

Southwest Corridor Light Rail Project Conceptual Design Engagement Report

April 15, 2020

This Engagement Report documents the community feedback on the draft Conceptual Design Report (CDR) that we received during engagement activities from January 2020 to March 2020. The contents of this report will inform a final conceptual design, as well as future design in later stages of the project.



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Executive Summary

With the release of the Conceptual Design Report (CDR) in February 2020, the Southwest Corridor project team embarked on a public engagement campaign to share the project’s conceptual designs and gather feedback from the public. The team used a variety of engagement strategies including open houses, focus groups and presentations to solicit feedback from community members. This report documents the activities undertaken during the CDR public engagement campaign and the feedback collected. Some of the key themes that emerged from this engagement campaign include:

- **General excitement about the project overall.**

Over 160 comments indicated support for the project, making it the most popular topic for online and in-person comments. Many of the groups that received in-person presentations including the Swahili focus group indicated general support and excitement for the project.
- **Strong interest in the Marquam Hill Connector; preference for an inclined elevator.**

The Marquam Hill Connector was the second most popular topic of comments, with 120 comments from the online and in-person open houses. This project feature was frequently discussed at public presentations throughout the corridor. Overall, there was a preference for the inclined elevator option.
- **Park & Rides are most polarizing topic.**

The majority of open house comments about Park & Ride indicated a preference for more spaces. However, a considerable minority voiced concern about too many Park & Ride spaces. Interest in more Park & Ride facilities was most prevalent in Tigard and Tualatin.
- **Excitement about bike improvements, but more desired.**

The online and in-person comments suggest that there is general excitement about the bike improvements. However, there was also strong support for funding and building the station access projects. In Tigard, the desire for bike and pedestrian access on the bridge over Highway 217 was one of the most common requests during public presentations. A lack of a raised protected bike lane along Barbur Boulevard north of Naito Parkway was a notable concern for the Portland Bicycle Advisory Committee.
- **Concern about mobility flow and safety around Barbur Transit Center.**

Barbur Transit Center generated the most comments of any of the 13 light rail stations. There was concern about the potential increase in traffic around this intersection, along with a desire for more Park & Ride spaces. There was also a desire for additional improvements for pedestrians around this area, particularly if it will be the hub of the future West Portland Town Center.
- **Concern about connections to major destinations.**

There was expressed concern about the lack of connectivity to major destinations along the corridor. The concerns focused on three areas:

 - A desire for the Marquam Hill Connector to connect further west than Terwilliger Parkway
 - Interest in a shuttle or better connection to Portland Community College (PCC) Sylvania
 - Concern about the distance between the Hall Boulevard Station and the existing Tigard Transit Center.
- **Strong desire for grade separation at Upper Boones Ferry Road.**

At public presentations in Tigard and Tualatin, there was strong support for grade separating the light rail from vehicle traffic at the Upper Boones Ferry Road Station. The station received some of the lowest ratings in the online open house due to this concern.

Purpose and Goals

The draft CDR is a public-friendly document outlining preliminary design concepts for the Southwest Corridor Light Rail Project. Building on the alignment decision in October 2018, the CDR provides details about how the light rail project will integrate with the streets and neighborhoods along the route.

The goals of the CDR outreach are:

1. **Awareness and communication.** Provide a clear understanding the current status of project design to as many stakeholders and community members as possible.
2. **Input and feedback.** Gather input from stakeholders about designs, impacts, and opportunities related to the project to inform the continued design process.

Engagement Activities Overview

Community Affairs staff used a variety of engagement strategies including open houses, focus groups and presentations to solicit feedback from community members.¹

Postcards	<ul style="list-style-type: none"> • 41,000 total – all property owners and households within ½ mile of the alignment.
Social Media Engagement (Flyover video)	<ul style="list-style-type: none"> • Twitter: 46,000 views(2nd most “liked” tweet) • Facebook: 33,000 views (3rd most “liked” post)
In-person Open Houses	<ul style="list-style-type: none"> • Four Open Houses • 306 Sign-ins • 117 comment cards collected • Spanish language open house*
Online Open House	<ul style="list-style-type: none"> • 18,800 total views • 372 commenters • 806 comments • 632 CDR PDF downloads
Public Presentations	<ul style="list-style-type: none"> • 22 completed
Focus Groups	<ul style="list-style-type: none"> • HAKI (English/Swahili) – 12 participants • Two with Muslim Educational Trust (English and Arabic)*
TV Jam Spanish Video	<ul style="list-style-type: none"> • 11,300 total views • 31 comments • 147 shares

¹ Activities with a * are items that were postponed due to the COVID-19 Crisis.

Open Houses

The project team held four in-person open houses and an online open house. The in-person open houses included information on each of the 13 stations, as well as general project info including project goals, major structures, bus, bike, walk, and Park & Ride access, and station access projects and circulation. Staff were also available at each open house to answer questions and concerns. Attendees were asked to fill out comment cards with concerns and questions. More than 300 people signed in at the four in-person open houses.



The online open house was open from February 3rd to March 30th, and mimicked the format of the in-person open houses. Those that viewed the online version were able to explore the stations and project information and make comments directly on each topic's webpage. There were 327 people that made one or more comments on the online open house.

Open House Demographics

In both the online and in-person open houses, attendees were asked, though not required, to fill out demographic information.

- In-person open houses: 47 of 306 (15%) attendees filled out demographic information
- Online open house: 122 of 327 (45%) attendees filled out demographic information

Based on these evaluations, the primary difference between attendees was that at the in-person open houses, significantly more people were non-riders (52%) compared to the online open house (10%). The in-person open house attendees were also slightly older and were more likely to live directly within the SW Corridor area.

