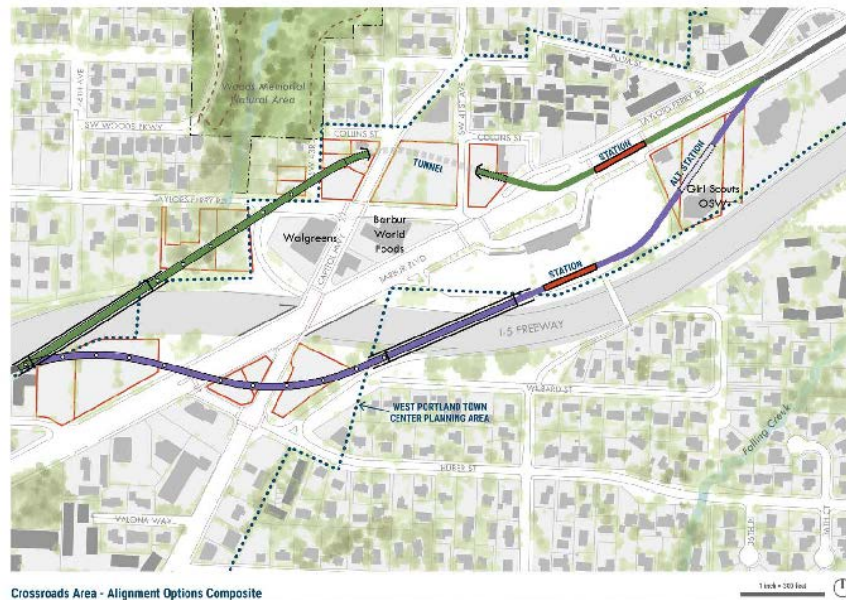


Crossroads Community Meeting – Summary

On Thursday, January 31, 2019 from 6-7:30 pm TriMet, Metro, ODOT, PBOT, and consultant staff held a meeting for residents, business owners, and others interested in learning more about design options in the Crossroads area, following meetings in October and December 2018 where comments were collected on four design options. This meeting was held at the Girls Scout's building along Barbur Blvd, which is on multiple bus lines; approximately 88 people attended, with 67 signing in. 21 comment forms were collected during the meeting as well as 33 comments made during the presentation and 13 comments on the printed maps. 36 additional comments were mailed or emailed to the team by February 8, 2019.

Comment Summary

B2 / Collins Comparison



- Most attendees supported B2 because it minimizes impacts to the Woods Memorial Park and has the lowest impact to residential units.
- There was some support for minimizing commercial impacts and for the redevelopment potential available with the Collins alignment.
- There were a lot of questions surrounding the redevelopment of the West Town center area in relation to the station location and available land. Many supported the idea of increased housing, but a few mentioned the need for increased parking spots at the Park & Ride. There was also confusion about what the changes to the Park & Ride would include (if parking would be moved further from the station that is less desirable).
- Several concerns were raised around visual impacts and noise coming from trains as well as a gate bell.
- Several people were concerned about how the alignment selection decision would be made and if there was enough information for decision makers to be well informed. There was also some concern about how the options would be included in the Final EIS.

- There were still several people that want to see the project examine redevelopment of the existing Barbur structure over I-5 (B1) and concern that the existing project is not addressing this long-term issue.

Presentation

Jennifer Koozer welcomed the group and thanked Kevin and the Girl Scouts for hosting the meeting. When asked, about a third of the attendees hadn't attended a previous meeting about the SW Corridor project. Jennifer explained that tonight's meeting would review the project's process and then staff could answer questions about the remaining two options (B2 and Collins). Staff would also be able to answer questions over large maps and comments could be collected there, through the printed comment forms, or emailed to the team by February 8.

Jennifer reminded the group that in December there were five options that attendees commented on, which were narrowed down to the two presented today, which were selected as the least impactful options. The team has heard more support for B2 and great concerns about the impacts of the Collins option to the Woods Park and nearby residences. As the design has moved forward the team has not found a cost difference between these two options and Collins originally appeared to cost less but there are now concerns with a pump station and utility conflicts. At the last meeting there were questions about the design so at this meeting, the team showed renderings to provide more clarity on the visual impacts. Staff from the Bureau of Development also examined the options for redevelopment opportunities and connections to the new MAX station locations. The visuals are only to spur conversation and there will be a longer process for redevelopment and design after an alignment option is selected in March by elected officials.

Next fall, the City of Portland will start a conceptual report for the West Portland Town center and the community will be able to weigh in and comment on that design. The idea is to include the community early to reduce displacements and manage housing prices, while providing greater housing options. The plan will also look at health and economic outcomes for low-income residents of the area. Outreach will start this spring.

The presentation is attached to this summary. The following questions or comments were raised in the group setting:

Question/comment	Answer	Topic
Where are we with funding?	Planning and design are already funded. We expect there will be a 2020 funding bill brought before voters that will address several congestion and growth issues and will include this project. This funding bill would cover the local share of funding and then we would ask for federal funds.	Cost
The engineers originally said the light rail would go across Barbur but then it was infeasible because the overcrossing would need to be rebuilt.	Yes, that would trigger a much larger highway redevelopment and is not part of the project that we are scoped for at this time, so we are trying to fix the things we can now and ensure that if that future redevelopment happens, it will connect with this project. That project/redevelopment isn't planned for funding over the next several years and wouldn't align with this project.	Design

