

## Crossroads Community Meeting #2 – Summary

On Thursday, December 6, 2018 from 6-8 p.m., the SW Corridor Light Rail project held a meeting for residents, business owners and others interested in learning more about light rail route options in the Crossroads area. The preferred route in this area around Barbur Transit Center is being refined, as directed by the Steering Committee in August 2018. An initial community meeting on October 29, 2018 yielded input that staff used to develop design concepts for two route options, Alternative B2 (south of Crossroads) or the Collins alternative (north of Crossroads). This Crossroads Community Meeting #2 was an opportunity to provide more feedback on these concepts to help narrow down options. In early 2019, additional community input will help inform a decision by the project Steering Committee. The meeting was held at the Watershed at Hillsdale, which is on two bus lines; approximately 40 people attended, with 28 signing in. Sixteen comment forms were collected during the meeting as well as comments made during the presentation and on printed maps over group discussions. Fifty-six additional comments were mailed or emailed to the team by December 20, 2018.

### Comment Summary

- The comments received favored the Alternative B2. People cited fewer residential property impacts, distance from Woods Park, traffic concerns and consolidation of MAX, bus and Park & Ride areas.
- B2 was supported by residential neighbors and people that use Woods Park. [Note: After the meeting, someone posted signs in Woods Park advocating for the B2 options and encouraging people to submit comments to the project team.]
  - If a B2 variation was called out, it was usually the Pedestrian Bridge station.
  - People cited concerns about the Collins options: noise, light pollution, impacts to wildlife, community cohesion and residential impacts.
- Few people stated a preference for the Collins versions.
  - If a variation was called out, Barbur Station was the most preferred while Collins Station with buses was the least preferred (most wanted to keep all transit together with the Park & Ride).
- Most commenters were glad to see fewer business impacts, but several would rather see business impacts than residential impacts.
- There were only a few comments about the need to make improvements to the Crossroads intersection, but several people mentioned that traffic is a concern, particularly if the light rail increases traffic delays (with gates or extra pedestrian crossings).
- There were mixed feelings about the station locations; however, most wanted more parking (multi-story) and easy access for pedestrians/bicyclists.
- There were mixed comments regarding the land use of the area. Several said the area is car-oriented. Others said that connections in the area are critical and that there is a need for better bike/pedestrian connections. Many expressed confusions about the West Portland Town Center Plan and how that would be affected by the project.

## Presentation

Jennifer Koozer welcomed the group and provided an overview of the information. She explained that the team would like attendees to fill out the comment forms tonight or return via email/mail by December 20, 2018. She reminded the group of the project schedule and the process that was taken to get to this point, reminding the group that the Steering Committee recommended B2 and Refinement 2 in Sept. 2018, and that there was a community meeting in October 2018 that examined refinements to the Crossroads area. Since that time, the technical staff has refined alternatives B2 and Collins, and that is what the team would like to get public feedback on. The plan is to then come back in January 2019 before taking all public comments and staff recommendations to decision-makers in March 2019.

Jennifer reminded the group that in October there was a lot of support voiced for B2 and B1 (which is no longer an option because of impacts) and little support for three other options. Collins was an alternative created to try to avoid some of the impacts. The project team heard that there was a preference to impact businesses over impacting residents, except Barbur World Foods. The team also heard concerns about impacts to the park and creek. New things to consider are circulation for bus, bike/ped, cars and utilities that the team wants to avoid. Jennifer then reviewed the remaining alternatives and variations in detail.

The urban design team is now thinking about how a place looks and feels. They've been looking at the pedestrian network, view corridors and the goals of the West Portland Town Center. Jennifer showed the group the information that the urban design team is starting to consider, including existing pedestrian networks and those that are planned (station access projects). These walksheds show how far people can travel within one half of a mile of the station.

The following questions or comments were raised in the group setting:

Question/comment	Answer	Topic	Alignment
43rd is pretty steep.	We have considered elevation changes.	Auto traffic	All
There is a high value of interconnectedness, but this area is not well connected so if there are changes then it's terrible.	We heard that in Oct which led to variations in both alternatives.	Auto traffic	All
What happens to travel time for cars on Barbur?	All options there is a gated crossing to hold traffic when train goes through.	Auto traffic	all
What about the size of Barbur?	There are still 2 lanes in each direction.	Auto traffic	All
What about the left turn lane	Still have that, and bike lanes would be regional bike facility on both sides that would be protected.	Auto traffic	All
Do you know how long it takes for signals/ how long Barbur interrupted?	Generally a signal cycle, but we'll have to get back to you. Maybe 60 seconds, frequency every 7.5 minutes staggered	Auto traffic	All
As you determine the benefit for redevelopment is there a difference to the n/s?	As the work moves ahead the City will look at the zoning land use and development, don't know where it will land but that will be something that	Land use	All