	In-person N=47	Online N=165
Ridership		
Frequent/Regular Rider	39%	44%
Occasional/Infrequent Rider	9%	44%
Non-rider	52%	12%
Access to Transit		
Drive	35%	39%
Walk	41%	44%
Bike	2%	10%
Other	4%	6%
Gender		
Female	57%	55%
Male	41%	40%
Non-Binary	2%	5%
Race/Ethnicity		
Non-Minority	89%	87%
Minority	11%	13%
Age Average		
	51	47
Geographic Region of Attendees		
SW Portland <i>97219, 97239, 97221, 97201</i>	44%	39%
Tigard <i>97223, 97224</i>	27%	19%
Tualatin <i>97062</i>	13%	4%
Outer SW Region <i>97035, 97034, 97068, 97070, 97140</i>	4%	10%
Outer West Region	2%	6%
Outer East Region	0%	3%
SE Portland/Milwaukie	2%	9%
N/NE Portland	2%	6%
Other	4%	4%

Open House Comments: An Overview

With the in-person and online open houses combined, 926 comments were submitted, 168 of which are positive with little to no concerns. The feedback we received is organized into both topic area and station.

Feedback by Topic

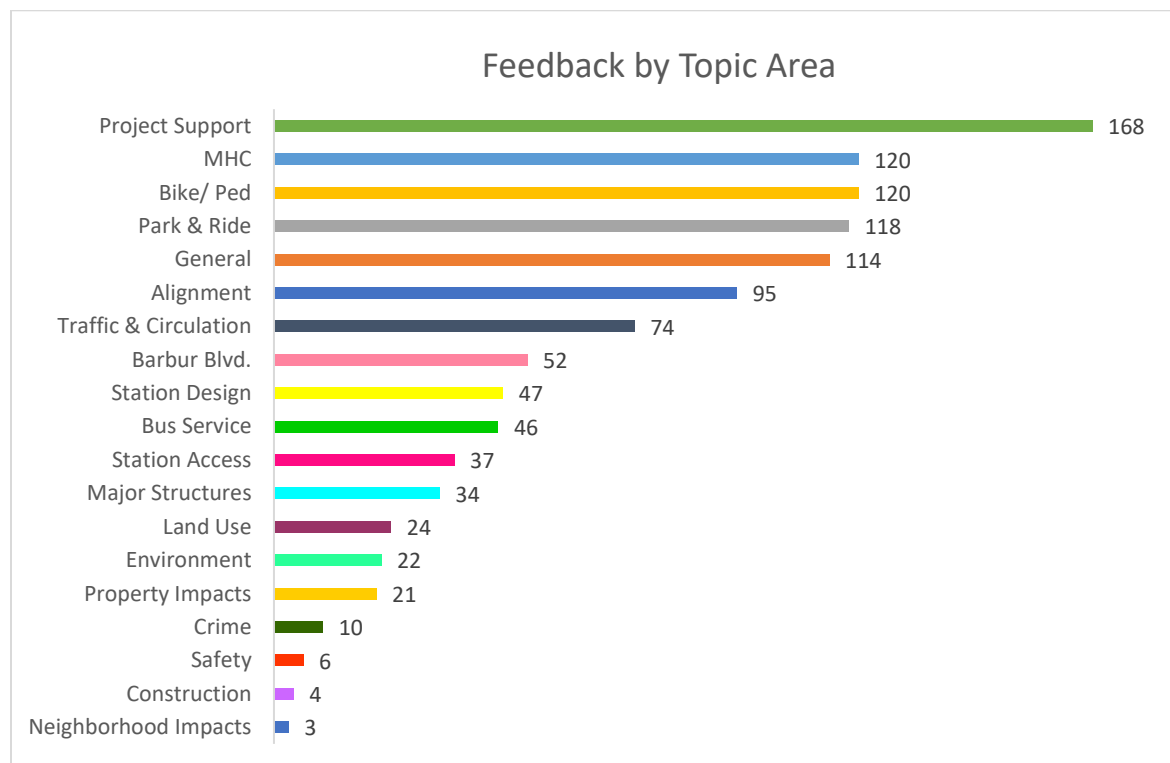
Project Support

“You have done a wonderful job creating and fine tuning this project. I'm looking forward to riding it from the first day.”

Of the 926 comments, 168 (or 18.1%) of them were positive, with little to no suggestions or concerns.

Not including general comments, the following topics had the largest share of positive comments:

- Major Structures – 53.1% of comments were positive
- Barbur Blvd. – 30.7% of comments were positive
- Land Use – 25% of comments were positive



General Comments

There were 114 general comments about the project that mentioned neither a specific station nor a topic area. Of these, 50.9% (58) were enthusiastically positive, and 15.8% (21) were negative. Other general comments included suggestions about map edits and community outreach strategies.

Feedback by Topic Area

Not including project support or general comments, the five most common topics that respondents commented on were, in order:

- Marquam Hill Connector
- Bike and pedestrian infrastructure
- Park & Rides
- The project alignment
- Traffic and circulation

Please note that some comments have been categorized into multiple topics.

1. Marquam Hill Connector

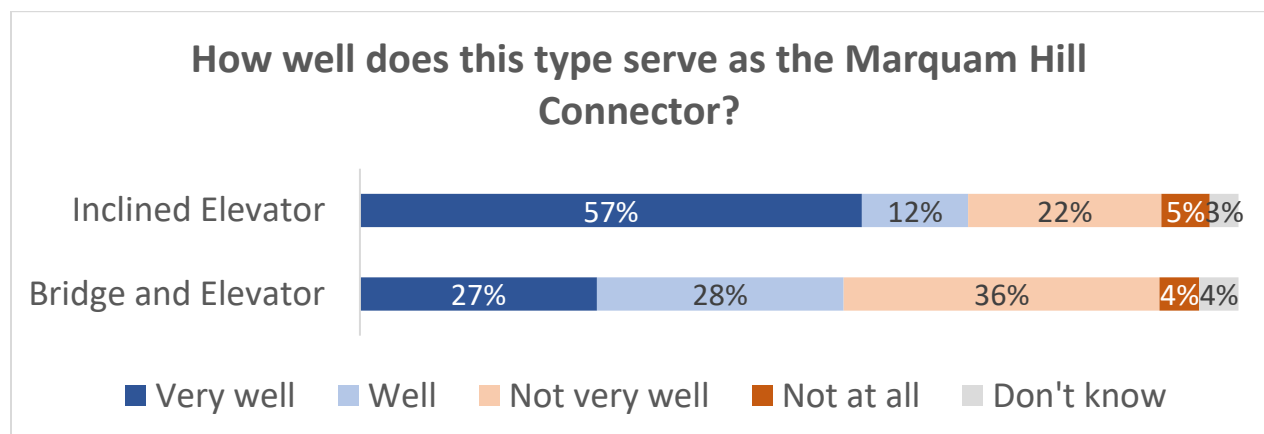
There were a total of 120 comments about the Marquam Hill Connector.

