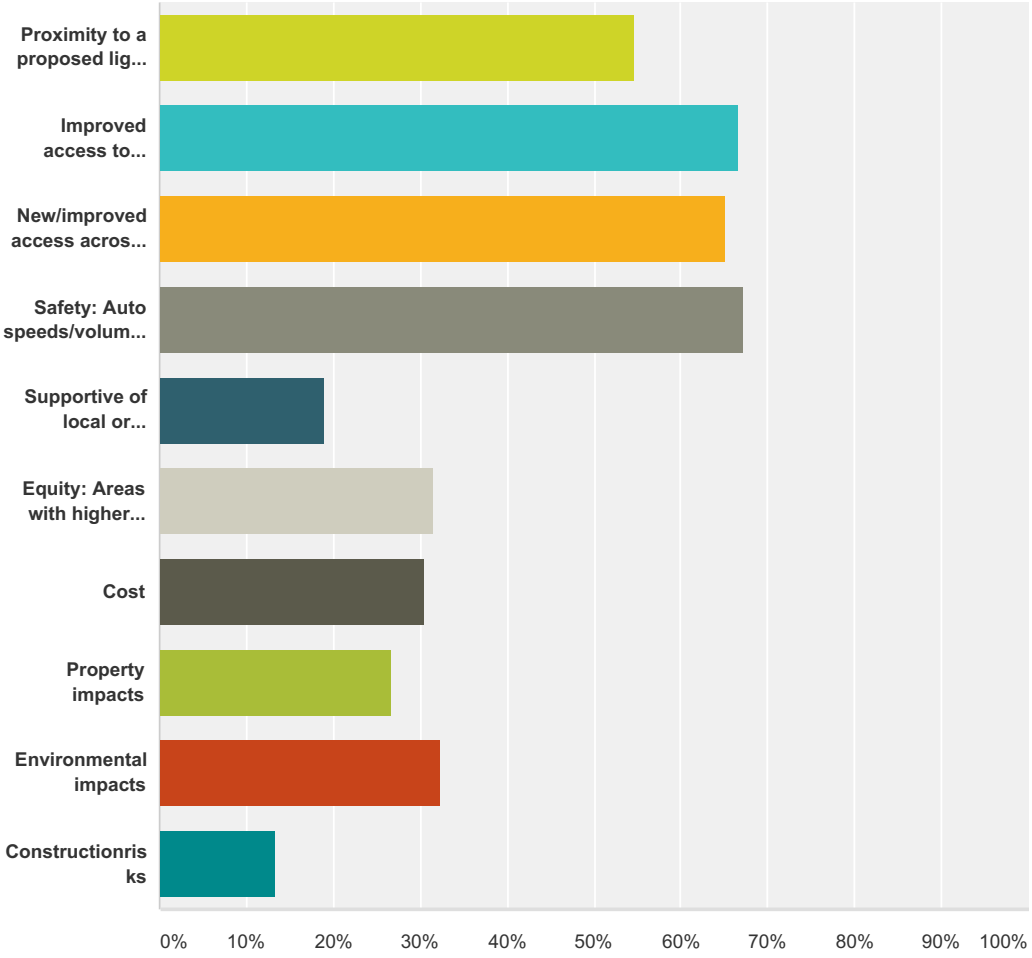
Answered: 203 Skipped: 65



Answer Choices	Responses	
Continue studying these projects	**74.38%**	151
I don't know / unsure	**8.37%**	17
I recommended a change/addition that is essential to the light rail project (describe below)	**17.24%**	35
Total		**203**

Q11 Which criteria do you think are most important in deciding which projects are reviewed in the EIS? (Mark all that apply)

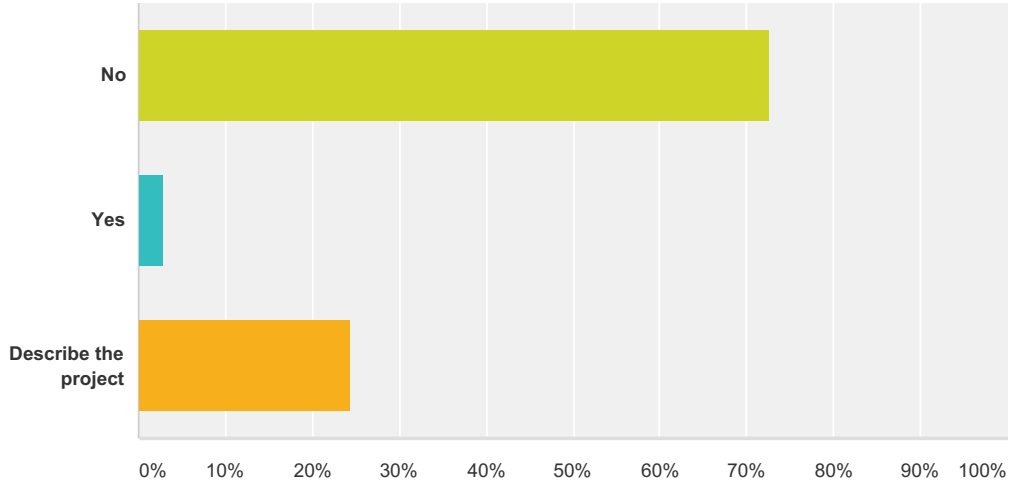
Answered: 210 Skipped: 58



Answer Choices	Responses	
Proximity to a proposed light rail station	**54.76%**	115
Improved access to important destinations via light rail	**66.67%**	140
New/improved access across barriers, such as I-5	**65.24%**	137
Safety: Auto speeds/volumes and bike/pedestrian crash history	**67.14%**	141
Supportive of local or regional plans	**19.05%**	40
Equity: Areas with higher proportions of historically under-represented populations	**31.43%**	66
Cost	**30.48%**	64
Property impacts	**26.67%**	56
Environmental impacts	**32.38%**	68
Constructionrisks	**13.33%**	28
Total Respondents: 210		

Q12 Do you propose any additional projects that would provide improved access to a proposed light rail station?

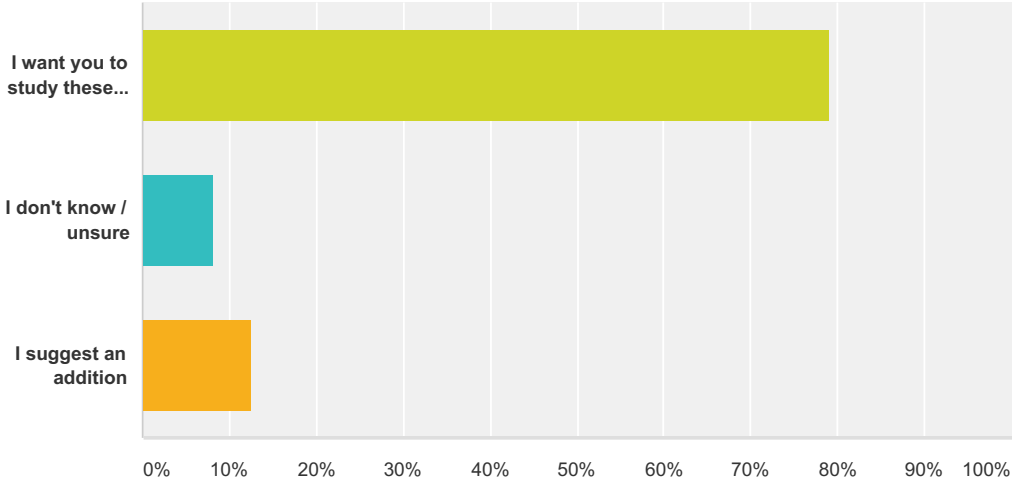
Answered: 204 Skipped: 64



Answer Choices	Responses	
No	**72.55%**	148
Yes	**2.94%**	6
Describe the project	**24.51%**	50
Total		**204**

Q13 Which statement best describes your opinion?