	we'll talk about. Don't expect changes to residential zoning.		
What is the noise rating for train?	There is a federal government rating over a certain threshold, but not for this area. A horn is used when crossing a street (along with crossing bells) and the driver can use the horn when needed. The sound is lower than a railroad train.	Noise	All
How is construction of light rail bypass bridges not going to impact crossroads? How do you know that? You have to know about the plans for reconstruction	There is no plan to change the crossroads intersection. We have used B1 as a guide to make sure we don't preclude future work/design. We are taking that into consideration. Future designs could change but we're considering what we can at this point.	Other	All
Are you assume a parking structure?	Yes	Parking	All
What is your percent people that are going to ride the rail and what number of parking? Lots of people leave their cars in people's parking lot all day	We are studying how many parking spots and the size of the Park & Ride facility.	Parking	All
What number of parking spots at the station?	We're still refining that but in the DEIS it was assumed around 850.	Parking	All
How do buses get in/out? In/out one spot. [Lots of murmuring from audience. Skeptical.]	We have analyzed it and it works.	Station visibility & access	All
Would a selection of a station to the n/s of Barbur make a station access project on the opposite side less likely?	Yes, there is a difference how the project would connect to a station access project.	Station visibility & access	All
Diagonal bike crossing train tracks which is dangerous.	We would want to make sure we get through that when we are at that design level.	Walking & biking	All
For the walkshed map, any difference in number of people served in those areas?	No, we don't have that fine of details. Rider numbers are based on a bigger zone than this model. Can't tell you the difference between the two.	Walking & biking	All
I never understood the rationale with B2 with PR station. You claim that is crowded but you elongated it. Don't see difference Collins on Barbur, could put the platform back there. Too crowded with platform behind PR?	In October we heard that some felt that the station tucked away and isolated was not part of town center, but that it was more accessible to bike/ped bridge.	Station visibility & access	B2
What happens to Collins at 41 <sup>st</sup>	It becomes a cul-de-sac	Auto traffic	Collins
How does this affect residents on 43?	Take out connection but Collins reconnects.	Auto traffic	Collins
Collins cut/cover, could development occur on top?	It depends on the owner and what they want.	Land use	Collins
What is driving Collins? Is it the long bridge over I5?	Yes, many business impacts with B2 so we tried to avoid those as an option to consider.	Process	Collins

Really big concerns about that you are going through this trouble/expense to uproot people to avoid the elephant of intersection. Understand that it will take a lot of money. Will that not have to happen at some point?	We are trying to elegantly get transit with options for light rail without making a major highway project.	Auto traffic	NA
Is the West Portland town center defined?	It was adopted with Comprehensive Plan in 2016	Land use	NA
Are you looking for partnering like cascade station on red line to help cost share to build structure with retail on the bottom.	Not yet but great idea	Other	NA
Will that connect to Capitol Hwy road diet?	It stops at Huber away from on/off ramps.	Other	NA
It doesn't make sense to spend a lot of money to do this but avoid this intersection. Capitol Hwy is stopping right there because no one is touching the light that is too short to get across Barbur/capitol and not talking about traffic jam with gates.		Other	NA
Will the alternatives be numbered or some way to be referenced?	Not right now because no priority, so they are named.	Process	NA
What is TOD?	TOD = is transit oriented development, changes the use of the property to allow opportunity for new development. When the property is required to be purchased.	Process	NA
What is the relationship/ownership with ODOT around Hamilton	Barbur is owned by ODOT, but they are working on an agreement for the City of Portland to take over when the transit funding is secured. From the N end of Barbur (at Naito) to abutment of Barbur Blvd at Crossroad is under further discussion release (from Transit Center to 53rd).	Process	NA
Is this information going to be online?	Yes, material and comments will be posted as soon as possible.	Process	NA

### Table Discussions/Map Comments

The group broke into and dispersed into two rooms around four tables. Below are the comments that were collected on the maps.

#### B2 – Barbur Station

Question/comment	Topic
Fix the ramps and intersections then put MAX down the middle	Other
can alignment be straighter? [pointing between Chase bank and Black Rock]	Other
if B2/Barbur is selected the Taylors Ferry station access project is still necessary	Other

further from park keeps green/park	Park & Natural environment
concern about light pollution but less than Collins!	Park & Natural environment
If Black Rock, Starbucks and Metro car care are removed relocated again create parking much needed	Parking
add 2 tier parking additional parking in and around old bar and north access the street buy area owned by Pacific vet	Parking
Either B2 option is good	preference
B2 is ok	preference
visible station less important to Barbur	Station visibility & access
better [nblad] access	Station visibility & access
better for bikes/peds	Walking & biking
With either B2 option new bike and pedestrian connections to both Capitol hwy north and southern are important to the SW Portland community	Walking & biking
Poor ADA access (than B2 regular) because station moved from Park & Ride	Walking & biking