If the train goes straight out of the transit center it would make the I-5 crossing shorter.	The elevation of Barbur (which rises up here) limits the design to certain grades and rise. So we had to meet the topography and crossing heights needed over I-5. These are the two most viable options within our constraints.	Design
Can you explain the elevation of B2 vs Collins?	B2 has to raise quickly off Barbur at a 5% grade and then drop down, while Collins is able to use the existing topography.	Design
What is the noise/bells for the crossing gate?	There will be a bell with the gate (for B2 when the train leaves Barbur and Collins). The bell noises are not like a freight rail train, so the bells and noise is different and all at a lower decibel level.	Noise
Do you understand the sound impact/noise pollution?	The Final EIS will have a noise analysis and there are federal noise limits that we must adhere to or include accompanying mitigation. You will probably be able to hear trains go by but that does not raise to a level that is a danger.	Noise
What hours do the trains run?	From about 4:30 am to 1 am.	Noise
Do you change all of the Park & Ride to housing?	Our station area study [Portland BDS] shows development on top of the park and ride. We would need to balance housing and Park & Ride. We don't know where the parking would be moved. DEIS included Park & Ride on 7 locations with 3,600 spots in total. But we're looking at right number for each station now.	Park & Ride
Will there be parking here?	That is a conversation. It's not a decision now. We don't know if there will be any parking at Barbur.	Park & Ride
If the station is at Barbur, does the Park & Ride stay there?	That is to be determined, along with the number of parking spots, which will be determined independently from the route alignment.	Park & Ride
Collins is not in the DEIS and there has been minimal analysis. How does the final EIS incorporate this information?	You're correct that B2 and Taylors Ferry were the routes in the DEIS. Collins is close to Taylors Ferry, so in the FEIS they will look at both of the options, as well as the corresponding issues such as noise and storm water.	Process
When will the decision be recommended? Staff recommendation?	On March 11 th the Steering Committee is scheduled to make a decision; the staff will move forward with a recommendation after these meeting comments are reviewed.	Process
What three factors are deciding the alignment?	The ultimate decision is made by elected officials; however, the project is considering cost, safety, and efficiency of operation very highly. That is gathered along with community input and provided to the elected officials.	Process
This is a complex decision. Elected officials are making a decision in one month and they don't have enough information. You are siloing the information. What is the process to decide?	You're right, this is a complex and interrelated project. However, we need to decide on the alignment first so that we can move forward with the design. That will allow us to understand the complex interplay of elements.	Process
In December there were 5 options. Why aren't they here tonight?	Yes, we've narrowed down the five options to these two, but we don't see much benefit of Collins	Process

	and haven't heard a lot of support for Collins but we want to hear from you tonight.	
If the decision is not made, why are there survey marks on the street?	Not sure what they are for; possibly made by the City near Capitol Highway. They are not related to this project.	Process
What are the building height limits and will that change?	[Portland BDS Staff] We just wanted to show opportunity sites, under current regulations there is a 40-55' limit but it could be rezoned up to 75' – with a planned development review to go up to 125'. This is just an exercise to see if one design would lead to more development.	Redevelopment
Is there an example of recent redevelopment that this example resembles?	[Portland BDS Staff] This is a very conceptual visual that is just trying to start the discussion about impacts. We will talk about future redevelopment issues later.	Redevelopment
There is a big difference between the two options; I thought there were more option with Collins.	For the impacted properties, we are just looking at those that are directly impacted. We didn't look at station catalyzation that could result from redevelopment (under the Collins option there is a bigger footprint for redevelopment).	Redevelopment
Do these redevelopment visuals include housing?	[Portland BDS Staff] This is a conceptual idea, but the hope is to add housing to this area.	Redevelopment
Is there a desire to drastically redevelop the Park & Ride site?	[Portland BDS Staff] The Park & Ride is a great option for redevelopment for the West Town center but that is a separate discussion that will take place in the future.	Redevelopment
Is the Collins route a little closer to density or to the natural area?	It is closer to residential buildings.	Residential Impacts
If Collins is the selected alignment, how far in advance will the five displaced residents be notified?	They will be notified during the FEIS process, but the relocation process would start in late 2021 and there is a prescribed process to cover rent subsidy/relocation and a package of benefits.	Residential Impacts
Are there houses close to the tunnel that are impacted but not purchased?	Any house that is impacted by the route will be purchased and the residents will be relocated, but there are some residents that will be nearby the new route but not purchased.	Residential Impacts
Will this cut off 41st?	It would change the street profile but traffic can still get through on both ends.	Residential Impacts
You would build a tunnel under the housing?	No. The tunnel wouldn't be built under residential properties.	Residential Impacts
Would you purchase properties that are impacted?	Yes. In some cases we would purchase full properties and in other cases we would purchase just the portion of property needed to accommodate the project. In all cases property owners would be full compensated for any impacts.	Residential Impacts
How much housing is affected by these alignments?	You're right that there are residential impacts with Collins, which involves relocating 5 homes, B2 has no displacements. However, there are also people affected that aren't directly displaced.	Residential Impacts

Why did you select this layout for visuals? The station off Barbur is not good.	We have heard the most agreement for a Barbur station for those people who liked the Collins alignment, so we wanted to show how that would work with drivers exiting the Park & Ride.	Station access
Will some bus lines be eliminated as part of this light rail project?	That is an ongoing discussion and it's likely that lines duplicated by light rail will be removed, but that will be decided much closer to the opening of the light rail.	Transit
Will either alignment change the transit center?	Yes, there will be a station at Barbur Transit Center, but it will look different.	Transit Access
Is the faster travel time calculated? 20 seconds is a significant time savings.	There are a couple of points of curves (2 vs 4 curves) which slows down the train and that is how we get a 20 second time savings. Collins is generally faster.	Travel Time
Can you walk within ½ mile of the stations?	In December we presented walk sheds for these alignments and that information is online.	Walking & biking

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 (two tables had maps for the B2 alignments and two tables for the Collins alignments).

Question/comment	Topic	Alignment
Metro car care don't impact	Commercial impacts	B2
Headwaters of Wood Creek serious impact from construction [note near Walgreens]	Natural Environment	Collins
Significant noise and light impact to the park/natural area	Natural Environment	Collins
I want parking! Not more houses [located on top of Walgreens]	Park & Ride	Collins
Station location behind transit station [located on top of Barbur Blvd. at existing Park & Ride]	Station access	
Center station to not lose half of the "walk shed" [located on top of Collins Station]	Station access	
I love B2	Support	B2
B2: less offensive / Collins: insane	Support	B2
Pedestrian bridge over Barbur to Transit facilities (from neighborhood) [located onto of Barbur near existing transit center]	Transit access	B2
Ped bridge from Park & Ride to station	Transit access	Collins
The bridge suspension structure is an awesome feature given the view of Mt. Hood!	Visuals	B2
ADA travel distance [located at the Collins station]	Walking & biking	Collins
Challenging for ADA access [located on existing Park & Ride]	Walking & biking	Collins