Answered: 207 Skipped: 61



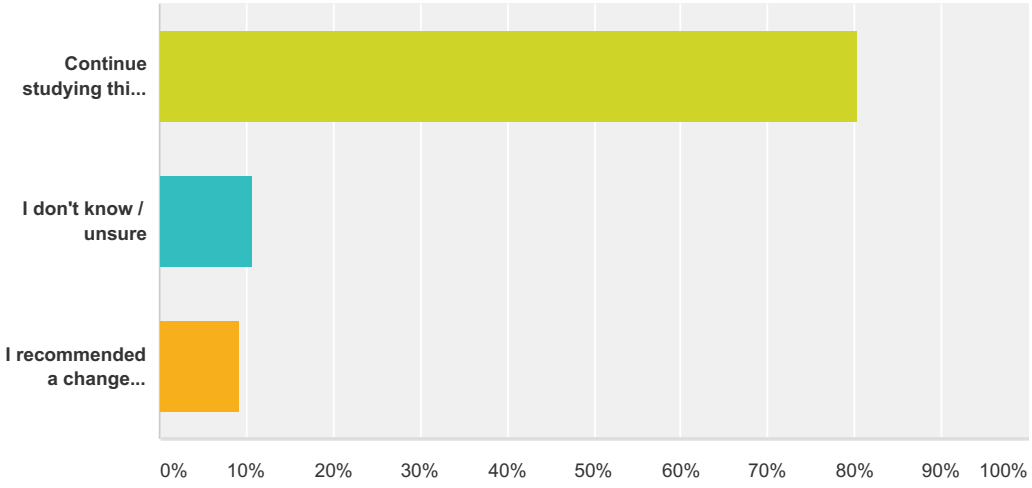
Answer Choices	Responses	
I want you to study these impacts	**79.23%**	164
I don't know / unsure	**8.21%**	17
I suggest an addition	**12.56%**	26
Total		**207**

Q14 Isthere a specific location of concern we should know about? Please mention thelocation and the impact/concern.

Answered: 45 Skipped: 223

Q15 Which statement best describes your opinion?

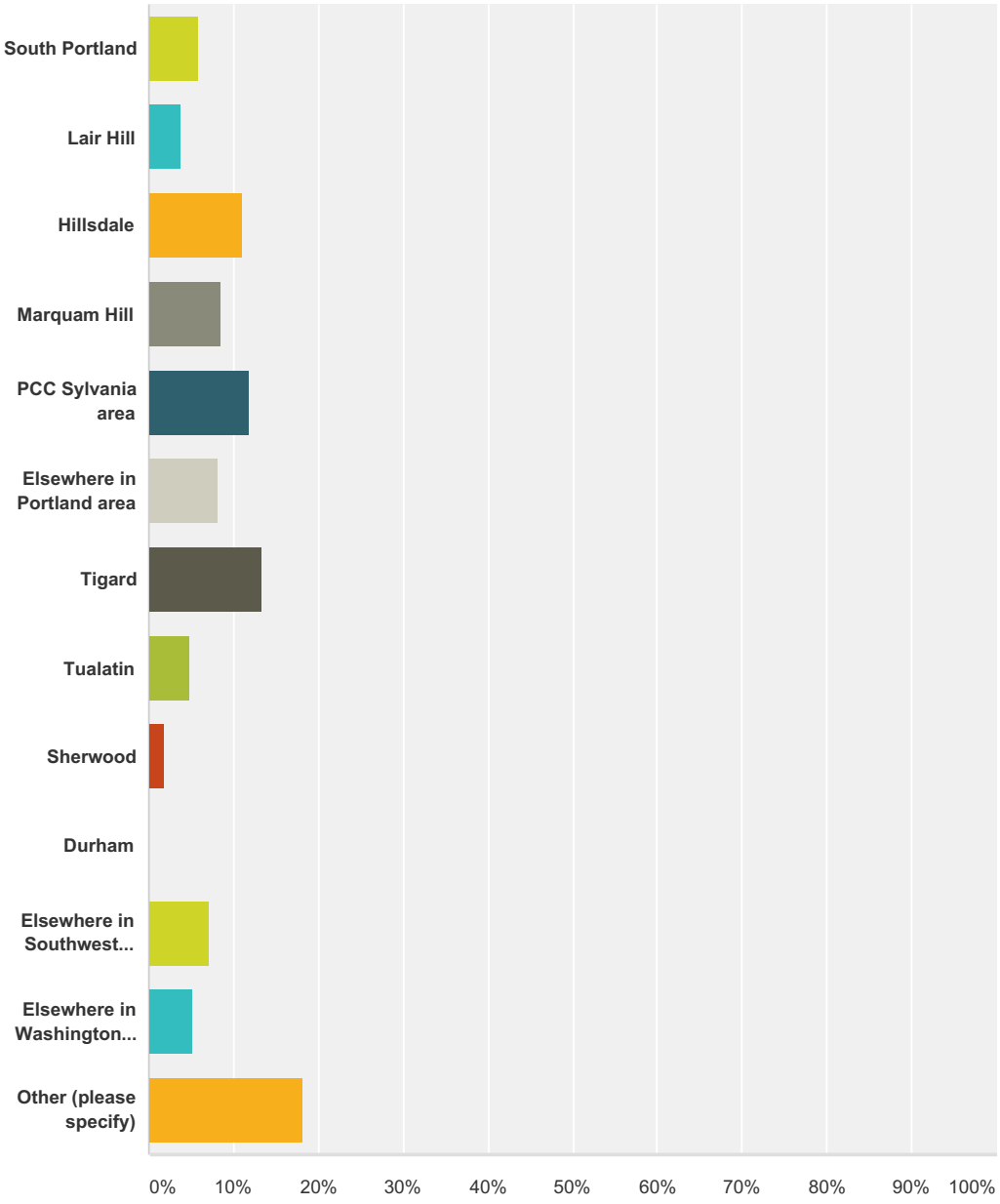
Answered: 208 Skipped: 60



Answer Choices	Responses	
Continue studying this list of benefits and burdens	**80.29%**	167
I don't know / unsure	**10.58%**	22
I recommended a change (describe below)	**9.13%**	19
Total		**208**

Q16 Which part of the corridor do you most identify with?