### B2 – Ped Bridge Station

Question/comment	Topic
Widen Capitol Hwy Ext from I-5 to actually accommodate traffic to PCC up through Capitol Hwy/Barbur be realistic about everything flowing through area.	Auto Traffic

### Collins – Barbur Station

Question/comment	Topic
maintain connection on SW 41st from Barbur to Capitol	Auto Traffic
Bridge needs to be high (at Capitol/Barbur/I-5 intersection)	Auto Traffic
capitol Hwy. Exit needs to be widened for PCC traffic.	Auto Traffic
Taylor's Ferry did west Walgreens widened. During ice storm/snow a bear!	Auto Traffic
Too much impact on Barbur Blvd traffic	Auto Traffic
Good to slow traffic for safety	Auto Traffic
Takes away Pacific vet and master wrench	Displacements
Concern about impact to neighborhood	Displacements
Like TOD here (south of Light rail tunnel)	Land Use
MAX TOD at park and ride	Land Use
Light from noise vibrations	Noise
[lines drawn in without note from just north of chase building, on north side of I-5 across Barbur Liquor to connect with the Park & Ride]	Other
light pollution from train windows. Vibrations will impact wildlife, owls, birds	Park & Natural environment
Environmental overlay restricts development	Park & Natural environment

rats, racoons and coyotes will use tunnels	Park & Natural environment
prefer Collins with LRT station on Barbur	Station visibility & access
Two tier parking needed at Barbur transit	Station visibility & access
Possible purchase of additional property straight across street for two tier parking also	Station visibility & access
[green bubble to extend the Park & Ride to include Girl Scouts building]	Station visibility & access
3 crossings much better than two	Walking & biking
Even with Collins 1/2/3 seismic upgrades to the BTC pedestrian bridge and sidewalk on SW 40th to Huber are still needed	Walking & biking
Important to have safe pedestrian crossings	Walking & biking
better access to north neighborhoods good	Walking & biking

### Collins – Collins Station

Question/comment	Topic
Difficult intersection [at intersection of light rail and Taylors Ferry near Walgreens]	Auto Traffic
Dickenson Woods (BES)?	Park & Natural environment
Close I-5 ramp	Auto Traffic
concern about impact to businesses	Displacements
light rail always hurts business	Displacements
Direct access to I-5 from Park and Ride	Station visibility & access
There are already more bus/transit access on this side	Station visibility & access
Better to have station closer to Pedestrian bridge	Station visibility & access
Add cover to Pedestrian bridge	Walking & biking
More people can walk to station because walkshed is further north	Walking & biking
Pedestrian overpass	Walking & biking

### Collins – Collins Station with Bus

Question/comment	Topic
Synchronize lights to optimize vehicle traffic flow	Auto Traffic
Sight line for cars at this intersection [at Taylors Ferry NW of Walgreens]	Auto Traffic
Question about future operation [note near street to the NW of Walgreens]	Land Use
check stormwater issues here. Is there a spring? Frequent ponding here [at the SE corner of Huber/Capitol intersection]	Other
Important to keep transit together	Station visibility & access
Add bike (secured enclosure)	Walking & biking

Comment Forms from Meeting

Question/comment	Topic	Alignment
Route confirmed by who/jurisdictions? Where does this come from?	Auto traffic	All
Find the businesses who want to sell. Expand out and build for growth.	Displacements	All
More equity housing south of Barbur	Housing	All
More parking	Land use	All
Less impact on Mt Hood views	Visual	All
Biking could use improvement at all intersections	Walking & biking	All
Keep trains away from natural areas. Build good sidewalks if you want people to walk to the busses.	Walking & biking	All
Intersection of I-5/Barbur/Capitol sidewalks	Walking & biking	All
second major issue for Markham is storm drainage from the transit center (actually, also most of area east of Capitol Hwy) all water runs under freeway and enters falling creek this impact a whole series of properties from 35th Ave to intersection of 25th - Lancaster Rd. and Inner Taylor's Ferry).	Water	All
I can only support B1 with our limited view of what the future will be. What will people say about these convoluted routes that make the flow of transportation worse than ever. How can crossing one of the two high volume transportation flow make any sense stopping traffic on Barbur for this train is a terrible idea. The bike safety is another factor. there will be serious accidents. What are people going to think of these solutions 50-100 years from now? You are adding complexity and making a very congested and bottle neck area impossible to fix by constraining it further.	Other	B1
Least effect if fly over as planned	Auto traffic	B2
Least impact	Auto traffic	B2
Widen Taylors Ferry into intersection.	Auto traffic	B2
"only" disrupts businesses	Displacements	B2
No homes and very few homes in proximity	Displacements	B2
No residential displacements	Displacements	B2
Starbucks, Black Roc, metro, better alternatives to Barbur Foods	Displacements	B2
Consistent with current use of area as transit hub	Land use	B2
Understand commercial property purchased then becomes unattractive for re-development	Land use	B2
Easier for PSU students	Other	B2
Doesn't impact Woods Park	Park & Natural environment	B2
No affects	Park & Natural environment	B2
view of Mt. Hood	Park & Natural environment	B2
Better for park could be some light pollution concerns	Park & Natural environment	B2
doesn't bother the Woods Park as much	Park & Natural environment	B2
I live off Collins, so I'm prejudiced towards the B2 options	Preference	B2