There was a lot of excitement about having a mechanism for moving people quickly up the hill toward OHSU, and confidence that either alternative would provide a unique experience for OHSU employees, students, patients and visitors. There was strong preference for choosing the alternative that would have the least impact on Terwilliger Parkway. There was also concern that any of the alignments do not directly access OHSU and other Marquam Hill destinations. Overall, there was greater public preference for the inclined elevator.

“I support which ever option impacts Terwilliger parkway the least.”

Ratings

There were 91 ratings received related to the Inclined Elevator and 89 ratings received related to the Bridge and Elevator.



Inclined Elevator Comments

There were 59 comments received specifically about the Inclined Elevator. Common themes include:

- Better for disabled access (9 comments)
- Stairway should be included (6 comments)
- Better protection against the elements (6 comments)
- Innovative and new transportation method that will attract visitors (6 comments)
- Would have less impact on Terwilliger Parkway (6 comments)
- Better capacity for moving people up the hill more quickly (5 comments)
- Should be open all hours (5 comments)
- Too expensive (5 comments)
- More aesthetically pleasing than Bridge & Elevator (3 comments)

Bridge and Elevator Comments

There were 45 comments received specifically about the Bridge and Elevator. Common themes include:

- Concerns with reliability and/or capacity (6 comments)
- Better option because it is inexpensive (5 comments)
- Support because it is accessible and open at all hours (4 comments)
- Doesn't have protection against elements (4 comments)
- Support for the views it would provide (3 comments)
- Would enjoy the Inclined Elevator just as much (3 comments)

Other themes

- Neither option provides direct access to OHSU (8 comments)
- Both options have negative impacts on Terwilliger Parkway (3 comment)

2. Bicycle & Pedestrian Infrastructure

There were a total of 120 comments regarding bicycle and pedestrian infrastructure, and the large majority had to do with suggestions or concerns. Eighty-nine of these comments were about specific stations, and will be talked about more in a later section.

The top three stations recommended for greater bicycle/pedestrian safety improvements are:

- Barbur Transit Center Station at 15 comments
- Gibbs Street Station at 11 comments
- 19th Avenue Station at 10 comments

The following key themes emerged from comments that did not specifically reference a station:

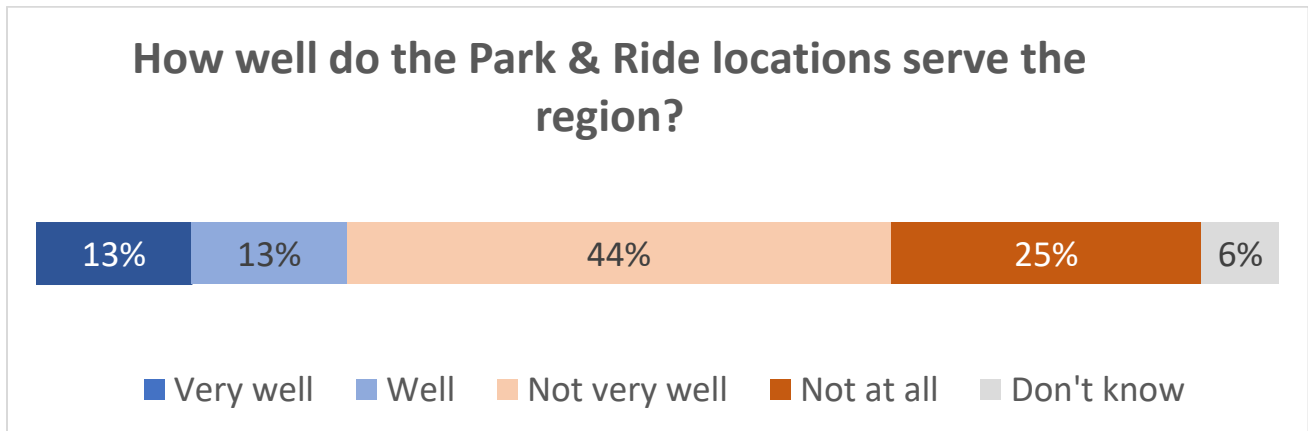
- General excitement about the improved pedestrian and bike infrastructure (13 comments)
- Desire to walk to stations, and an ask for improved sidewalk infrastructure on local neighborhood streets (8 comments)
- More raised protected bike lanes on Barbur and/or 99W (8 comments)
- Eliminate car lanes on Barbur (6 comments)

3. Park & Rides

The options about Park & Rides were, overall, fairly polarized. Either people wanted to see more Park & Ride facilities in general or at specific stations, or they wanted no Park & Ride facilities along the corridor.

Ratings

There were 32 ratings received related to the existing Park & Ride scenario.



General Comments

There were 118 comments received specifically about the Park & Ride facilities and locations.

Comments for more Park & Ride	Comments for less Park & Ride
60 comments	39 comments
Reasons included: <ul style="list-style-type: none"> • Better for people with limited mobility • Without adequate Park & Ride space, people will drive to their destination, or park in adjacent neighborhoods • Observations that existing Park & Ride spaces fill up quickly 	Reasons include: <ul style="list-style-type: none"> • Space could be used for mixed use development or affordable housing • The money spent on Park & Rides should instead be invested into pedestrian and bicycle infrastructure or improved bus service • Environmental concerns

Location-Specific Park & Ride Comments

When sorted by station, the Park & Ride options were less polarized, and the majority of station-specific Park & Ride comments were about Barbur Transit Center.

	Comments for more Park & Ride	Comments for less Park & Ride
Barbur Transit Center	24	7
53rd Avenue Station	0	8
68th Avenue Station	2	6
Hall Boulevard Station	6	5
Bridgeport Transit Center	8	1

4. Alignment

A predominant amount of comments (95) were about the alignment of the project itself, and the majority of these were critiques about the alignment. Though the locally preferred alternative has been determined, it is useful to understand these critiques order to determine where to prioritize pedestrian, bicycle and bus access to key destinations.