Answered: 209 Skipped: 59

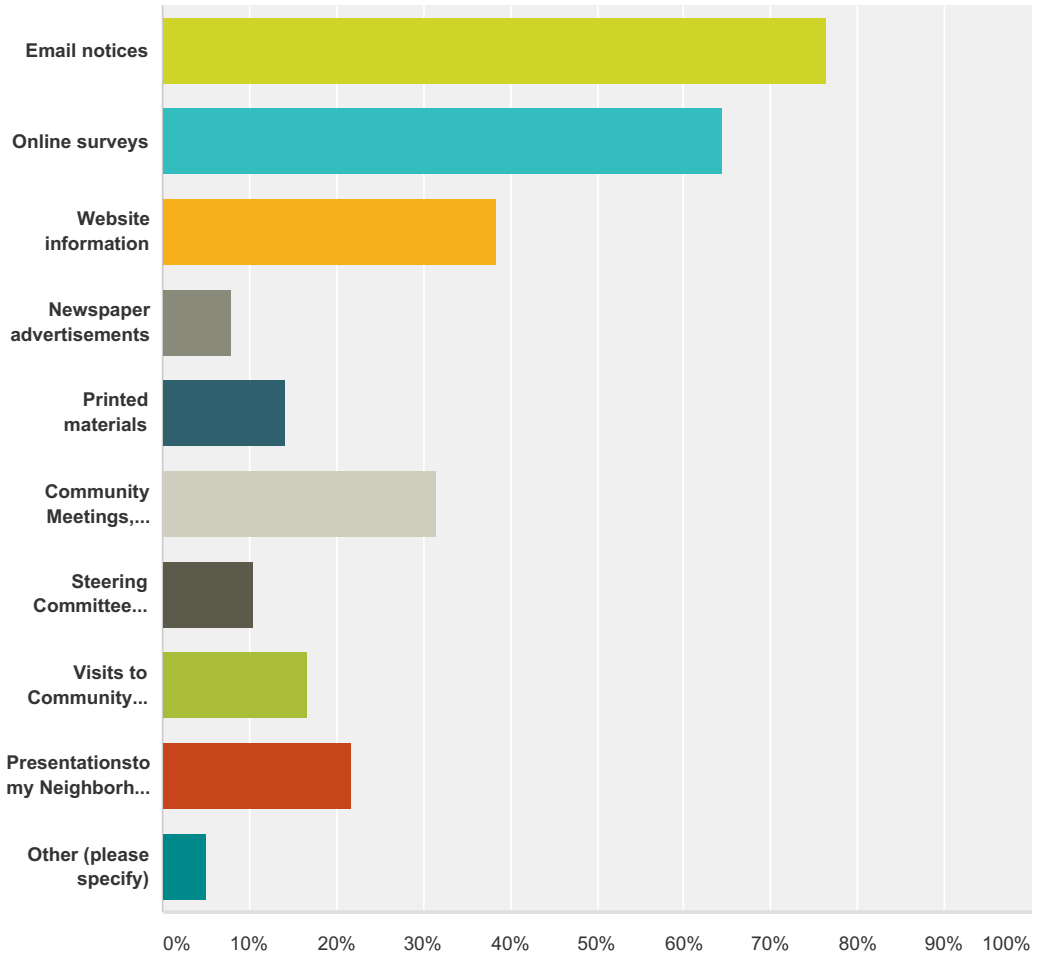


Answer Choices	Responses	
South Portland	**5.74%**	12
Lair Hill	**3.83%**	8
Hillsdale	**11.00%**	23
Marquam Hill	**8.61%**	18
PCC Sylvania area	**11.96%**	25
Elsewhere in Portland area	**8.13%**	17
Tigard	**13.40%**	28
Tualatin	**4.78%**	10
Sherwood	**1.91%**	4

Durham	**0.00%**	0
Elsewhere in Southwest Portland	**7.18%**	15
Elsewhere in Washington County	**5.26%**	11
Other (please specify)	**18.18%**	38
Total		**209**

Q17 What are the best ways to involveyou during environmental review? (checkall that apply)

Answered: 203 Skipped: 65

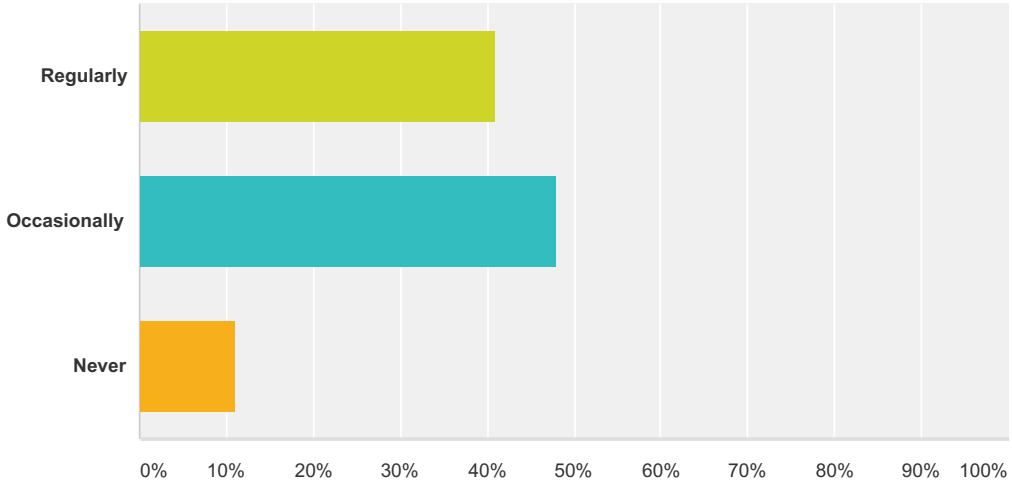


Answer Choices	Responses	
Email notices	**76.35%**	155
Online surveys	**64.53%**	131
Website information	**38.42%**	78
Newspaper advertisements	**7.88%**	16
Printed materials	**14.29%**	29

Community Meetings, Forumsand Open Houses	**31.53%**	64
Steering Committee Meetings	**10.34%**	21
Visits to Community Events (Farmer's Market, Street Parties, Events)	**16.75%**	34
Presentationsto my Neighborhood Association or Community Group	**21.67%**	44
Other (please specify)	**4.93%**	10
Total Respondents: 203		

Q18 How often do you currently ride transit?