Convenient to bus and great for apartment dwellers south of Barbur	Station visibility & access	B2
Keep buses and trains close together	Station visibility & access	B2
Keep Barbur Transit "the" transit center	Station visibility & access	B2
Centered at Barbur Transit. Good.	Station visibility & access	B2
No worse than things already are	Visual	B2
WPPNA does not appear to be overly concerned.	Visual	B2
Good views of Mt. Hood for riders	Visual	B2
both of these preferred	Visual	B2
Easier bike commuter access off Barbur	Walking & biking	B2
Favors west Portland parks	Walking & biking	B2
Best choices	Walking & biking	B2
For Markham neighborhood issue for pedestrian access	Walking & biking	B2
Better flow	auto traffic	B2 - Barbur station
not so bad for residences	Displacements	B2 - Barbur station
Less impact	Displacements	B2 - Barbur station
Bus and Park & Ride may be replaced/relocated in future. Would allow large site for apartment building.	Other	B2 - Barbur station
Not much distraction to existing environment	Park & Natural environment	B2 - Barbur station
Already developed - no impact on Wood Memorial Park	Park & Natural environment	B2 - Barbur station
#2	Preference	B2 - Barbur station
#2	Preference	B2 - Barbur station
2nd	Preference	B2 - Barbur station
Favor	Preference	B2 - Barbur station
Visible and accessible	Station visibility & access	B2 - Barbur station
Better visibility - closer to Barbur	Station visibility & access	B2 - Barbur station
Police and safety prefer this	Station visibility & access	B2 - Barbur station
station visibility is not important	Station visibility & access	B2 - Barbur station
Best choice for visibility!	Station visibility & access	B2 - Barbur station
Best visibility and access	Station visibility & access	B2 - Barbur station

Better connection to bus and Park & Ride	Visual	B2 - Barbur station
Don't get why this is a better option from B2 - Ped bridge	Visual	B2 - Barbur station
Best option	Visual	B2 - Barbur station
Impacts	Visual	B2 - Barbur station
Walk and bike on Barbur closer to station	Walking & biking	B2 - Barbur station
Add pedestrian bridge across Barbur?	Walking & biking	B2 - Barbur station
PCC - better access	Walking & biking	B2 - Barbur station
need to rebuild Barbur and Capitol intersection for doing project	Auto traffic	B2 - Ped bridge station
Parking	Displacements	B2 - Ped bridge station
This is already a very ugly area why not make it worse?	Displacements	B2 - Ped bridge station
parking	Displacements	B2 - Ped bridge station
Fewer residential displacements	Displacements	B2 - Ped bridge station
Uses current commercial/industrial. Keeps bus/MAX close together and close to existing pedestrian bridge. Yay!	Land use	B2 - Ped bridge station
keeps bus and MAX close together	Land use	B2 - Ped bridge station
minimal impact	Land use	B2 - Ped bridge station
Keep the noisy transit corridor together; Barbur, I-5, and MAX!	Noise	B2 - Ped bridge station
West Portland	Other	B2 - Ped bridge station
Save Woods Park!	Park & Natural environment	B2 - Ped bridge station
saves Woods Park	Park & Natural environment	B2 - Ped bridge station

#1	Preference	B2 - Ped bridge station
#1	Preference	B2 - Ped bridge station
Preferred	Preference	B2 - Ped bridge station
first preference best pedestrian access	Preference	B2 - Ped bridge station
Not visible but accessible	Station visibility & access	B2 - Ped bridge station
People will quickly learn the location of the new MAX station - especially if they currently take the bus.	Station visibility & access	B2 - Ped bridge station
People will use this new rail system	Station visibility & access	B2 - Ped bridge station
Best multi-modal access. Most foot traffic in small area [saluret??]	Station visibility & access	B2 - Ped bridge station
Low impact - noise and sightlines	Visual	B2 - Ped bridge station
This is the best of these awful alternatives	Visual	B2 - Ped bridge station
Could be a good option if station is well designed and safe.	Visual	B2 - Ped bridge station
Low impact and noise	Visual	B2 - Ped bridge station
Minimal neighborhood intrusions	Visual	B2 - Ped bridge station
Keeps current solution for pedestrians and bikes on Barbur and doesn't make it worse.	Walking & biking	B2 - Ped bridge station
Maintains current opportunities for walkers and bikers	Walking & biking	B2 - Ped bridge station
Best/[woods] program from NW side	Walking & biking	B2 - Ped bridge station