Comment Forms from Meeting

Question/comment	Topic	Alignment
Money doesn't seem to be the issue so B2 is my vote. I just don't believe it will be worth the costs "re ridership" just doesn't warrant it.	Cost	B2

does not save money	Cost	B2
I have a strong preference for B2. Without the cost saving originally projected Collins view has no advantages. The development potential difference is poorly quantified and should not be used to justify Collins view.	Cost	B2
No significant cost savings with the Collins options(s).	Cost	Collins
Lack of capital cost advantage and utility challenges are unfortunate new info, but still don't outweigh Collins advantages.	Cost	Collins
I strongly think you need to go back to the original engineers' recommendation to run light rail across Barbur Freeway overpass and fix that overpass to conform to current safety and earth quake standards before it collapse! Do it right the first time. Stop taking cheaper short cuts.	Design	B1
B2 with pedestrian bridge. Period! Consider/study elevating train along Barbur from 19th to BTC. It can and should be done to allow traffic to flow better on Barbur. I'm going to say that until I'm blue in the face.	Design	
Obviously the B2 option is preferable to the Collins route by almost any viewpoint. Downsides to Collins are significantly more noise pollution to residents the potential destruction of wildlife areas in Woods Park, the visual impact to the residents of Taylors Ferry, as well as overall loss of quality of life.	Natural Environment	B2
Concerned about environmental impacts of Collins. B2 seems like a much better option.	Natural Environment	B2
does not impact the park	Natural Environment	B2
Woods park will be impacted by the Collins option(s).	Natural Environment	Collins
Noise and visual impact on Woods Park would not be significantly greater than existing I-5/Barbur/Taylors Ferry impacts (ditto for environmental impacts).	Natural Environment	Collins
3. Less noise and rumble in neighborhood to the north	Neighborhood impact	B2
B2 is preferred over Collins. Obviously because the B2 pollutes and blights the residential and natural areas less.	Neighborhood impact	B2
Additionally, with B2, there are no residents who will be displaced. The choice is a no brainer. Also there are significant number of Barbur locations that are empty and leasable so development opportunities are there.	Neighborhood impact	B2
The B2 option appears to impact the least properties near Taylors Ferry to SW 48/45th.	Neighborhood impact	B2
Families will lose their homes with the Collins option(s).	Neighborhood impact	Collins
All Collins options negatively impact local traffic and residences and Woods Memorial Park. All Collins options negatively impact local business that the neighborhood relies on.	Neighborhood impact	Collins
Collins would negatively affect my condominium and my neighbors nearby noise and tunnel noise.	Neighborhood impact	Collins
Really need microphones for questions and staff so all can hear! Please always repeat the questions	Process	
4. am in favor of Barbur TC redevelopment and an alignment along the south side of the TC would put the platform right in the center of new housing and shops, a good idea.	Redevelopment	B2
Prefer B2 as it ties into current station area and has less impact. Keep up the great work.	Redevelopment	B2
B2 sounds like the reasonable design. Station placement should preference TOD and affordable housing (not parking) The suspension bridge and/or	Redevelopment	B2

structure would make for great marketing for the project considering the view would showcase the rail and Mt. Hood!		
I continue to favor the Collins alignment because it gives greater redevelopment opportunities,	Redevelopment	Collins
2. prefer route of track closer to existing Barbur TC and I-5	Route	B2
I like B2 with the use of Barbur Transit Center. I seems to use safe people movement in a safe way.	Safety	B2
Puts the station in Barbur for best visibility and takes clever advantage of topography.	Station access	Collins
I like the B2 option	Support	B2
I prefer the B2 alignment for the Crossroads.	Support	B2
Definitely prefer the B2 option over Collins	Support	B2
It does seem that B2 does not have the problems that the Collins options have. B2 does not impact as many residents, and does not impact so many businesses. B2 would seem to be the best alternative.	Support	B2
Little to no public support for the Collins option(s). There are no reasons to continue with the Collins option(s).	Support	Collins
I support B2 over Collins. Reasons: 1. Prefer elevated MAX crossing to surface crossing, speaking as a driver.	Traffic	B2
The traffic impacts will be greater with the Collins option(s). Access by people with disabilities will be lessened by the Collins option(s).	Traffic & Safety	Collins
Keep train at Barbur Transit. Al. B2 option keep all transit connection close and easy. Offers better service to residences on south. A big Plus! Much safer!	Transit	B2
All Collins options have serious negative impacts and need to be eliminated. All B2 options need to maintain pedestrian overcrossing over I-5 Taylors Ferry Road needs sidewalks between SW Capitol highway and SW 48th.	Walking and biking	B2

Mailed and Emailed Comments

Question/comment	Topic	Alignment
I live in Multnomah Village off Capitol Hwy and strongly prefer option B2, the one that has the Barbur station on the south side of the current station. I do not want the businesses near Capitol and Barbur to be affected, nor the area by Woods Park, as much as is practical. I hope that is the route that will be implemented.	Business Impacts	B2
Fail to protect surrounding businesses and residential properties.	Business Impacts	Collins/B2
We've read all comments from meetings and material online. Our key points would be: 1) Save Barbur Foods from impact (choose Metro/Black Rock corner OR Starbucks vacant lot corner for changes, as needed)	Commercial Impacts	
I'm concerned that this Light Rail is going to go right through my building where you guys are going to have to tear my building down in my place of work I'm going to lose my job along with all the other employees that work there in that area and there needs to be a better way for this project so it doesn't hurt so many people families and lives this could put people on the street as well...	Commercial Impacts	
It also seems more cost effective since a tunnel would not be needed.	Cost	B2
It has been stated that the cost of Collins and B2 are almost identical, so price does not factor in.	Cost	Collins