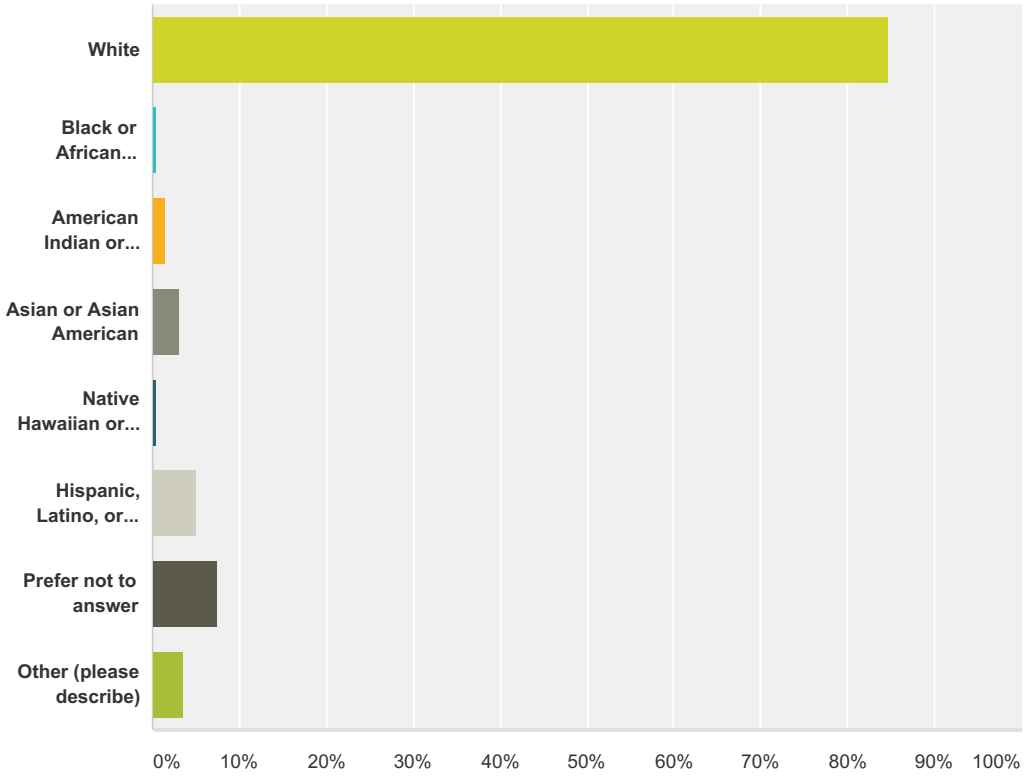
Answered: 208 Skipped: 60



Answer Choices	Responses	
Regularly	**40.87%**	85
Occasionally	**48.08%**	100
Never	**11.06%**	23
Total		**208**

Q19 Optional. Below is a list of race categories. Please choose one or more races you consider yourself to be. (check all that apply)

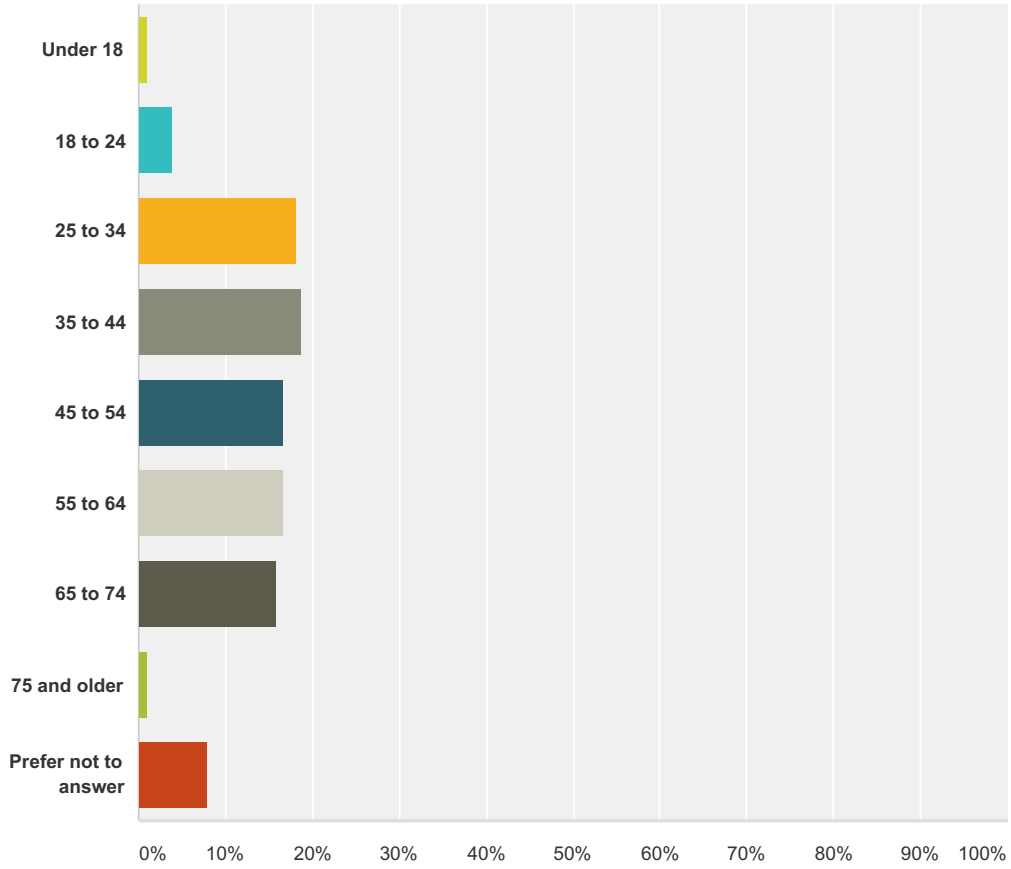
Answered: 198 Skipped: 70



Answer Choices	Responses	
White	**84.85%**	168
Black or African American	**0.51%**	1
American Indian or Alaska Native	**1.52%**	3
Asian or Asian American	**3.03%**	6
Native Hawaiian or other Pacific Islander	**0.51%**	1
Hispanic, Latino, or Spanish origin	**5.05%**	10
Prefer not to answer	**7.58%**	15
Other (please describe)	**3.54%**	7
Total Respondents: 198		

Q20 Optional. Which of the following age ranges includes your age? (check one)