best handicap access to multi-modal	Walking & biking	B2 - Ped bridge station
Major changes to streets which are already sketchy	Auto traffic	Collins
Collins solutions are even slightly worse! inelegant. I don't believe any traffic impacts have been analyzed but adding more complexity to this area can only be worse.	Auto traffic	Collins
Instinctively this looks more traffic issues	Auto traffic	Collins
Negative to Taylors Ferry traffic	Auto traffic	Collins
Displaces my business	Displacements	Collins
Collins solutions are even slightly worse! Crestwood neighborhood impact.	Displacements	Collins
Besides the physical displacements, the impacts to quality of life are substantial.	Displacements	Collins
Some homes more other homes in close proximity	Displacements	Collins
I own 6 residential lots that are impact. Loss of Pacific vet and auto repair & auto body	Displacements	Collins
There's an assumption that riders will drive commercial development. That seems like wishful thinking. This is a commuter hub, not a destination. This is car country.	Land use	Collins
less of an issue	Land use	Collins
Too many impacts on the local businesses we use	Land use	Collins
There are pockets of housing and these are tight-knit communities. There are 12 homes in our hood. Your proposal nixes 5 of those homes and puts a train through a quiet, gravel street.	Neighborhood Cohesion	Collins
Noise pollution while hiking.	Noise	Collins
Noise pollution in a residential area	Noise	Collins
ice/snow your trains would completely stop by Walgreens	Other	Collins
Impacts Wood's Memorial Park	Park & Natural environment	Collins
Detrimental to Woods Park serenity	Park & Natural environment	Collins
Collins solutions are even slightly worse! Woods Park impact.	Park & Natural environment	Collins
Some affects	Park & Natural environment	Collins
Poor for natural environment	Park & Natural environment	Collins
Too much negative impact on park, hikers, and wildlife	Park & Natural environment	Collins
Too close to Woods Park	Park & Natural environment	Collins
Bad impacts on Park, hikers, wildlife, and our neighbors	Preference	Collins
No	Preference	Collins
More difficult for the higher density neighborhoods (apartment buildings) south of Barbur	Station visibility & access	Collins
Any of these would be heart breaking for us and our neighbors	Visual	Collins
Light pollution from train and station	Visual	Collins

More out of sight	Visual	Collins
Really don't need this visual on Taylors Ferry	Visual	Collins
No, brings it up into neighborhood. Too close to Woods park	Visual	Collins
Understand transit station design will get Crestwood and Ash Creek walkable (sidewalks)	Walking & biking	Collins
Collins is the obvious alternative to B2 but closest pedestrian access is Markham's preference	Walking & biking	Collins
Safety issue to foot, bicycle, and wheelchair crossing	Walking & biking	Collins
Worse impact on Barbur	Auto traffic	Collins - Barbur station
actually bothers more than 5 homes with light and nose	Displacements	Collins - Barbur station
3rd	Preference	Collins - Barbur station
Most visible	Station visibility & access	Collins - Barbur station
Requires safe pedestrian access on both sides	Station visibility & access	Collins - Barbur station
Best	Station visibility & access	Collins - Barbur station
dangerous!	Station visibility & access	Collins - Barbur station
bad visual impact on park and wildlife. Light pollution and noise	Visual	Collins - Barbur station
Biking already dangerous. This plan raises traffic volumes north of Barbur. Crossing Barbur is slow and dangerous at 1 crosswalk. Must be fixed.	Walking & biking	Collins - Barbur station
Pedestrians should not have to cross Barbur	Walking & biking	Collins - Barbur station
both bad for traffic on Barbur, Taylor's Ferry, and Capitol Hwy.	Auto traffic	Collins - Collins station
Backing up more traffic	Auto traffic	Collins - Collins station
My vet, they're open 7 days a week!	Displacements	Collins - Collins station