Common themes about alignment:

- Concern about the lack of a direct connection to WES Commuter Rail, particularly between the Hall Boulevard Station and Tigard Transit Center (15 comments)
- Some respondents state the alignment improves the access to Portland Community College (PCC), but the majority of comments regarding PCC suggest that this connection does not adequately serve students (8 comments)
- There is a desire for the new MAX line to extend beyond Bridgeport to Downtown Tualatin, or Wilsonville, and/or a desire to make this extension available in the future (5 comments)
- A desire for the Custer Drive Station to be closer to the Terwilliger Blvd. and Barbur Blvd. intersection (5 comments)

- A desire for better connectivity between the station and OHSU; concern that Marquam Hill Connector does not help connect close enough to destinations (4 comments)
- Concern that 19th and Custer are too close together (4 comments)

The majority of other comments asked for a completely different route altogether, and/or the removal of specific stations.

5. Traffic and Circulation

There were 74 comments made about traffic and circulation. Of those, 57 comments referenced a particular station, and will be described in more detail in a later section. The majority of comments about traffic and circulation were suggestions or concerns.

The top three stations recommended for enhanced traffic and circulation configurations were:

Upper Boones Ferry Station, with 18 comments. The majority of these comments referenced the negative traffic impacts of not having an elevated station.

Barbur Transit Center with 10 comments. Nearly all of these comments were concerning the negative traffic impacts of ODOT's Crossroads Safety Project.

Hamilton Street Station, with 8 comments. The main concern was the potential traffic impacts related to the realignment of Bancroft.

Other comments referenced the general increase in traffic that a MAX alignment would bring to station intersections, and a general sentiment that automobile driver needs are not being taken into consideration.

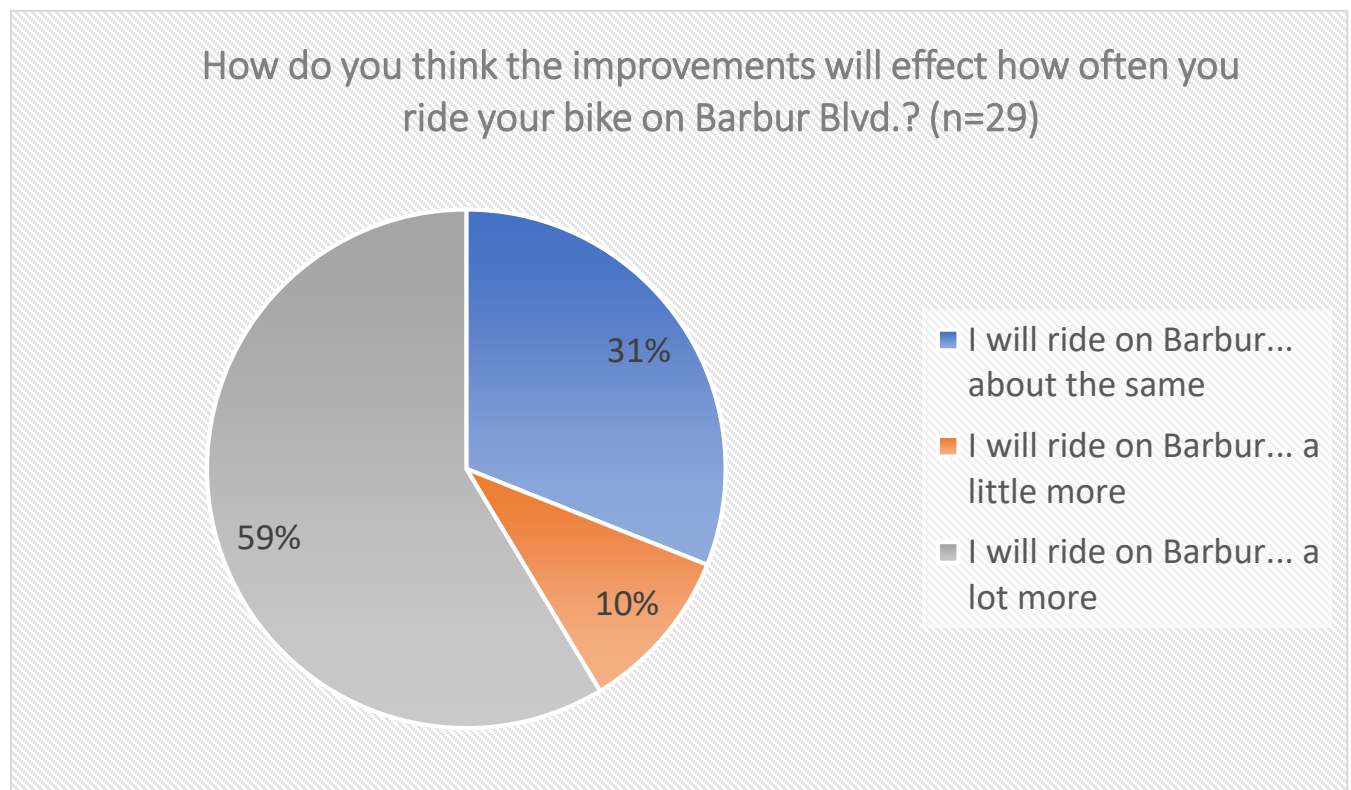
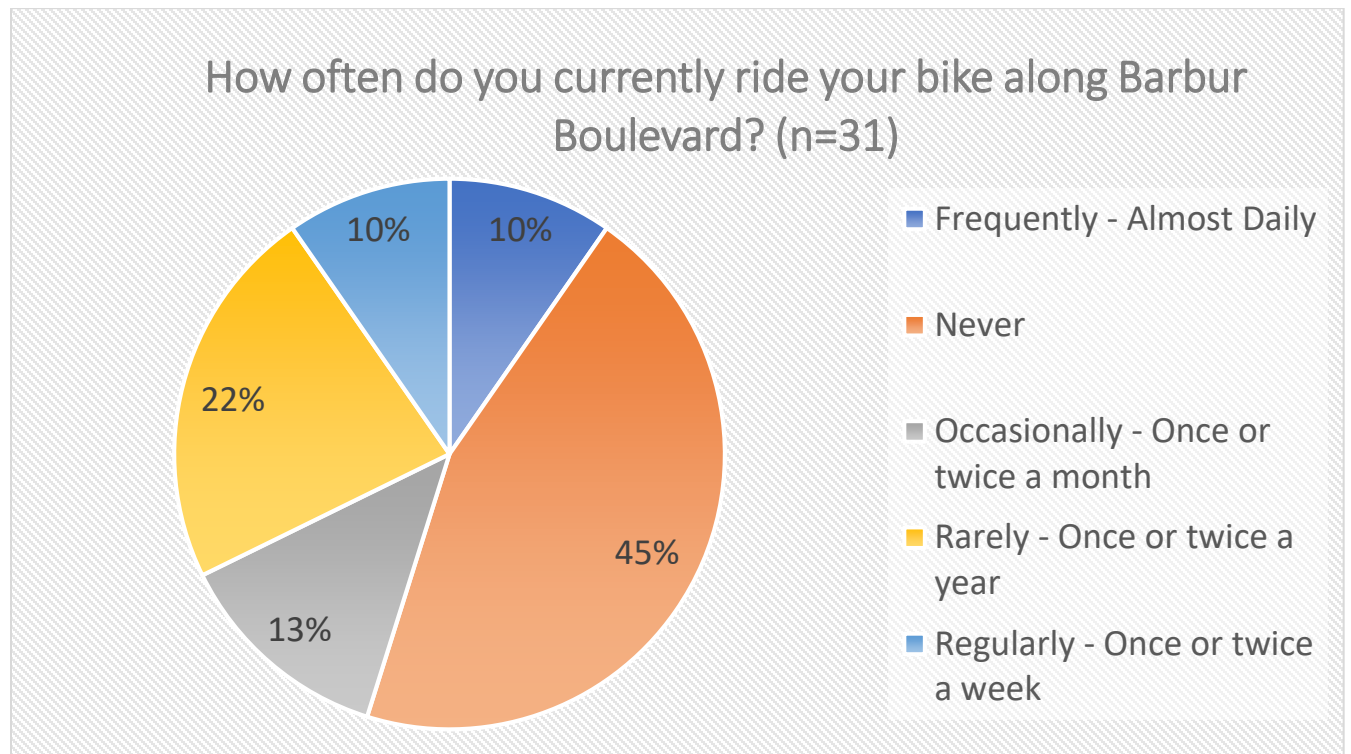
Other Topics:

Barbur Blvd. (52 comments)

- *"The Barbur improvements are key!"*
- General positive impressions of bicycle and pedestrian improvements (9 comments)
- Request to reduce car lanes (8 comments)
- Positive impression of keeping four car lanes (7 comments)
- Lower speed limits (3 comments)

Current bicycle ridership: 45% of respondents said that they never ride their bike on Barbur (see chart below)

Anticipated bicycle ridership: 59% of respondents indicated that the proposed improvements would encourage them to ride their bike on Barbur a lot more (see chart below)



Station Design Recommendations (47 comments)

Common themes include:

- Desire for better station designs that reflect neighborhood history, identity and culture (6 comments)
- Longer platforms that can support future four-car MAX train consists (5 comments)
- Support for restrooms at each station (5 comments)
- Support for bike needs such as bike parking and secured bike storage (5 comments)

Creative/notable suggestions:

- Include public health safety reminders
- Signs to encourage recycling

Bus Service (46 comments)

Common themes include:

- There should be more feeder buses to stations, especially to Bridgeport (5 comments)
- Focus more on bus connections, less on MAX (5 comments)
- Bus connections should be made adjacent to the Hall Boulevard Station (3 comments)
- Support for changes proposed by the SW Service Enhancement Plan (3 comments)
- Continue bus lines 96 and 12 (3 comments)
- Line 44 should run more frequently, and should stop at the Barbur Transit Center (3 comments)

Station Access (37 comments)

Top Portland Station Access Projects:

In the online open house, we asked respondents to rank their top five Portland Station Access Projects. The follow projects had the largest amount of support:

- Project #16 – Taylors Ferry Sidewalks and Bikeway (11)
- Project #9 – Capitol Hill Sidewalks and Bikeway (10)
- Project #18 – Capitol Sidewalks and Bikeway (9)
- Project #23 – Barbur/PCC to Triangle Connection (8)
- Project #21 – Pomona Sidewalks and Bikeway (7)

Top Tigard Station Access Projects:

We asked respondents to rank their top two Tigard Station Access Projects:

- Project #25 – New SW 72nd Avenue Sidewalks and Bikeway (16)
- Project #26 – SW Hall Boulevard Sidewalk Improvements (15)
- Project #30 – Bike and pedestrian connection over Highway 217 (15)

Common themes from open-ended comments:

- General support for investing more in bicycle and walking access to stations (9 comments)
- Connect Crestwood and Ashcreek Neighborhoods to 53rd Avenue Station via I-5 overpass (4 comments)

- Creative suggestions:
 - o Develop a mobile app to determine best/safety station access route
 - o Include a shuttle between Tigard Transit Center and Hall Boulevard Station

Major Structures (34 comments)

Common themes include:

- Support for Viaduct replacement (7 comment)
- Support for elevated crossing at Bonita (5 comments)
- Support for flyovers and bridges (5 comments)
- Request for multi-use path on 217 bridge (4 comments)
- Improve Barbur Blvd. / Capital Highway Bridge (3 comments)

Notable/ creative comments:

- The Downtown Portland tie-in doesn't address the issues related to underutilized land, traffic congestion, and the potential for bike/pedestrian improvements below. Partner jurisdictions should collaborate to create a better vision for this space
- Keep to current design standards, but don't spend extra money on creating iconic structures – invest that money instead on assets that will directly benefit users (sidewalks, bike facilities, environmental assets)

Land Use (24)

Common themes include:

- Excitement about transit-oriented development along the route (7 comments)
- Excitement about West Portland Town Center Plan (5 comments)
- Concern that the general station design is too car-oriented (3 comments)
- Equity considerations regarding land-uses, including:
 - o Concern about gentrification (2 comments)
 - o Excitement about access to jobs, including access to PacTrust employment centers (2 comment)

Environment (22)

Common themes include:

- Excitement about green infrastructure, including street trees and bioswales (6 comments)
- Concerns related to stormwater, drainage and flooding (4 comments)
- Noise pollution concerns (3 comments)