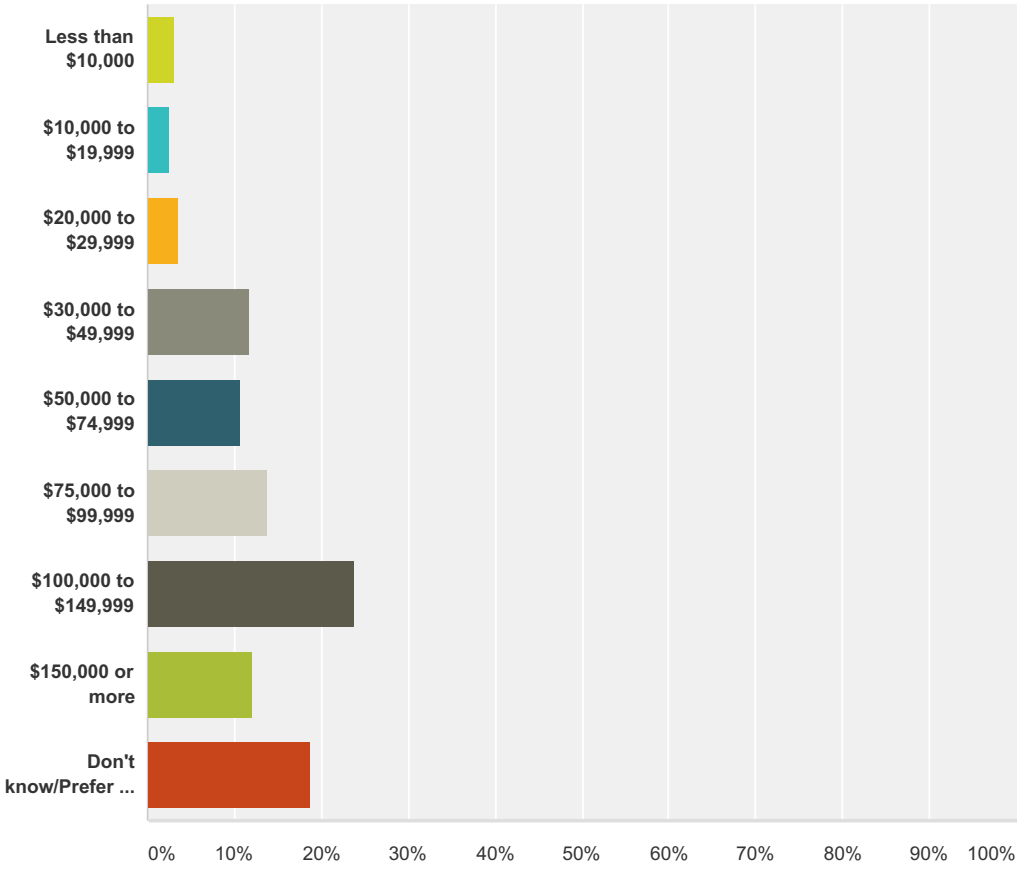
Answered: 203 Skipped: 65



Answer Choices	Responses	
Under 18	**0.99%**	2
18 to 24	**3.94%**	8
25 to 34	**18.23%**	37
35 to 44	**18.72%**	38
45 to 54	**16.75%**	34
55 to 64	**16.75%**	34
65 to 74	**15.76%**	32
75 and older	**0.99%**	2
Prefer not to answer	**7.88%**	16
Total		**203**

Q21 Optional. Which of the following categories best represents the annual income of your household before taxes? (check one)

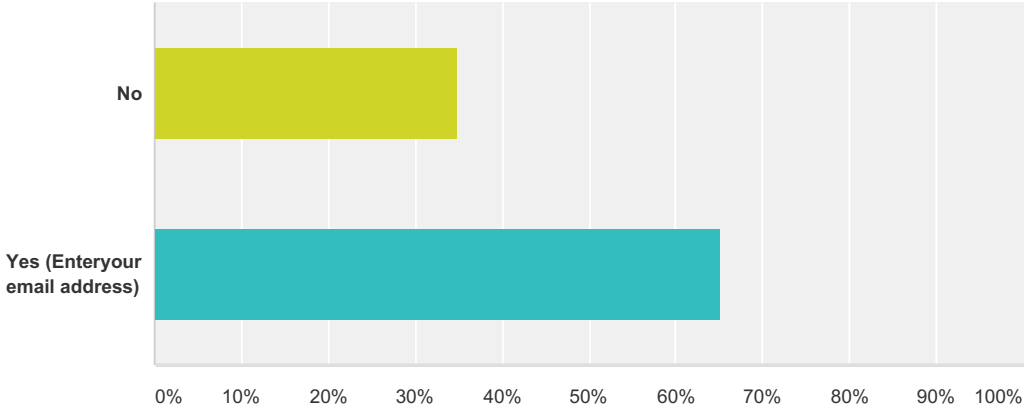
Answered: 197 Skipped: 71



Answer Choices	Responses	
Less than $10,000	**3.05%**	6
$10,000 to $19,999	**2.54%**	5
$20,000 to $29,999	**3.55%**	7
$30,000 to $49,999	**11.68%**	23
$50,000 to $74,999	**10.66%**	21
$75,000 to $99,999	**13.71%**	27
$100,000 to $149,999	**23.86%**	47
$150,000 or more	**12.18%**	24
Don't know/Prefer not to answer	**18.78%**	37
Total		**197**

Q22 If there are questions aboutyour responses, can Metro contact you?

Answered: 195 Skipped: 73



Answer Choices	Responses	
No	**34.87%**	68
Yes (Enteryour email address)	**65.13%**	127
Total		**195**

What do you think of the purpose and need statement?

Describe your recommended change or offer another comment

TOTAL	Tag 1			Tag 2			Tag 3		
60	add "highway corridor"	1	2%	add "for all mode of travel" after improve mobility	1	2%	add "while preserving existing roadway capacity" after local resources	1	2%
	add "reduce displacement"	1	2%	add augment bike lanes and sidewalks	1	2%			
	affodable housing	1	2%	**climate change**	**2**	**3%**			
	anti-growth	1	2%	more transit capacity	1	2%			
	bicycle lanes Barbur	1	2%	oppose light rail	1	2%			
	change downtown to "the region's central city"	1	2%	park-and-ride safety	1	2%			
	congestion	**3**	**5%**	proposal doesn't serve the poor	1	2%			
	define "equity"; add "avoid displacement"	1	2%	**reduce congestion**	**2**	**3%**			
	equity	1	2%	station: King City	1	2%			
	health	1	2%	support mobility	1	2%			
	improve buses	1	2%	support roadway, bicycle, pedestrian	1	2%			
	minimize neighborhood impacts	**4**	**7%**						
	more roadway, bicycle, pedestrian	1	2%						
	multimodal	2	3%						
	no increased density	1	2%						
	oppose light rail	**11**	**18%**						
	remove "active transportation"	1	2%						
	remove "with limited resources"	1	2%						
	resiliency	1	2%						
	rider cost	1	2%						
	safety	**2**	**3%**						
	seniors	**2**	**3%**						
	station: OHSU	**3**	**5%**						
	station: Washington Square	1	2%						
	stormwater infrastructure	1	2%						
	support light rail	**10**	**17%**						
	too Portland-centric	1	2%						

Topics mentioned more than once	
oppose light rail	11
support light rail	10
congestion or reduce congestion	5
minimize neighborhood impacts	4
station: OHSU	3
safety	2
seniors	2
climate change	2

Which statement best describes your opinion about alignment?

Describe your recommended option or other comment

Total	Tag 1			Tag 2	
83	**maintain 4-lane Barbur**	**4**	5%	affordable housing	1
	grade-separated	**2**	2%	make transit easy	1
	Hall Blvd Route	1	1%	oppose branch to DT	1
	involve stakeholders	1	1%	oppose Clinton	1
	minimize neighborhood	1	1%	oppose Tigard Triangle	1
	OHSU tunnel	2	2%	I-5/99 bypass	1
	oppose 53rd	1	1%	RBP equity	1
	oppose branch to DT	**3**	4%	cost	1
	oppose I-5 adjacent	1	1%	station: Beaverton	1
	oppose LRT	**9**	11%	station: DT Tualatin	1
	PCC tunnel	1	1%	station: OHSU	1
	PCC: bike-share	1	1%	station: OHSU Hillsdale	1
	station: 99w	**2**	2%	station: Wilsonville	2
	station: Beaverton	1	1%	station: DT Tualatin	
	station: Bridgeport	1	1%	station: Washington Square	1
	station: DT Tualatin	**2**	2%	station: Wilsonville	1
	station: Hilsdale	1	1%	support I-5 adjacent	1
	station: John's Landing	1	1%	support direct to DT	1
	station: Kruse Way	1	1%	support Naito	1
	station: Lake Oswego	**2**	2%		
	station: OHSU	**2**	2%		
	station: PCC	**7**	8%		
	station: Sherwood	1	1%		
	station: Washington Square	1	1%		
	station: Wilsonville	**2**	2%		
	stations: fewer in Tigard	1	1%		
	subway	1	1%		
	support Barbur	1	1%		
	support branched option	**3**	4%		
	support direct to DT	1	1%		
	support heavy rail option	1	1%		
	support I-5 adjacent	**3**	4%		
	support light rail	1	1%		
	support Naito	**7**	8%		
	Tigard vote	1	1%		
	too many Tigard stops	1	1%		
	upgrade WES	1	1%		
	wetland protection	1	1%		

Topic mentioned more than once
oppose LRT
station: PCC
support Naito
2-lane Barbur
oppose branch to DT
support branched option
support I-5 adjacent
station: 99w
station: DT Tualatin
station: Lake Oswego
station: OHSU
station: Wilsonville
grade-separated
station: Washington Square
support I5 adjacent
support direct to DT

Alignment Changes
Sherwood/Pacific Highway
Beaverton/Washington Square
Downtown Tualatin
Hillsdale
John's Landing
Kruse Way
Lake Oswego
Wilsonville
tunnel to OHSU
tunnel to PCC

Other LRT suggestions
grade separated LRT
subway

Which statement best describes your opinion about station locations?