very disruptive to residences - Light and sound	Displacements	Collins - Collins station
Concerned about safety of having a train tunnel next to homes. How to keep kids, pets off the tracks.	Park & Natural environment	Collins - Collins Station
Too much impact on a natural area	Park & Natural environment	Collins - Collins station
5th	Preference	Collins - Collins station
Least visible of Collins options, least accessible	Station visibility & access	Collins - Collins station
Bad idea to separate bus, train, and Park & Ride	Station visibility & access	Collins - Collins Station
Bad access	Station visibility & access	Collins - Collins station
Impact woods view and sounds	Visual	Collins - Collins station
Negative impacts on park and wildlife. Noise and light pollution bad for park.	Visual	Collins - Collins station
Walking in crossroads is extremely dangerous. Putting more pedestrian traffic north of Barbur will put more people at risk without traffic calming.	Walking & biking	Collins - Collins station
Will block/darken Taylors Ferry. Already bad.	Walking & biking	Collins - Collins station
both bad for traffic on Barbur, Taylor's Ferry, and Capitol Hwy.	Auto traffic	Collins - Collins station w/ bus
My vet, they're open 7 days a week!	Displacements	Collins - Collins station w/ bus
disruptive to single family - more than 5 really get impacted	Displacements	Collins - Collins station w/ bus
#5: this one is crazy bad - putting everyone across Barbur on foot	Preference	Collins - Collins station w/ bus

#5 - Yuk!	Preference	Collins - Collins station w/ bus
4th	Preference	Collins - Collins station w/ bus
Best transit connection (poor access to parking) need to walk across Barbur	Station visibility & access	Collins - Collins station w/ bus
Bad idea to separate bus, train, and Park & Ride	Station visibility & access	Collins - Collins station w/ bus
difficult access	Station visibility & access	Collins - Collins station w/ bus
bad visual impacts on parks and park users and wildlife. Light pollution	Visual	Collins - Collins station w/ bus
Biking already dangerous. This plan raises traffic volumes north of Barbur. Crossing Barbur is slow and dangerous at 1 crosswalk. Must be fixed.	Walking & biking	Collins - Collins station w/ bus

### Mailed and Emailed Comments

Question/comment	Topic	Alignment
As long as it's replaced - new businesses and much more housing (affordable) in proximity is necessary!	Displacements	All
Make housing a priority!	Housing	All
After a little thought, my intuitive 'Arch-I-since' (I'm a licensed architect in WA state) tells me that the better long term money would be better spent with a multi-story parking structure & MAX stop at an above grade stop at Barbur Transit Center. Anything else is shortsighted & a cheap fix that hacks nature up now & forever.	Station visibility & access	All
I have concerns about the potential increase in traffic congestion associated with any of the Collins alternatives, especially within the area of SW Capitol Highway and SW Taylors Ferry Road. Congestion in this area is already severe and is over capacity during commuting hours. Any new construction near this area, including any potential new development associated with the Collins Alternative would overtax this already congested intersection. Keeping the MAX line on SW Barbur Blvd and south of SW Barbur Blvd. (Alternative 2), would keep traffic impacts along the current transportation corridor that is already designed to handle large amounts of traffic (i.e., Interstate 5 and SW Barbur Blvd.).	Auto Traffic	Collins

<p>I wanted to pass along feedback about the proposed light rail. I believe that either option B2 near the pedestrian bridge or Barbur would make the most sense. The other option that would cross over Taylor’s Ferry would cause undue traffic on an intersection that already has large bottlenecks.</p>	<p>Auto Traffic</p>	<p>B2</p>
<p>As a resident adjacent to 53rd and Taylors Ferry, I can vouch for the fact that Taylors Ferry and Capitol Hwy is a messy intersection. Looping light rail onto Taylors Ferry from Barbur is a bad mistake. It will paralyze an already bad traffic condition. I urge you to keep the train on Barbur.</p>	<p>Auto Traffic</p>	<p>Collins</p>
<p>I’m glad it appears that Barbur Foods will continue to exist. It is an important part of our neighborhood.</p>	<p>Displacements</p>	<p>All</p>
<p>Having looked at your website, I prefer the Refinement 2 or Alternative B2 plans. I think it is important to keep the track away from existing housing and natural areas.</p>	<p>Displacements</p>	<p>B2</p>
<p>I also use all of the businesses in this area - Pacific Vet, Master Wrench, and Central Auto Body....these neighborhood businesses have stood the test of time and are valuable to our area. PLEASE.</p>	<p>Displacements</p>	<p>Collins</p>
<p>So, it appears that the only two options now on the table are Collins and B-2. Collins appears that it will take out our building. We are not in favor of a tunnel under our building as the vibrations, construction and noise would render our building un-rentable and would not allow us to be able to rent our space, which is our lively hood. If you take our building in condemnation, this is the only consideration for us, as we could not rent space with half of our parking gone and a Max- train running right next to our building. Again, rents are our lively-hood- we have no other source of income. If we sell our property (which we were planning on putting it on the market in January 2019), we would have the cash to be able to pay our bills, vs. rents that we pay our bills with. The concern is the unknown. If you plan on taking our building in condemnation, we would like to know sooner than later, so that we can plan accordingly. I have a serious medical condition, and we were planning on selling the property and retiring; if you plan on the Collins option, this would put our plans on hold for years, with no certain outcome.</p> <p>We are disappointed that our building is being considered for demolition, and the way to impact us the least, would be to make a quick decision and if you chose to condemn our building, do it sooner than later. Thank you for your consideration and let us know as soon as possible your decision.</p>	<p>Displacements</p>	<p>Collins</p>
<p>In addition, Alternative B2, would not result in any environmental impact to environmentally sensitive areas such as the currently mapped environmental zone or Woods Park. The National Environmental Protection Act requires proposals to give equal weight when selecting the alternative that has the least environmental impact, along with economic benefits, costs, etc..</p>	<p>Park &amp; Natural environment</p>	<p>B2</p>
<p>I have recently been informed about options regarding the SW CORRIDOR Plan. I live in the neighborhood of Woods Park-----PLEASE PLEASE PLEASE keep the train on the South side of Barbur with the station at Barbur Transit Center. Keep the train AWAY FROM WOODS PARK.</p>	<p>Park &amp; Natural environment</p>	<p>Collins</p>