<p>Community benefits: achieve the full development potential of WPTC by replacing and repurposing obsolescent transportation infrastructure at the Crossroads</p> <ul style="list-style-type: none"> • Multiple uses: serve both highway and transit needs; support light rail on centerline of BB; avoid building light-rail-only bypass bridge through the local neighborhood • Funding: pool funding from transit, highway and community development sources; divert funding for a new single-purpose bypass bridge (\$200 million?) to support replacement and repurposing of the existing bridge and surface street network • Earthquake resilience: design a structure that will survive a regional Cascadia subduction zone (M9.0) or local Portland Hills fault complex (M6.8) earthquake • Ramp decommissioning: permanently decommission both south-bound I-5 ramps; consider building replacement south-bound I-5 on-ramp at SW 24th • I-5 lane width: increase existing I-5 lane widths as necessary and feasible; extra freeway width created by decommissioning both south-bound I-5 ramps • Bridge supports in I-5 median: allow bridge support columns in I-5 median; extra freeway width created by decommissioning both south-bound I-5 ramps • Sidewalks and bike lanes: enable pedestrian and bike travel across bridge in both directions on both BB and CH; widen BB and CH as necessary and feasible • Bus left turn lane from south-bound BB to south-bound CH: permanently decommission; with elimination of both south-bound I-5 ramps, buses can safely cross BB at CH or SW Huber; partially accommodates widening of BB • Right turn lane from south-bound BB to north-bound CH: permanently decommission; with elimination of both south-bound I-5 ramps, vehicles can safely turn right without a dedicated turn lane; partially accommodates widening of BB • BB cross-section: BB cross-section has 2 travel lanes, bike lane and sidewalk in each direction and light rail tracks in the center • Bridge width: widen bridge as necessary to accommodate necessary widening of BB; acquire block with Starbucks for needed right-of-way; develop block with Starbucks as permanent open space (WPTC plaza) • Bridge length: allow bridge supports in I-5 median (current configuration); shorten or lengthen bridge span as necessary to accommodate decommissioning of south-bound I-5 ramps, wider I-5 travel lanes and bridge supports in I-5 median • Bridge clearance: increase existing I-5 clearance as necessary and feasible • Bridge deck elevation: maintain current elevation of BB and CH • Freeway regrading: to achieve clearance and bridge deck elevation objectives, regrade I-5 to lower elevation as necessary and feasible from BTC pedestrian bridge to top of hill near SW 48th (about 1200' to the west and 1100' to the east) • Bridge abutments and retaining walls: relocate and rebuild as necessary to accommodate wider bridge, shorter or longer bridge span, I-5 regrading and earthquake resilience • Construction detours: use construction sequencing and temporary detour structures (ramps and bridges) to minimize lane closures on I-5, BB and CH; consider detouring I-5 traffic onto BB from CH (modifying the north-bound I-5 on-ramp) to SW 64th • Construction staging: use BTC for construction staging; access freeway via decommissioned south-bound I-5 off-ramp 	<p>Design</p>	<p>B1</p>
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The Audubon Society also personally reached out to the COO of the Girl Scouts yesterday and asked them to support B2 and not Collins due to the possible impact to Woods Park.	Natural Environment	B2
Please keep the route of the train to the south side of Barbur where the transit center is and away from Woods Memorial Park.	Natural Environment	B2
I walk most days through Dickinson Park and Woods Park, and it's not acceptable to ruin those parks. Humans need nature and wildlife and there's little enough of it left.	Natural Environment	B2
I also feel strongly that the further away the line is kept from Woods Memorial Park, the better outcomes for all who will be riding this train line. Woods Memorial Park is a sanctuary for those of us fortunate enough to live nearby, and the sound of frequent train service that will cross over the watershed would have a significant impact on the recreation and natural values of this park area.	Natural Environment	B2
The Collins options have negative environmental impacts to Woods Park and environmental zoned properties; commercial and residential property displacements; visual, vibration and noise impacts, etc. I also hope the designs for West Portland Town Center and Barbur Transit Center station will preserve the view shed to the east as much as possible and maintain a public "observation deck" type of space for people to continue enjoying views of Mt. Hood.	Natural Environment	B2
Woods park is one of the last natural parks in the southwest area. The park has a vast amount of wildlife, owls, birds, and raccoons. It also has deer in the spring, they come to eat and sleep in the meadow. I believe having light rail so close to the park would seriously disrupt the natural habitat and use of the nature park.	Natural Environment	B2
Another is that it will not negatively impact the natural area/park. Please listen to reason and don't screw this up.	Natural Environment	B2
As a longtime resident of SW Portland living near Barbur Blvd and SW 30th, I feel the light rail project is long overdue. As to the placement near Woods Park I feel is a poor choice. Too impactive on a nature setting when the Barbur Transit Center is a much more acceptable option.	Natural Environment	B2
I live at 41st and SW Alfred St and use Woods Park very frequently. Woods is one of the major draws to this neighborhood and it would not be worth the transportation option that would impact this gem of an environmental area. I am in favor B2 as the option that would be furthest from Woods, preserving this natural area, and would also make the most sense in connecting with other transit lines. Please move forward with the B2 option.	Natural Environment	B2
I live at 41st and SW Alfred St and use Woods Park very frequently. I would be so disappointed to have Woods Park affected. I believe B2 is the option that would be furthest from Woods and would much prefer that option.	Natural Environment	B2
The Collins Road option that cuts North of Barbur Blvd. and passes very closely by Woods Memorial Park is not a good option. From my experience living adjacent to Collins Road I do not believe this is a good placement for the max. Woods Memorial park is a well-used and important aspect of the health of the families and individuals of our community. The Max potentially travelling so close to the park is not a good option for the people and the health of the Park. Woods park is a vital resource. According to the Portland Parks Website~ About 98% of the landscape is native including oaks, Douglas fir, cedar, willow, red and blue elderberry, Oregon grape, trillium, thimbleberry, and others. This steeply sloped site is part of the Fanno Watershed, containing the headwaters of the two forks of Woods	Natural Environment	Collins

<p>Creek. I myself have seen owls, deer, fox, hawks, and countless species of birds that undoubtedly would be highly sensitive to the presence of the train so close by. The lights and vibration and sound would stress and change the entire ecosystem. It is a 38 acre wilderness, a small but vital sliver of nature. Creating a max line that crosses directly over the headwaters of the river that feeds the natural area will have negative consequences for the health of the park. Our community relies heavily on Woods park for our physical, mental and emotional health. As Portland grows rapidly it is up to all of us as a community to pave the path of our future in a way that smartly and seriously protects Woods Memorial Park.</p>		
<p>Having the Max run on the Collins Route is a horrible option for the following reasons: (These only represent a few) Portland is known for its beautiful parks and having a Max train run along the perimeter fly's in the face of something that is so valued to our community. Being in the construction industry, I know firsthand how much 'elbow room' would be needed to construct the track next to the park and the detrimental and irreversible effects that Woods Park would experience. A noisy Max train would ruin what little tranquility we have left in this city. Having the Max run right along Woods Park will be an invitation for our homeless population to discover a great new place for their 'urban camping' and along with that an increase in crime and the destruction of families/citizens using Woods Park. Noise Pollution. The B2 route runs along I-5 so the additional noise of the Max train will have little to no impact. The Collins route has heavy residential and a quite park so the impact would be 100x that of B2. I appreciate the time and consideration.</p>	Natural Environment	Collins
<p>I'm a homeowner in Maplewood and I wanted to register my opinion on the Southwest Corridor Plan for light rail placement. I love Memorial Woods Park and I would much prefer that the light rail not disrupt the wildlife there. Tri-Met helps our region's ecology so much by reducing car use, so it would be a shame to compromise on an environmental point like this.</p>	Natural Environment	
<p>I am not able to attend tonight's Crossroads Community meeting, but I'd like my remarks here to become part of the record. At the SWNI Board meeting last week, we learned that the Collins alignments were under serious consideration. Our land use chair reported that the concern about the B alignments was all the property that would need to be purchased that couldn't be used for "transit-oriented development." To many of us, this stance is sort-sighted. Not all land needs to be developed, and open spaces would be welcomed among the dense development that undoubtedly would ensue after the light rail is operational. We are profoundly disconcerted that the Collins alignments are "alive" at all. We would hope that we could work to support the bond measure the region will require to build the light rail. It would be a shame if we found ourselves needing to organize against it if TriMet rejects the B alignments.</p>	Neighborhood impacts	Collins
<p>B2 does not displace residents and Collins does, and meanwhile there are plenty of vacant buildings along Barbur. Collins is a hostile routing through what has been a good neighborhood.</p>	Neighborhood Livability	B2
<p>Freeway crossing would use more publicly owned land reducing the need to acquire property and eliminate housing and businesses on the north side of Barbur Less disruptive to the neighborhoods on the north side of Barbur during construction and operation thereafter.</p>	Neighborhood Livability	B2