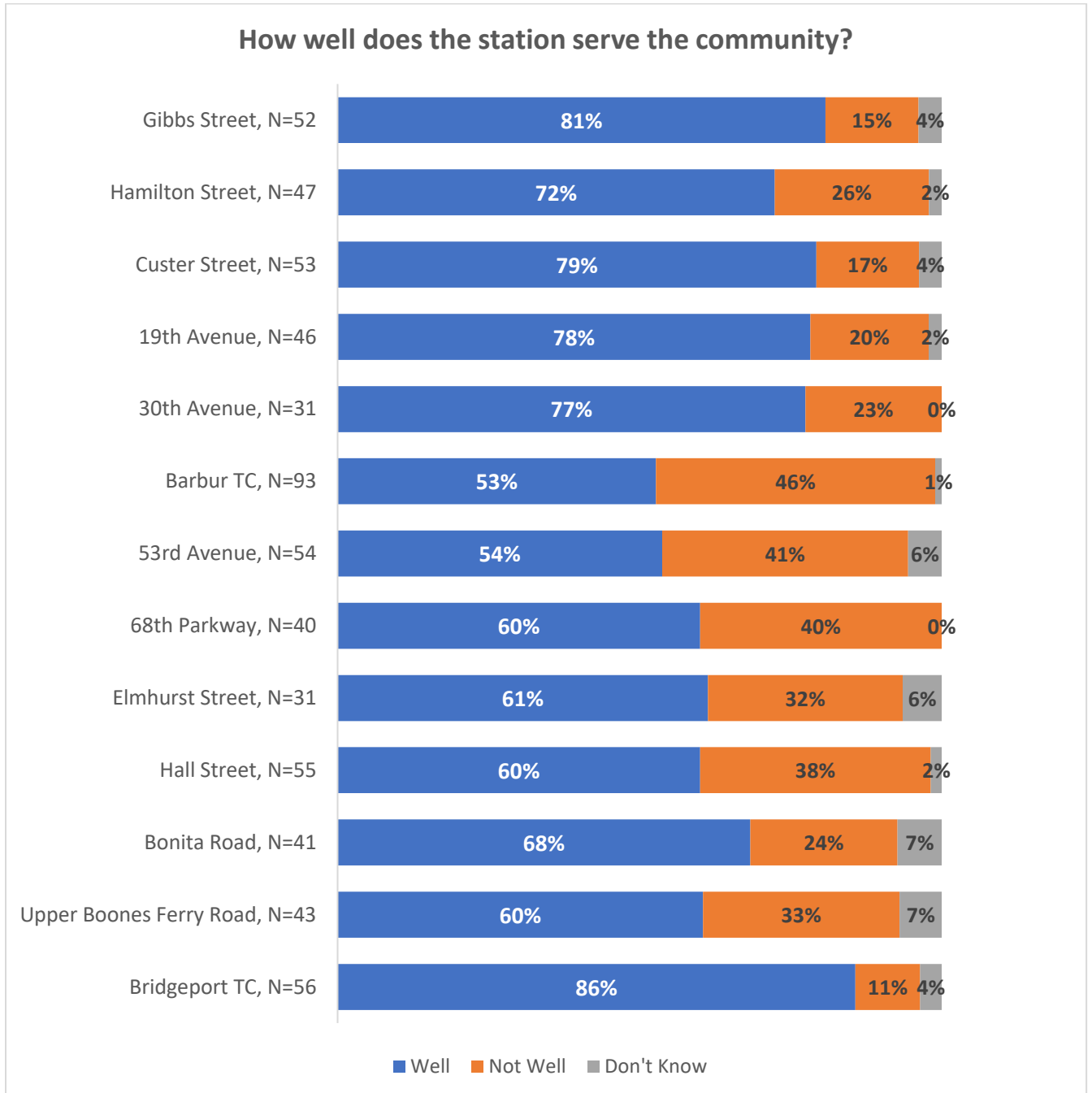
Notable comments:

- Save as many trees as possible (2 comments)
- Coordinate with the City of Portland, Bureau of Environmental Service to incorporate native plants into landscaping (2 comments)