<p>I think it's terrific that light rail is finally coming to SW Portland. But Woods Park is such a small, fragile jewel, I think it would be best for the park's flora and fauna if the train were located on the other (south) side of Barbur.</p>	<p>Park &amp; Natural environment</p>	<p>Collins</p>
<p>Please, I beg you, do not let the light rail corridor go on the north side of Barbur near Woods Memorial Park. This is a quiet, greenspace and needs to remain so. I appreciate your willingness to consider staying on the South side of Barbur Blvd.</p>	<p>Park &amp; Natural environment</p>	<p>Collins</p>
<p>As a nearby homeowner, I would like to vote to avoid running the new light rail line through woods park. I prefer option B2 and keep the light rail to the south of Barbur.</p>	<p>Park &amp; Natural environment</p>	<p>Collins</p>
<p>Please respect wildlife and hikers and do not put the new proposed light rail near SW Alice and Woods Park. Oregon and Portland are green and need to be kept that way.</p>	<p>Park &amp; Natural environment</p>	<p>Collins</p>
<p>My family and I have lived in this area for 10 years, and the peace and solitude of Woods Park is one of the gems of this neighborhood. We very much support improvements in public transportation, but strongly oppose the plan option that would run adjacent to Woods Park. Please keep the train on the opposite side of Barbur so that we can preserve this nature area for wildlife and home owners alike.</p>	<p>Park &amp; Natural environment</p>	<p>Collins</p>
<p>I am writing to request you do NOT interfere with Woods Memorial Park in the SW corridor project. I understand there are several plans up for discussion— one that would go north of Barbur and cut into Woods Memorial Park. I am strongly advocating that one of the other plans be used. Woods Park is a gem right here in the city. It isn't a big park. I live at the north end on Marigold St— I walk on the trails in Woods Park everyday. It is unique in that it follows a small creek that has cut a ravine in the woods, so when one walks along the trails, you really feel like you are "in the woods". There are owls, coyotes, lots of wild life (miraculously). This is what makes Portland so special. It is a part of the "Spirit of Portland", if you will. Once gone— it can never be retrieved. Many people use this park— I know because I live right by one of the trail heads— I see people walk down my street (or up) everyday. And all of us feel very reverent about this park. Maybe you have seen the articles about the "flower fairy "at Woods Park— someone makes flower mandalas in a particular spot that are very beautiful. Many people are moved by this— and appreciate it. This is not your average park!!! Little pieces of paradise that somehow manage to survive in a bustling city are to be protected! I know I write on behalf of many who may not realize what is in the works for our beloved Woods Park. I strongly ask that you consider another plan that would protect Wood Memorial Park.</p>	<p>Park &amp; Natural environment</p>	<p>Collins</p>
<p>Please take into account the negative side effects of this decision. We are losing enough wild life as it is and don't need to add to the degradation to make minimal inconveniences go away.</p>	<p>Park &amp; Natural environment</p>	<p>Collins</p>
<p>By minimal inconveniences I mean longer routes. There are plenty of buses and trains already operating that get people where they need to go, I rode them personally many times. The minimal inconvenience of going around something and having it take a longer period of time to get there does not need to be fixed. Though the line may not go through the woods, the noise and movement of the train will disrupt the wildlife. Not only this but it would bring a lot of the homeless into the forest which would be a second</p>	<p>Park &amp; Natural environment</p>	<p>Collins</p>