I live in the Crestwood Neighborhood and support bringing light rail to SW neighborhoods. I will be a regular user. Option B2 would be better for me and would best serve my neighborhood.		
Finally, According to your Draft Comparison of Crossroads Route Options - January 31, 2019, The Barbur route does not impact any residential units, city property, the environment, or street changes. The Collins route does.	Neighborhood Livability	B2
Because B1 is not an option, I am forced to prefer unrefined Alternative B2 for the following reasons: B2 does less harm to our neighborhoods than the Collins options B2's aesthetic and environmental impacts are primarily in a commercial area	Neighborhood Livability	B2
Consider this a vote to keep the train on the South side of Barbur with the station at Barbur Transit Center. Preserve the Woods park tranquility and protect local homes.	Neighborhood Livability	B2
Second, the Collins location not only displaces present residents but creates more noise to disturb both the adjacent neighborhoods and conservation area.	Neighborhood Livability	Collins
There is a plan for the displaced residences but what about the ones who will suffer major decrease in property/home value because of the alarming noise of a max train and the close proximity to homes. Much heavier residential area along the Collins route vs. B2 It was stated there were more 'development' opportunities with Collins route but has there been a study on the commercial vacancy rates? The number of 'for lease' signs up and down Barbur Blvd. is astounding. The B2 route will effect a couple chain coffee stands both of which have additional locations less than a mile away. Let's be honest, Portland definitely has no shortage of places to grab a coffee. The B2 route is said to be 20 seconds less than Collins, on a purposed 30 minute ride that amounts to nothing, approximately 1% longer.	Neighborhood Livability	Collins
My name is Joseph Jenkins and I am a resident at [removed], Portland, OR, 97219. I am deeply concerned and firmly against the two alignment alternatives (B2 and Collins) that TriMet is proposing at Crossroads. As a licensed Civil Engineer, I can appreciate that these alignments are being considered to reduce costs for the SW Corridor project. However, these options would leave our community less walk-able; bike-able; drive-able, and frankly, less live-able.	Neighborhood Livability	Collins/B2
2. Park and Ride concern: There is one caveat to my continued support of this project. For the first time at this meeting, the audience heard that park and ride plans have not yet been finalized and there is a possibility that a park and ride facility may not be included in the final design for the new Barbur Transit Center, nor any area within close walking distance to Barbur TC. Instead, they are considering relocating the park and ride facility to the 53rd Street station to allow maximum redevelopment of the Barbur Transit property. Here are the reasons for my concern: a. As a user of Barbur TC for many years, a vast majority of current transit riders use the park and ride or get dropped off by a family member as opposed to walking or bicycling into the facility. As project planners are aware, because of prohibitive costs, Southwest neighborhoods may never have safe pedestrian access to Barbur Transit Center due to the terrain, lack of pedestrian infrastructure, inadequate street network and hazardous traffic conditions. While the density of multi-family housing near the site will likely increase, the benefit of including a shared parking structure at or very near a B2 (or Collins) rail station can provide crucial access to transit as well as providing parking for	Park and Ride Location	

<p>any new multi-family residences or businesses built at or near this site. If necessary, transit users could be charged a fee to park. Ridership from additional multi-family housing alone is unlikely to replace the ridership currently generated by the existing park and ride.</p> <p>b. During the staff Q&A I learned that project planners are looking at 53rd (versus Barbur TC) as an alternate park and ride location due to its proximity to PCC’s Sylvania campus. Since PCC charges for on-campus parking, providing free or reduced cost parking at the 53rd Street station would likely jeopardize availability of parking for transit patrons hoping to reach other destinations. In addition, since the 53rd Street station is located in a relatively undeveloped, low density area between of the City of Portland and Tigard, it does not offer the potential for a vibrant TOD development that has already been charted for the Barbur TC area. If relocated to 53rd, many current park and ride users would be traveling out of direction to reach their final destination which would likely have an adverse impact on ridership and support for the system. A park and ride at 53rd would also present more security challenges due to its isolation.</p>		
<p>Thank you for the informative and well-run meeting on Thursday night regarding the potential MAX station and route at the Barbur Crossroads. I appreciate the effort you put into the meeting and how the various teams are keen on keeping the community informed and involved.</p> <p>I see pros and cons to each of the options presented; in my mind, no clear winner among the various options stands out. I’m pretty sure I’ll be happy with whichever option wins.</p> <p>Please keep doing a good job on this complex and many-tentacled project. Your research efforts and decisions now will affect thousands of citizens for many decades to come!</p>	Process	
<p>Another big argument in favor of B1 is the opportunity to build the West Portland Town Center without bridges and tunnels creating eyesores and opportunities for derelict spaces. These are never attractive elements of our transportation systems. With an eye for equitable housing in this area, less land is required for B1 than any other option. More land can be developed with this objective in mind.</p>	Redevelopment	B1
<p>Thanks for your time. You all are very good at dealing with angry stakeholders. It was impressive. Sorry in advance if there are typos below.</p> <p>It sounded like TriMet is going to recommend B2 as a committee but I also thought about on the way home that usually with public works projects, people opposed to things turn out in strong numbers, speak passionately, and organize. It seems rarer to see proponents of a project come out to public meetings.</p> <p>So I do wonder beyond the homeowners adjacent to the line, how many would be strongly opposed (or maybe they’re for being closing to transit). Relatedly, I wondered if the exaggeration of a “train going through the middle of the park” is used to coalesce opposition to the Collins option—since that isn’t actually what is happening according to the mockups I saw today.</p> <p>I’m not particularly pro either of the options, and I know TriMet has to play the long game in maintaining a positive public image, keeping goodwill for the 2020 metro funding vote, and avoiding the idea that “the fix is in,” but the land available for development above the tunnel/lid was significant. One of the designers said it’s about 200ft by 200ft. I asked if it could be purchased in the B2 alignment and he said TriMet can only purchase land it intends to use</p>	Redevelopment	Collins