Describe your recommended option or offer another comment

Total

75

Topic 1		
support branch	1	1%
support Naito	**2**	3%
station: PCC	**4**	5%
station: OHSU	**4**	5%
park-and-ride: not enough	**2**	3%
no stop @ 53rd	**2**	3%
oppose route	1	1%
One station Hamilton to Burlingame	1	1%
maintain 4-lane Barbur	1	1%
53rd Ave: mixed-use	1	1%
choose a route	1	1%
environmental protection	1	1%
concern: high density	1	1%
too much parking @ BTC	1	1%
more parking @ BTC	1	1%
more capcity at PR	1	1%
oppose LRT	**6**	8%
park-and ride: fewer	1	1%
PR conflicts with Barbur Concept Plan	1	1%
residential parking concern	1	1%
PR: Burlingame	1	1%
seating at stations	1	1%
station: at schools	1	1%
station: Burlingame	1	1%
station: 26th	1	1%
station: Captial Hwy	3	4%
station: DT	1	1%
station: Carmen	1	1%
station: downtown Tualatin	1	1%
station: fewer	**3**	4%
station: fewer near Barbur transit center	1	1%
station: Hillsdale	**2**	3%
station: Johns Landing	**2**	3%
station: Kruse Way	**3**	4%
station: near I405/ north of Gibbs	**2**	3%
station: SW 30th	**1**	1%
station: Terwilliger	**6**	8%
stations: fewer on Barbur	1	1%
stations: too many on Barbur	3	4%
support BRT	1	1%
support station locations	1	1%

Topic 2	
better bus stops	1
make transit easy to use	2
Multnomah Village	2
parking concern	1
no bike/ped. project on 53rd	1
no stations on I-5	1
PR: not enough	2
PR: crime	1
preserve neighborhood	1
congestion @ Barbur Transit Center	1
residential parking permit program	1
station: Beaverton	1
station: east of Burlingame	1
station: Kruse	1
support Barbur option	1
station: Terwilliger	1

Topic mentioned more than once		
oppose LRT	6	8%
station: Terwilliger	7	9%
station: OHSU	4	5%
station: PCC	4	5%
station: Captiol Hwy	3	4%
station: fewer	3	4%
station: Kruse Way	4	5%
stations: too many on Barbur	3	4%
no stop @ 53rd	2	3%
park-and-ride: not enough	2	3%
station: Hillsdale	2	3%
station: Johns Landing	2	3%
station: near I405/ north of Gibbs	2	3%
support naito	2	3%
station: SW 30th	1	1%

New Station Suggestions	
station: Carmen	1
station: downtown Tualatin	1
station: Hillsdale	2
station: Johns Landing	2
station: Kruse Way	3
station: near I-405/ north of Gibbs	2
station: Terwilliger	6
station: Captial Hwy	3

Which statement best describes your opinion about park and ride options?

Describe your recommended option or offer another comment

Total	Topic	No.	%
65	oppose light rail	8	12%
	more capacity at park-and-ride	4	**6%**
	no park-and-ride	4	6%
	more park-and-ride in Portland	3	5%
	park-and-ride @ Burlingame	3	5%
	more park-and-ride @ Portland	2	3%
	no park-and-ride @ Downtown Tigard	2	3%
	park-and-ride @ Multnomah	2	3%
	station: washington square	2	3%
	park-and-ride @ Terwilliger	2	3%
	TOD; not park-and-ride	2	3%
	add park-and-ride@ 53rd	1	2%
	add park-and-ride @ Multnomah	1	2%
	concern about Barbur Transit Cnt	1	2%
	environmental protection	1	2%
	improve bus connections to LRT	1	2%
	more PR	1	2%
	more PR for suburbs	1	2%
	more TOD; less PR	1	2%
	neighborhood parking concern	1	2%
	no PR @ SW 53rd	1	2%
	no PR @ Hunziker and Boones Ferry	1	2%
	no PR @ Portland and Tigard	1	2%
	one station Hamilton to Burlingame	1	2%
	Park-and-ride: fewer	1	2%
	stations: fewer	1	2%
	support park-and-ride	1	2%
	no station @ Capital Hills Road	1	2%
	park-and-ride @ downtown Tigard, Tigard Triangle, Bonia	1	2%
	park-and-ride @ SW 53rd	1	2%
	park-and-ride @ OHSU	1	2%
	park-and-ride should not ruin road, bike, ped projects	1	2%
	station: Boones Ferry (east of I-5)	1	2%

Topic mentioned more than once		
oppose light rail	8	12%
no park-and-ride	4	6%
more capacity at park-and-rides	4	6%
PR @ Burlingame	3	5%
more park-and-ride in Portland	3	5%
park-and-ride @ Terwilliger	2	3%
TOD; not park-and-ride	2	3%
park-and-ride @ Multnomah	2	3%
station: washington square	2	3%
no park-and-ride @ Dowbtowb Tigard	2	3%
more park-and-ride @ Portland	2	3%
more capacity at park-and-ride	2	3%

New park-and-ride locations	
Terwilliger	**2**
OHSU	1
Burlingame	3
Multnomah	2

Remove park-and-ride location	
no park-and-ride in Downtown Tigard	**2**
no park-and-ride anywhere	**4**
no park-and-ride @ SW 53rd	1
no park-and-ride @ Hunziker and Boones Ferry	1
no park-and-ride in Portland or Tigard	1

Is there anything else you would like the steering committee to know about stations, park and rides or maintenance facilities?