<p>negative impact on the environment. In my opinion it is not a necessary line to make.</p>		
<p>In considering the alternative routes for SW Light Rail along Barbur Blvd, please don't disturb Woods Creek and Memorial Park. Open space lost or disturbed cannot be recovered. That is, choose the B2 development route, on the south/ east side of Barbur.</p>	<p>Park &amp; Natural environment</p>	<p>Collins</p>
<p>As you work out the various possibilities for the SW Corridor plan, I wish to express concern about potential impact to Woods Memorial Natural Area. This is a vital treasure trove for many people (and animals) and I would strongly urge you to do everything possible to avoid damaging the peace and tranquil beauty of this nature park that so many of us rely on for regular sustenance. Thank you!!!</p>	<p>Park &amp; Natural environment</p>	<p>Collins</p>
<p>Please do not run the tracks through any part of Woods Park. It is a rare and special natural area that needs to be preserved.</p>	<p>Park &amp; Natural environment</p>	<p>Collins</p>
<p>I'm a frequent user of Woods Memorial Park, and yesterday I saw signs there stating that Metro is considering placing a light rail station adjacent to the park as part of the SW Corridor plan. Please place the light rail station north of Barbur, instead, to avoid impacting this beautiful forest gem.</p> <p>This park is the best pocket of nature in our area of Portland. It's more secluded and larger (I think) than the forested-trail section of Gabriel Park. All day long, people walk and jog the trail network at Woods Memorial, and as a woman, I feel safe walking alone there. I especially love the beautiful "altar" created by a local woman who decorates a manhole cover with flowers, changing the flowers frequently to create different designs. Like me, many others pause to gaze at this living artwork and add their own pieces.</p> <p>An adjacent light rail station could destroy this special place--its safety, its feeling of quiet contemplation, its sensitive habitat. Woods Memorial is one of my favorite things about living the Multnomah Village neighborhood, and it would be a waste and a shame if it became unsafe or trashed. I hope you will consider the local importance of this beautiful nature retreat as you weigh the options.</p>	<p>Park &amp; Natural environment</p>	<p>Collins</p>
<p>Having the light rail or bus station so close to that trail could dramatically impact the park. It would potentially invite campers, trash, crime, etc., not to mention the impacts construction could have on the park's sensitive habitat. That trail is the best park access for walkers who want to end up near Barbur and its businesses (I've used it to walk to Barbur World Foods from my house).</p> <p>I do hope TriMet and the team will land on the north-of-Barbur options, keeping this new construction well away from the park. Since it's one of the last remaining nature spaces in our area, it would be such a shame to build near it rather than across Barbur. If you and others on the team haven't yet gotten the chance, please visit the park in person and you'll see what I mean! :)</p>	<p>Park &amp; Natural environment</p>	<p>Collins</p>
<p>Based on this current comment period (prior to the development of the DEIS), do you intend to select one of the B2 alternatives and one of the</p>	<p>Process</p>	<p>All</p>

Collins alternatives to develop in the DEIS? Also, will the DEIS include both a B2 Alternative and a Collins Alternative or one or the other? I think this needs to be clarified to commenters prior to the development of the DEIS. Thank you for the ability to comment on this draft proposal and for considering my comments.		
I support Alternative B2 and do not support any of the alternatives associated with the Collins Alternative.	Support	B2
I just looked at the options for the train and find that B2, in either variation, seems by far best to me. I think the one with the station near the pedestrian bridge makes the most sense, because it limits the visibility of the station from Barbur and also appears closer to the intersection of 41st and Barbur, where a traffic light will allow people to cross and access the station.	Walking & Biking	B2
Don't like it at an angle	Visual	B2 - Barbur Station
Parallel to Barbur is best.	Displacements	B2 - Ped Bridge station
Bus and Park & Ride look cleaner in one station	Visual	B2 - Ped Bridge station
Allows for more potential TOD projects; preferred!	Land use	Collins
I also dislike impacting Woods Park if it can be avoided.	Park & Natural environment	Collins
The Collins variations involve the station being physically separated from the transit center, which is inconvenient for those who use the bus and parking there.	Station visibility & access	Collins
Some how address turning left on Capitol Hwy or Taylor's Ferry	Auto Traffic	Collins - Barbur Station
Parallel to Barbur is best.	Displacements	Collins - Barbur Station
I love the station being on Barbur in one station	Visual	Collins - Barbur Station
Separation of station and Park & Ride is ugly	Visual	Collins - Collins Station
Collins seems like it would add significant crosswalks.	Walking & Biking	Collins - Collins Station
Separation of station and Park & Ride is ugly	Visual	Collins - Collins Station w/ Bus
Collins seems like it would add significant crosswalks.	Walking & Biking	Collins - Collins Station w/ Bus

Please do not disturb Woods Park! This is a destruction of irreplaceable nature. Parallel I-5, please.	Park & Natural environment	Collins
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