directly (so, no). That would a lot of mixed used office/housing, which I don't think we should discount.		
<p>My thinking about light rail at the Crossroads has evolved in the 6 months since I submitted comments on the Draft EIS. Thank you for giving me this opportunity to share my current perspective.</p> <p>Capturing the development potential of West Portland Town Center The Barbur Boulevard/Capitol Highway (BB/CH) overcrossing of I-5 lies at the heart of West Portland Town Center (WPTC). Replacing and repurposing the BB/CH overcrossing in conjunction with light rail is essential for creating a community-friendly surface street network that unlocks the area's development potential. Failure to capture this opportunity to address long-standing transportation infrastructure deficiencies at the Crossroads will permanently relegate WPTC to second-tier status as a Portland urban center.</p>	Redevelopment	
I am in favor of the B2 option NOT the Collins option.	Support	B2
I have attended three public meetings related to the Crossroads route alternatives, and have left previous comments. After hearing staff comments at the 1/31/19 meeting and reviewing the presentation materials later online, especially the overhead and ground perspective renderings, I have reconsidered my previous support for the Collins route options. Coming mainly from urban design and visual impact considerations, but also from hearing there would probably be no cost savings with the Collins options, I now think that Alternative B2 (south of Barbur) would be the better choice.	Support	B2
<p>Specifically, these alignments:</p> <p>Fail to address the seismic vulnerability of the I-5 overpass that will fail in a significant seismic event.</p> <p>Fail to address the substandard design of existing I-5 on and off ramps.</p> <p>Fail to take into account recommendations from a 2015 ODOT Barbur Road Safety Audit and the 2008 Taylors Ferry Road Plan.</p> <p>Please support Alignment B1, Center Barbur, and reject B2 and Collins Alignments.</p>	Traffic and Safety	B1
<p>Metro, TriMet and ODOT dismissed Alternative B1 as a light rail route option for the Crossroads without any public discussion. As a result, we are left with no transparent analysis of the community benefits and technical feasibility of a program to replace and repurpose existing infrastructure. It is not too late to reverse that fateful decision, and the community deserves nothing less.</p> <p>Making the Crossroads a bigger and badder freeway interchange - an outcome that project sponsors have intimated is inevitable - would be utter folly for the community. Furthermore, it is at best wishful thinking to expect that the already failing street network will provide acceptable functionality in the future with the added demands of a MAX station, an expanded park-and-ride facility at Barbur Transit Center (BTC), thousands of new housing units, dozens of new businesses and possibly tolling on I-5. We need a more rational approach. Creating a long-term solution for traffic congestion and access problems at the Crossroads will require repurposing the existing transportation infrastructure. The centerpiece of the repurposing is permanent decommissioning of the on- and off-ramps for south-bound I-5. As indicated in ODOT's 2015 Barbur Boulevard Road Safety Audit, the surface street network here is not adequate to support the volume of traffic entering and exiting the freeway. Fundamentally, the Crossroads is not - and probably never was - an appropriate place for a major freeway interchange. Replacing and repurposing the BB/CH overcrossing will be a significant technical challenge, particularly the imperative of maintaining the current elevation of the surface street</p>	Traffic and Safety	B1

<p>network. Delaying the project by decades, however, will not make the challenges go away. Delay can only make the job more difficult and costly, especially as the addition of a light-rail bypass structure further limits detour design and construction staging options. There simply is no better time than the present to replace and repurpose the BB/CH overcrossing.</p> <p>It is 60 years old, urgently needs a seismic upgrade and no longer meets the transportation needs of the community. Failure to act now will result in the loss of a one-time-only opportunity to secure perhaps \$200 million for construction from transit funding sources - the cost of building a quarter-mile-long light-rail-only structure (Collins or B2 options) to bypass the existing bridge.</p> <p>I remain unpersuaded by unsubstantiated technical arguments that Metro, TriMet and ODOT have presented as reasons for summarily dismissing Alternative B1 at the Crossroads. As I wrote to TriMet project manager Dave Unsworth on September 11, 2018: "Under the circumstances (impingement by local development; urgent need for seismic upgrade; opportunity to avoid significant livability impacts in adjacent neighborhood; availability of transit co-funding), I cannot believe that FHWA would be unwilling to negotiate one-off design standards for reconstruction of the overcrossing."</p> <p>I recognize that reversing the decision to dismiss Alternative B1 as a light rail route option for the Crossroads is likely to delay by 1-2 years the Southwest Corridor project and its associated regional property tax measure. Project managers ultimately bear responsibility for any such delay, having failed to launch an aggressive program development initiative for the Crossroads early in the project's 10-year planning history. What we build now will serve the community for at least a century, and the memory of any time lost in planning will quickly fade away.</p> <p>Construction program objectives for replacing and repurposing the BB/CH overcrossing</p> <p>Following is an outline of the construction program objectives that I recommend Metro, TriMet, the City of Portland and US DOT pursue in collaboration to replace and repurpose the BB/CH overcrossing in conjunction with Southwest Corridor light rail.</p>		
<p>I want to express a strong preference for Alternative B1 Center Barbur which best serves SW Portland and would address needed improvements to West Portland Town Center. As of today, this option is not on the table. I cannot imagine how we will explain the choice we are forced to make between those that are on the table when people wonder why such an inefficient eyesore was selected. It is unexplainable that ridiculous amounts of money will be spent and this dangerous intersection remains. Active transportation will remain very dangerous. Not to mention halting Barbur traffic by frequent train crossings. At peak times and with ever more popular train frequency, this could easily exceed 10% of the time. None of the B2, Collins or any other option for this area will make sense to our future generations. It is short sighted and will result in horrible consequences to this area to select anything but B1. The argument we hear for why B1 is off the table is it triggers a much bigger rebuilding project to replace the Crossroads bridge over I5. Why isn't this the project that Federal, state and local governments can work together on to solve this problem. Funding must come from all these directions. It appears a lack of communication is the real problem!</p>	<p>Traffic and Safety</p>	<p>B1</p>
<p>I live near the Barbur transit center, where I use the bus service especially express bus 94. I would much have preferred that the traffic problems be</p>	<p>Traffic and Safety</p>	<p>B2</p>