Total	Topic	No.
72	concern about Wall maintenance facility	1
	ADA compliant	1
	Covered bike parking	1
	allow park-and-ride expansion	1
	businesses equity	1
	connect Multnomah Village and Hillsdale	1
	get started	1
	fewer stations	1
	improve access to bus in Tigard	1
	improved bike access	1
	good bus transfers	1
	grocery near stations	1
	more capacity @ park-and-ride	1
	multiple park-and-ride entry & exits	1
	neighborhood impact	1
	more park-and-ride in Tigard	1
	neighborhood impact	1
	more capacity @ park-and-ride	1
	more capacity @ park-and-ride	1
	no park-and-ride	1
	Marquam Hill	1
	more capacity @ park-and-ride at BTC (garage)	1
	no park-and-ride	1
	more park-and-ride	1
	oppose LRT	**6**
	park-and-ride @ Tigard & Tualatin only	**2**
	park-and-ride @ Wall	1
	park-and-ride @ Multnomah	1
	pay to park	1

Topic mentioned more than once	
station: Terwilliger	2
road, bike, ped. project access to park-and-ride and stations	2
oppose LRT	6
park-and-ride @ Tigard & Tualatin only	2

Topic	No.
road, bike, ped. project access to park-and-ride and stations	**2**
sidewalks needed from BTC	1
schedule	1
resiliency	1
station access from Barbur	1
station access south/east of I5	1
station location: equity and access	1
station: 26th or 30th	1
Burlingame station needs new ped access east of I5	1
station: Beaverton	1
station: OHSU	1
station: Terwilliger	**2**
station: DT	1
station: Capital	1

park-and-ride @ Bridgeport Village, Tigard stations	1
park-and-ride bike parking	1
park-and-ride capacity	1
park-and-ride near bike path	1
park-and-ride sized right	1
park-and-ride should serve commuters	1
property value concern	1
prefer large stations with bus, bike, share share options	1
support LRT	1
support TOD	1
support road, bike, ped. projects	1
support Naito	1
too many stations	1

What are the most important factors for decision makers to consider when choosing the option(s) to study in the EIS? (Other)

Total	Tag 1	
30	24-hour access	1
	adequate parking	1
	new	1
	creative	1
	multimodal access	1
	weather	1
	cost	1
	travel & wait time	1
	maintenance	1
	multimodal access	1
	ADA accessibility	**5**
	congestion	**2**
	support TOD	1
	weather	1
	maintenance	1
	parking	1
	multimodal access	1
	environmental impact	**2**
	congestion	**2**

Topics heard more than once	
ADA accessibility	5
congestion	2
environmental impact	2
congestion	2

[redacted]

Should the EIS consider another option to improve access to Marquam Hill (not included here)?

Total			
	elevator / bridge	**4**	**8%**
49	inclined elevator	2	4%
	escalator	1	2%
	no bridge	1	2%
	tunnel	**6**	**12%**
	intermediate tram stop	3	6%
	new tram	3	6%
	walking path /ramp	**6**	**12%**
	no change /no access	3	6%
	reliability and safety	1	2%
	environmental protection	1	2%
	self-driving cars	1	2%
	safety	2	4%
	covered	1	2%
	get started	1	2%
	option preferred by Homestead	3	6%
	no bridge	1	2%
	more buses	4	8%
	public/private parking garage	1	2%
	something at Hamilton	1	2%
	ADA	1	2%
	cost	3	6%
	shuttle	1	2%

Top 4 options mentioned		
walking path /ramp	6	12%
tunnel	6	12%
elevator / bridge	4	8%
more buses / shuttle	5	10%

Suggestions not in attachment	
new tram	3
no change /no access	3
self-driving cars	1
something at Hamilton	1
intermediate tram stop	3

What are the most important factors for decision makers to consider when choosing the option(s) to study in the EIS? (Other)

		Roadway, bike and pedestrian projects	
Total			1
	21	Separated bike lanes	1
		Weather	1
		Support for LRT	1
		Reliability	**4**
		Minimize neighborhood impact	**2**
		Tunnel to PCC	1
		Cost	1
		Environmental protection	1
		Change Line 44 (connect to WES)	1
		Bike share	1
		Total transit ridership	1
		Oppose connection to PCC	1
		projected use is too high	1

Should the EIS consider another way to improve transit connections to PCC Sylvania (not included here)?

Total		**bus or shuttle**	**12**	**27%**
	45	**bike share**	**5**	**11%**
		tram	2	4%
		tunnel	3	7%
		oppose mechanized	3	7%
		mechanized	1	2%
		roadway, bike, ped improvements	**7**	**16%**
		nothing or no 53rd changes	2	4%
		capacity	1	2%
		low cost	1	2%
		ADA	3	7%
		self-driving car	1	2%
		reliability	1	2%
		serve entire community	1	2%
		connect to PCC	3	7%
		crime	1	2.22%
		neighborhood impact	2	4.44%

Most mentioned options		
bus or shuttle	12	27%
bike share	5	11%
roadway, bike, ped improvements	7	16%
tunnel	3	7%
oppose mechanized	3	7%
ADA	3	7%

New ideas	
do nothing	1
self-driving car	1

Which statement best describes your opinion?

Describe your recommended option or offer another comment

total	**Tag 1 & 2**	
49	along 72nd ave, Boones Ferry, Durham Rd, Tualatin river bridge	1
	Support Barbur road, bike, ped. projects	**8**
	Barbur: no bike lane	**2**
	bike lane	**2**
	bike lane from Sellwood Bridge	1
	bike share	1
	bike share: weather concern	1
	bike signal @ Hooker and Barbur	1
	capital highway sidewalks	1
	environmental protection	1
	I-5 multi-modal crossings	**2**
	imrpove Barbur Transit Center	1
	include King City	1
	minimize neighborhood impact	1
	Naito: bike lanes	1
	no PR	1
	oppose lightrail @ capital hill	1
	oppose light rail	**3**
	oppose road, bike, ped. projects	1
	project cost	1
	road, bike, ped. projects access	1
	road, bike, ped. projects education	**2**
	More bike projects in Tigard	1
	road, bike, ped. projects Tigard/Tualatin	**2**
	road, bike, ped. projects to Barbur Transit Center	**3**
	road, bike, ped. projects: bike lane	1
	road, bike, ped. projects: connectivity to stations	1

Topic mentioned more than once	
Support Barbur road, bike, ped. projects	8
Support road, bike, ped. projects	9
Oppose light rail	3
road, bike, ped. projects to Barbur Transit Center	3
Barbur: no bike lane	2
Barbur: no bike lane	2
Bike lane	2
I-5 multi-modal crossings	2
road, bike, ped. projects education	2
road, bike, ped. projects Tigard/Tualatin	2

remove "I-405 crossing improvements"	1
Ross Island Bridge and I-405 connectivity	1
start construction	1
road, bike, ped. projects: Pomona sidewalks	1
station: Barbur	1
station: OHSU	1
station: PCC	1
support light rail	1
support Naito	1
support parking removal	1
support road, bike, ped. projects	**9**

Which criteria do you think are most important in deciding which projects are reviewed in the EIS

Total

	Barbur: Road Bike Ped. projects	
22		**2**
	connectivity	**2**
	Downtown Tigard/Tualatin: roadway, bike, ped.	1
	improve existing overcrossings	1
	no bike lane	1
	oppose bridges	1
	oppose light rail	1
	project cost	1
	comfort, safety and connectivity for pedestrians and cyclists	**5**
	roadway, bike, ped. Downtown Portland	1
	roadway, bike, ped.: separated	**4**
	reliability	1
	resiliency	1
	serve neighborhoods	**3**
	sidewalk gaps	1
	sidewalks	1
	support TOD	1
	visual impact	1

Topic mentioned more than once	
Comfort, safety and connectivity for pedestrians and cyclists	6
roadway, bike, ped.: separated	4
Serve neighborhoods	3
Barbur: roadway, bike, ped.	2
connectivity	2

Do you propose any additional projects that would provide improved access to a propose