Station-Specific Comments

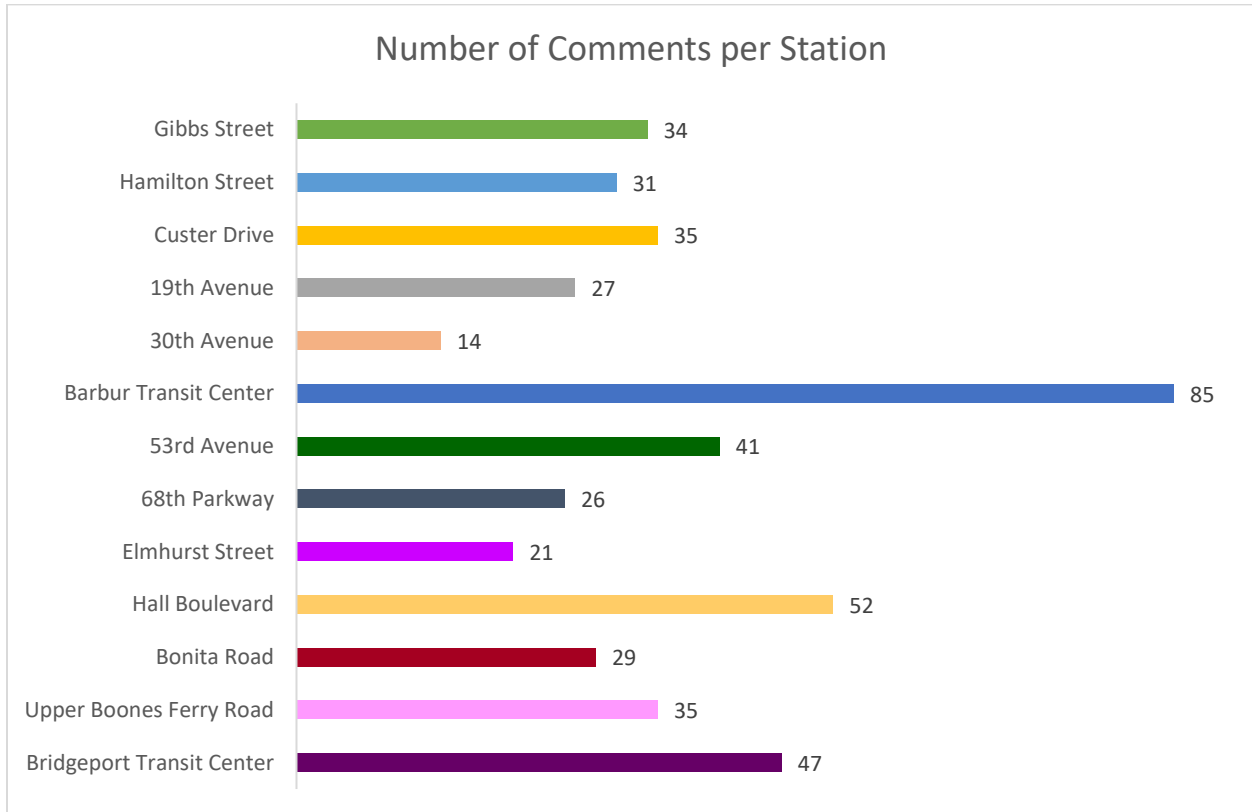
Station Ratings

There were 642 ratings combining all of the station ratings. The below table summarizes the results by dividing the comments into “Well” and “Not Well.”



Comments by Station

The table below shows the number of comments per station. The stations that received the most comments were Barbur Transit Center, Hall Boulevard and Bridgeport Transit Center.



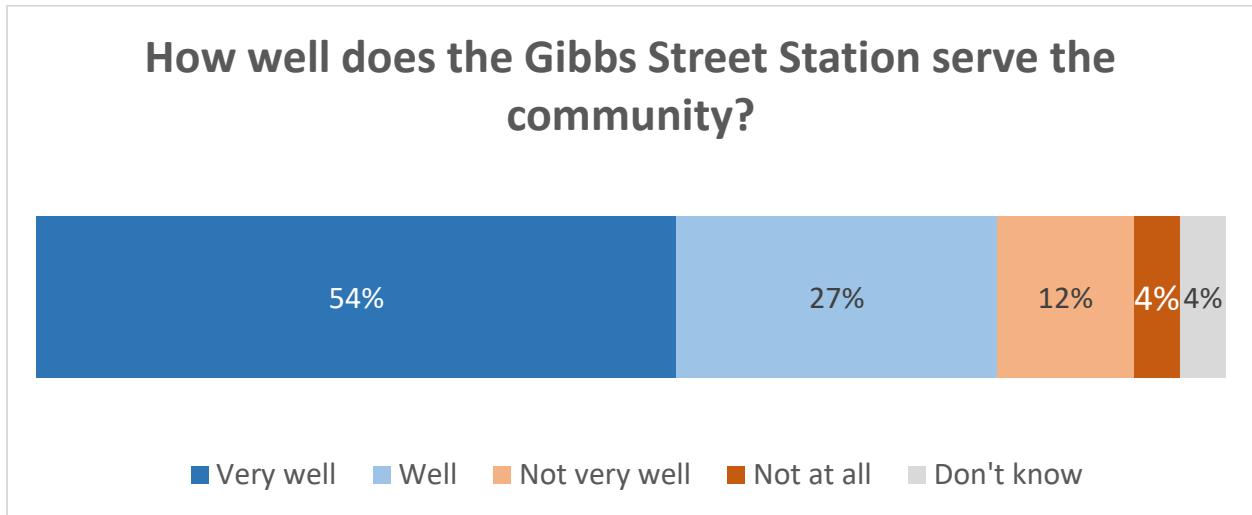
Gibbs Street Station

“Honestly, this cross-section is what every station along the corridor should look like.”

The Gibbs Street Station is one of the highest-ranked stations along the SW Corridor. Positive comments about this station included the design of the station itself, the plan to manage stormwater, the plan to have a shared transit way, as well as positive remarks about the complementary Ross Island Bridgehead/SW Naito Parkway Mainway project. The majority of suggestions about this station were regarding bike enhancements, pedestrian crossing, and traffic and circulation

Ratings

There were 52 ratings received related to the Gibbs Street Station.



Comments

There were 34 comments received specifically about the Gibbs Street Station. Common themes include:

- Desire for two car lanes in each direction in this segment (4 comments)
- Concern about pedestrian safety in crossing Barbur (4 comments)
- Concern about the distance from OHSU (3 comments)

Notable comment:

- Use the footprint of the former synagogue for something creative

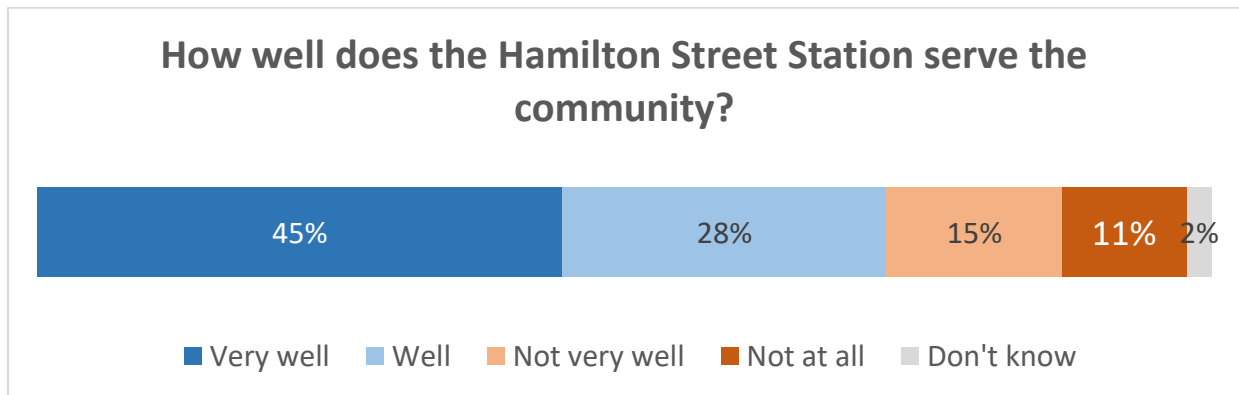
Hamilton Street Station

“These improvements will enhance the livability and safety for the community here. Better for ped and bike safety and for traffic flow. Thank you.”