addressed by upgraded buses and bus service. But if we have to have light rail, at least please use the B2 and not the Collins route. The intersection by Barbur Foods is already AWFUL- don't add to the congestion and confusion there. I am not looking forward to all the noise that will be constant during construction, but with Collins route, noise will continue Forever over my home and my neighborhood.		
I live on SW 53rd off of Taylors Ferry. I strongly recommend the proposed B2 alignment, which would keep light rail continuing along Barbur from the transit center to the PCC stop at SW 53rd. To divert off of Barbur will make the area around Taylors Ferry and Capitol even more of a disaster than it presently is! It is mind boggling that anything other than B2 option would be considered. Capitol/ Taylors Ferry goes into traffic failure twice a day during the week. At 8 am-ish M-F, I have cars backed up in a solid line all the way to my street, SW 53rd Ave. I have read the documents and understand the cost and impacts of the B2 alignment, but it MUST be done to ensure the safety and live-ability of our Crestwood neighborhood. Please chose to keep light rail continuing on Barbur.	Traffic and Safety	B2
Safer for commuter/pedestrian traffic by avoiding need to cross Barbur Blvd. Would not further complicate the Barbur/Taylor's Ferry/Capitol Hwy intersection.	Traffic and Safety	B2
I live near SW 51st and SW Pomona street and would like to voice my support for alternative segment B2, or the refinement 2. To keep the train on Barbur in this area will make a large failing intersection and freeway overpass/access even more difficult and unsafe (Barbur, Capitol crossing overrrl-5). Taylor's Ferry is a much better option and maintains PCC access.	Traffic and Safety	B2
B2 option with the station close to the pedestrian overpass would be the safest route to make the bus connections. B2 also has the least impact on the traffic.	Traffic and Safety	B2
This is a follow-up to the Q & A @ the 31 Jan '19 open house. I am suggesting that the staff analyze and evaluate the feasibility of using an elevated track-way from the bridge where Barbur passes over Multnomah Blvd (also near SW 21st) to the Barbur TC -- but not to the surface level @ the TC, but at a level equivalent to the second level/floor of the Barbur TC/parking structure. I suggest this to complement the "B2" alternatives and mitigate the traffic conflicts @ Barbur - Capitol Hwy intersection by having the light rail cross over Barbur above grade to not affect the surface auto lanes. I recognize that this would possibly necessitate an elevated station @ SW 30th and the extra expense to elevate the line from SW 21st to the TC. Yet there are possible advantages by removing the conflicts to surface auto/truck traffic which would require a separate traffic signalization phase to allow light rail crossing of Barbur, which will further complicate the conditions @ the Barbur & Capitol intersection. Another benefit that would result from the light-rail at the second-floor level of the Barbur TC would be the free-flow of Bus, auto and pedestrian foot traffic at the street level and avoiding the potential disruption the frequent movement of light-rail trains would cause in this very busy TC. I mention this to bring into consideration the similar situation at the Sunset TC with bus, auto and peds on one level and the light-rail on another and the lack of conflict that situation allows.	Traffic and Safety	B2
I am happy to see that this line is not following freeway or railroad corridors where there is inherently little ridership (as with most of the existing MAX segments). I hope to see strong investments in pedestrian safety as the Barbur Blvd corridor is currently one of the most dangerous places in the city due to	Traffic and Safety	

its 1950's car-focused design. Together with a high-speed transit service, presumably replacing line 12, such investments would open up an area that many of us now stay away from due to its dangerous design.		
If Alternative B2 is selected, I would strongly support locating the LRT station adjacent to Barbur rather than between the existing transit station (and its future mixed use development) and I-5. Keeping the LRT station next to Barbur will make it more visible, accessible and central to future town center development, rather than peripheral and "behind" the portions of that development on the existing transit station/park-and-ride land.	Transit access	B2
Please go with Plan B2: I also believe the train station and transit center being on the same side of Barbur will reduce risk (and trouble!) to riders, since Barbur is such a high-speed, high-traffic road. I wouldn't want to route parents with small kids and strollers, elders, and people with mobility impairments, across Barbur.	Transit access	B2
After attending the recent Crossroads meeting on January 31, 2019, I'd like to share some observations and comments with staff and decision makers. 1. Support for Option B2: During the presentation, project staff communicated that upon further analysis, there would be little to no difference in capital cost between the two remaining options (Collins and B2). Since there are no longer any cost barriers to the B2 option, the preference among attendees who spoke at the January 31st meeting was in support of the B2 routing option regardless of station location options. I agree with this prevailing sentiment due to the fact that a B2 routing provides a much safer setting for access by transit users due to the opportunity to collocate bus, rail and parking facilities on the Barbur TC site. Under this scenario, I believe the area around the Collins site will remain a prime area for private development and revitalization due to its close proximity to a major transit facility. In closing, as a 22 year resident of the Arnold Creek neighborhood, longtime patron of Barbur Transit Center and avid user and supporter of transit, I support the SW Corridor project in general and hope for solutions that will enhance safety and best serve the southwest community. Thank you for the opportunity to provide input.	Transit access	B2
I know you have an enormous task in front of you. But I strongly urge you to consider the options that keep the proposed Southwest MAX line along the South side of Barbur, and the station adjacent to the existing Transit Center. This option offers much greater pedestrian safety, and access to parking in order to use the train. As I commented on the initial DEIS, we do not live close enough to walk to Barbur TC, so we have to drive. There's no way I'm going to bother crossing Barbur in my car to park, only to have to cross it back in the other direction to board a MAX train. Especially not with my child in tow! Thank you for your full consideration of these comments.	Transit access	B2
I'm writing in support of option B2 for proposed Barbur Blvd light rail course that would locate the station on the south side of Barbur within the existing Park & Ride transit center. Here are my reasons: Light rail would become part of the station facility that already exists	Transit access	B2
I'm writing in support of option B2 for proposed Barbur Blvd light rail course that would connect directly with the existing Park & Ride transit center on the south side of Barbur Blvd. Light rail would become part of the station facility that already exists and seems far less disruptive to the neighborhood during construction and operation thereafter.	Transit access	B2