Total
50

add Washington Square	1
Barbur	3
bike path from Tualatin/Tigard to Downtown Portland	1
bridge	1
bridge @ 53rd station	1
bus reliability	1
connectivity: tunnel/bridge @ railroad	1
covered escalator	1
King City	1
Include Arnold Creek neighborhood	1
oppose light rail	**2**
overcrossings	1
park-and-ride	1
project scope	1
roadway, bike, ped.	**8**
roadway, bike, ped. @ Capitol Highway	1
roadway, bike, ped. @ Capitol Hwy	1
roadway, bike, ped. @ station: johns landing	1
roadway, bike, ped. access to stations	1
roadway, bike, ped. along Taylors Ferry	**4**
roadway, bike, ped. crossing Naito	1
roadway, bike, ped. to Beaverton and Hillsboro	1
roadway, bike, ped. to Barbur Transit Center	1
roadway, bike, ped.: bike access BV to Tualatin	1
roadway, bike, ped.: Tigard sidewalks	1
reliability	**2**
sidewalks	1
Station: Johns Landing	1
station: parking capacity	1
station: PCC	1
stations: parking capacity	1
stations: roadway, bike, ped.	1
support 26th Ave project	1
support BRT	1
tunnel	1
station: Barbur	1

Topic mentioned more than once	
roadway, bike, ped.	8
roadway, bike, ped. along Taylors Ferry	4
Barbur	3
reliability	2
oppose LRT	2

Suggested roadway, bicycle, pedestrian projects	
Add pedestrian and bicycle improvements on Taylors Ferry (25th to Lancaster)	
Road Diet on SW Capitol Highway to enhance transit and bike/ped access to PCC	
improved pedestrian crossing of SW Boones Ferry Road (west side) to existing park-and-ride (east side)	
Improve pedestrian access on Stephenson and 35th	
Pedestrian bridge over I-5 at SW Southwood Drive to SW 66th Ave.	
Three overcrossings over I-5 at SW 13th, SW 53rd and Barbur Transit Center	

add Taylors Ferry (25th to Lancaster)
roadway connecting to I5
bus stop safety
roadway, bike, ped. access @ I-405 downtown
Hillsdale: roadway, bike, ped.
I-5: more lanes
shuttle bus
Add: Capitol Hwy narrowing
crossing @ Boones Ferry
roadway, bike, ped. @ Arnold Creek neighborhood
bike/ped. bridge @ I-5 @ SW Southwood Dr
at I-5 and SW 13th, SW 53rd and Barbur Transit Center

Which statement best describes your opinion (about impacts to study)?

Describe your recommended option or offer another comment

Total		
39	add: Paleontological	1
	affordable housing	1
	air quality	4
	auto speed	1
	comprehensive study	2
	congestion	**6**
	equity	3
	impact on bus service	2
	impact on human health	1
	increase density	1
	light rail impact	1
	materials too long	1
	minimize neighborhood impact	4
	oppose light rail	1
	pedestrian bridge @ I-5 and SW Southwood	1
	Prevent displacement	1
	project cost	3
	project scope	1
	RBP	2
	resiliency	1
	stormwater	2
	Support the list	4
	user experience	1
	visual impact	2

Top 4 options mentioned	
congestion	6
air quality	4
project cost	3
equity	3

Topic mentioned more than once	
comprehensive study	2
impact on bus service	2
Supports roadway, bike, pedestrians	2
visual impact	2

Is there a specific location of concern we should know about?

Please mention the location and the impact/concern.

Total		
	I-5 Capitol Hwy interchange	1
45	53rd Ave Natural park	2
	ADA access to PCC-Sylvania	1
	air quality	1
	Barbur	7
	Barbur and terwilliger intersection	1
	Barbur bike lane	1
	Barbur construction impact	2
	Barbur crossings	1
	Barbur: Naito to Bertha	1
	benzene emissions	1
	bridges	1
	bus service impacts	2
	congestion	2
	construction impact	2
	Crime	1
	education	1
	equity	1
	I-405 / 4th Ave off-ramp	1
	I-5 / Hwy 217 Interchange	1
	Lesser and Haines congestion	1
	Loss of bus service to Tigard and Tualatin	
	minimize neighborhood impact	2
	Natio	1
	natural area protection	1
	neighborhood improvement	1
	noise pollution	1
	oppose light rail	1
	roadway, bike, ped projects	2
	roadway, bike, ped projects access to Barbur Transit Center	1
	resiliency	1
	support LRT	1
	SW 53rd	1
	SW Burlingame- goundwater and n	1
	Terwilliger	1
	TOD	1
	Tryon headwaters	1
	ground water protection	2
	West Portland Crossroads	1
	widen bridges	1

Locations
I-5 Capitol Hwy interchange
53rd Ave Natural park
ADA access to PCC-Sylvania
Barbur (construction impacts, bike lanes, crossings)
Barbur and Terwilliger intersection
I-405 / 4th Ave off-ramp congestion
I-5 / Hwy 217 Interchange congestion
Lesser and Haines congestion
Loss of bus service to Tigard and Tualatin
Access to Barbur transit center
SW 53rd
SW Burlingame- goundwater and noise
Terwilliger
Tryon headwaters
West Portland Crossroads

Issues	
minimize neighborhood impact	3
bus service impacts	2
congestion	2
benzene emissions	1
bridges	1
ADA access to PCC-Sylvania	1
air quality	1
construction impact	1
Crime	1
education	1
equity	1
natural area protection	1
resiliency	1
TOD	1
ground water protection	1

Which statement best describes your opinion (about social equity)?

Describe your recommended option or offer another comment

Total	**affordable housing**	**3**
24	bike transportation needs	1
	Calapooyan land protection	1
	connectivity between neighborhoods	1
	construction timeline	1
	displacement	**3**
	equity	**3**
	impact on bus service	1
	impact on bus service	1
	invest in low income areas	1
	crime	**2**
	neighborhood impact	**4**
	oppose light rail	**2**
	population density changes	**1**
	project cost	**1**
	project timeline	**1**
	Road, Bicycle, Pedestrian	**1**
	rider cost	**1**
	safety: reduced car speeds	**1**
	study disproportionate impacts	**1**
	support TriMet	**1**
	transportation disadvantaged	**1**

Topic mentioned more than once

neighborhood impact	4
affordable housing	3
displacement	3
equity	3
Crime	2
oppose LRT	2

Which part of the corridor do you most identify with (Other)?

Total	All Counties	1
38	Arnold Creek	1
	Barbur/26th/Taylor's Ferry	1
	Beaverton	1
	Bull Mountain	1
	Burlingame	5
	Collins View	1
	Downtown, desire to move into Tigard	1
	From PCC SYL to outer SW	1
	Garden Home	1
	King City Oregon	1
	Lake Forest	1
	live in beaverton, work in bridgeport village, kids go to school in hillsdale/multnomah village	1
	Macadam/John's Landing	1
	Marshall Park Neighborhood	1
	Multnomah Village	8
	East Portland	1
	Salem	1
	South Burlingame	2
	Southwest Oregon	1
	Southeast Portland	1
	Taylor's Ferry & Capitol Hwy/Barbur	1
	Tigard to brideport to salem	1
	Unincorporated washington county	1
	West Portland Park nbhd.	1
		37

Location mentioned more than	
Multnomah Village	8
Burlingame	5
South Burlingame	2

What are the best ways to involve you during environmental review?

Total

10

OHSU internal communications	1
Ads on busses and trains	1
Nextdoor	2
Social Media	2
online videos	1
community newspaper articles or ads	1
TV	1