<p>Keep the train on the South side of SW Barbur Blvd with the station at Barbur Transit Center. Most transit riders prefer this to make bus connections easier and safer. Neighborhood Associations prefer this also!</p>	Transit access	B2
<p>We would like to register our "votes" for the Barbur station option. We attended the January 31 community meeting and, like most everyone else in the room, we are decidedly against the Collins option for several reasons. First, it seems ridiculous to require light rail passengers to disembark and then cross Barbur in all kinds of weather to get to their bus or car.</p>	Transit access	B2
<p>Our family has been looking forward to this project since first hearing rumors over 10 years ago, and has personal interest in the site of the Crossroads station.</p> <p>I am writing in support of Alternative B2 in particular, and any options that directly connect the planned station with Barbur TC in general. Riders living across I-5 have much easier foot or bike access to the back of the TC (via the pedestrian overpass) than to station sites on the far side of the parking lot and part or all of Barbur. The difference in distance may be small, but safe navigation of each takes additional minutes, possibly 5 or more in the case of the Collins proposal. In our case, that could mean the difference between "under 20 minutes' walk, no big intersections" and "close to half an hour, and be careful at [...]." Others in the Jackson / Capitol Hill area might also find a more distant station cause to bring their cars and compete for limited parking, either on the lot or on side streets.</p> <p>While less visible from Barbur, the back-of-BTC location represents a compromise for residents on both sides. While the alternatives that move the station north have other advantages, they should consider how south-side pedestrian access might be streamlined to remain viable.</p> <p>Many thanks for your work on this, and for the extensive public engagement. I am excited about the eventual benefits to livability and SW transit.</p>	Transit access	B2
<p>I understand despite public opinion and opinions of neighborhood associations that TriMet is pushing for a route at crossroads to the north of Barbur. A route to the south of Barbur near the current transit station makes the most sense for numerous reasons. One is that it will have less negative impact on existing businesses and homes. Another is consolidated transit facilities with parking and platform together.</p>	Transit access	B2
<p>I am writing about the light rail transit line. I live on [removed]. I take public transportation every day to and from the Barbur Transit Center. I am writing to voice my opinion on route options for the new train route. By placing the mass transit line closer to Barbur transit center we would be able to accomplish the goal of getting riders to and from Portland without sacrificing the integrity of this important space. The max line option which places it closer to the already established high volume travel corridor makes the most sense. Barbur Transit center is an ideal place to direct the max traffic. There are hundreds of commuters that use this stop as a park and ride and would greatly benefit from the max traveling through this area. It is a safe and accessible area for commuters from the surrounding community.</p>	Transit access	Collins
<p>2) Definitely need a multi-level parking lot at the Transit center. Spots are full now, if you arrive later than 7:45-ish. Thank you for your thoughtful work on this.</p>	Transit access	
<p>I live within the half mile walk area for Barbur Station. My preferred option is to site the stop near the pedestrian bridge behind the existing transit station. My second choice would be to locate it on Barbur next to the transit station. This seems to me to be the least disruptive overall and best for bus-rail</p>	Transit access	

<p>transfers. I would prefer there was more room for expansion.</p> <p>I would like the committee to consider ease of using this station, including transferring between bus and light rail, for those with limited mobility. This is not an issue for me, but with the aging population it should be considered.</p>		
<p>Seeing for the first time that the LRT crossing of I-5 would be a major long-span bridge with significant overhead structure, locating it closer and parallel to the existing Barbur overpass would be more compatible visually with that existing infrastructure (and its eventual replacement) and be less dominant and isolated than the Collins route bridge location at a higher elevation farther to the west.</p> <p>Also, the arch and cable-stayed bridge concept shown in the renderings is an exciting design prospect - adjacent to the Barbur overpass, it could be a dramatic sight for Barbur east-bound and Capitol south-bound traffic, as well as for Crossroads pedestrians. That intersection and east to the transit station has a striking long view to the Cascades; perhaps the bridge superstructure could frame and enhance that view, giving the Crossroads a new regional identity.</p> <p>Another one of the renderings of the Collins option LRT ramp above Taylors Ferry shows how dominant it would be in that forested draw at the end of the I-5 exit ramp. While I think the environmental and acoustic impacts on Woods Park/Creek, which have concerned other commenters, would not be any greater than already exist from I-5 and Taylors Ferry, the visual impact of the ramp and I-5 bridge beyond would be much greater than with the B2 bridge adjacent to the Barbur overpass and ramp over Capitol and Barbur. Finally, I'd been concerned that the B2 ramp over Capitol south of Barbur would badly compromise the attractiveness and feasibility of existing or future businesses on the Metro Car Care and Starbucks parcels which could be at the heart of anticipated West Portland Town Center development. But hearing from staff that those parcels would need to be purchased and cleared made me understand they would probably best be developed as open/green space which, even under the ramp, could be an attractive public space amenity for Crossroads pedestrians, bikers and auto traffic.</p>	Visual	B2
<p>I want to strongly express my disappointment about the lack of pedestrian and bicycle improvements with the current plan and request inclusion of these much-needed improvements:</p> <p>Pedestrian and bicycle access from West Portland Town Center to Dickinson Park</p> <p>Safe Pedestrian and bicycle facilities that cross I5 to access transit stations, Markham Elementary and Jackson Middle Schools, PCC, the Capitol Hill Library, places of worship and other nearby services that are unsafe to walk and bike today.</p>	Walking and Biking	B2
<p>Our family of three adults favor the options that keep the train on the south side of Barbur. It is most accessible for our wheelchair bound family member and it makes sense tying it to the current transit center.</p>	Walking and Biking	B2
<p>I was also curious about the walkshed issue. Having the B2 option means a decent portion of the 1/2mile walkshed falls in the middle school, making it useless compared to the Collins option. The B2 option would also need something like the I405 Flanders bridge that PBOT is developing to connect it to the southern neighborhoods. So B2 wouldn't serve a lot of the neighborhood in its walkshed because they'd have to walk West to Capitol Highway, north, then back east. I'm sure some/many will do it but if we have the opportunity to maximize our walkshed and ease of access Collins seemed</p>	Walking and Biking	Collins

01/31/19

<p>like it did that more. Picking the Collins alignment would also make it cheaper for PBOT to create neighborhood greenways to get to the station (I think it's taken 6 or more years for the Flanders bridge to connect NW Portland) Anyways, I wanted to highlight some positives I saw in the Collins alignment today since you've heard all the negatives. Thanks for your time.</p>		
<p>Fail to address pedestrian and bicycle connections in the entirety of the Crossroads area.</p>	<p>Walking and Biking</p>	<p>Collins/B2</p>