Overall, the Hamilton Street Station had an average rating compared to other stations. Positive impressions about this station included appreciation for the traffic light at SW Bancroft and SW Corbett, the recognition that SW Bancroft will become less dangerous and a desire for the project to happen faster. Predominate concerns about this station had to do with the impacts of the SW Bancroft realignment, and concerns related to bike and pedestrian routes.

Ratings

There were 47 ratings received related to the Hamilton Street Station.



Comments

There were 31 comments received about the Hamilton Street Station. Common themes include:

- Concern about the realignment of SW Bancroft related to increased traffic and negative impact on surrounding residential properties (8 comments)
- Add bicycle and pedestrian improvements to SW Hamilton between Terwilliger and Corbett, including a protected way to cross Barbur at the Hamilton intersection (3 comments)
- Move the station south of Hamilton to reduce property impacts, eliminate the need to realign Bancroft and avoid pedestrian crossings near Bancroft – a dangerous and busy intersection (3 comments)

Creative/ Notable recommendation:

- A better connection to Barbur from SW Slavin Road via a walking path

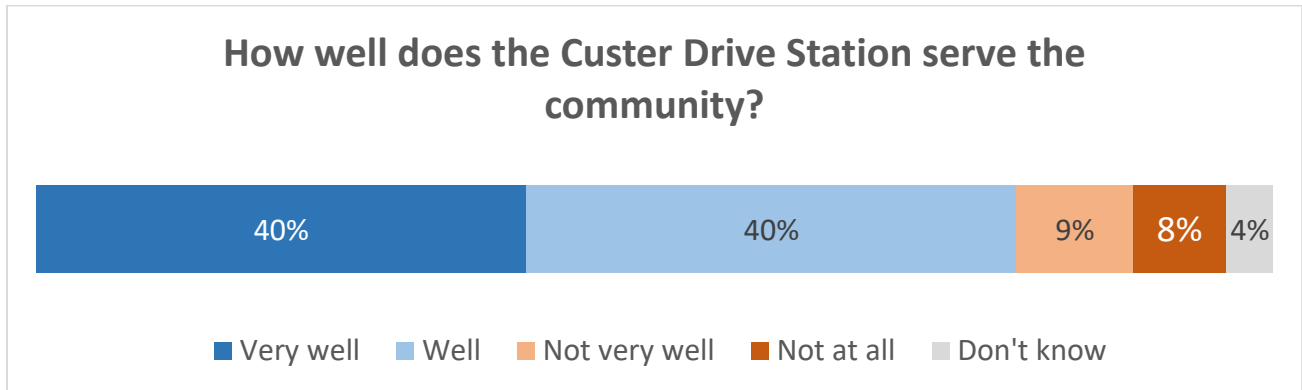
Custer Drive Station

“Building a bike/ped bridge over I-5 from South Burlingame from SW 11th would be transformative.”

Custer is among the highest rated stations, though the majority of comments had to do with either suggestions or concerns. The most predominate concerns were about parking and station access. Interestingly, there were several suggestions to rename this station to reference either the historic Burlingame Transit Center or the surrounding neighborhoods –of Hillsdale and South Burlingame.

Ratings

There were 53 ratings received related to the Custer Drive Station



Comments

There were 35 comments received specifically about the Custer Drive Station. Common themes include:

- Concern about limited station access for the South Burligame neighborhood; potential suggestions include support for moving the station to Terwilliger and/or Station Access Project # 8 (7 comments)
- Concern about the lack of parking space given the absence of a Park & Ride (4 comments)
- Support for reducing car lanes on Barbur Blvd. (3 comments)

19th Avenue Station

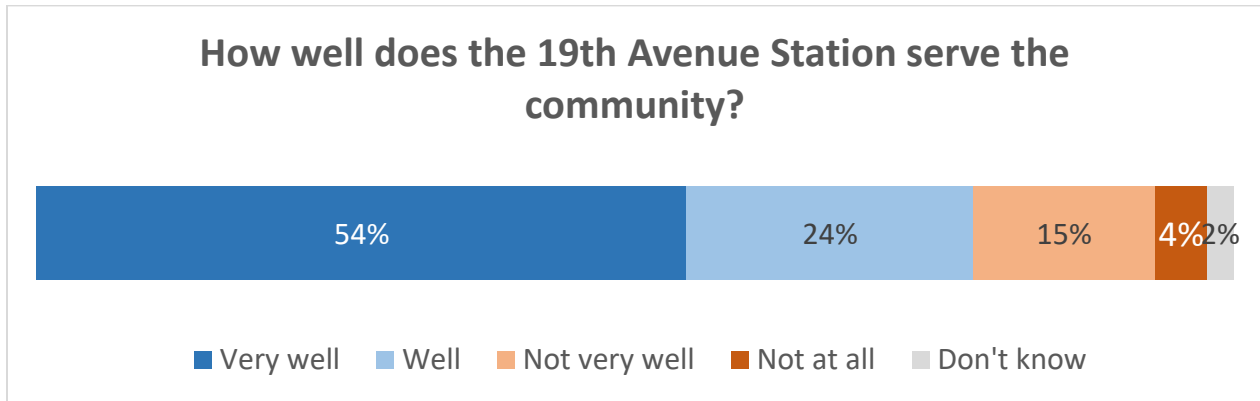
“Perfect for commuters in Multnomah Village and surrounding area.”

“I think that there needs to be an increased focus on connectivity to Multnomah Village, since this seems like the primary stop that services the area, even though it’s a mile away from the actual center of town.”

19th Avenue Station received medium-high ratings, with positive remarks indicating that this station serves the Multnomah Village community and surrounding area well. However, other respondents stated that the connectivity to Multnomah Village and general safety could be improved with bicycle and pedestrian enhancements in the area. Several people indicated that 19th Avenue Station and Custer Drive Station are too close together.

Ratings

There were 46 ratings received related to the 19th Avenue Station



Comments

There were 27 comments received specifically about the 19th Avenue Station. Common themes include:

- Concern about the slip lane from Barbur moving southward onto SW 19th Avenue; Suggestions that this slip lane is dangerous to pedestrians and unnecessary considering the existing Barbur-to-Spring Garden connection to the west (3 comments)
- Concern that this station is too close to Custer (3 comments)
- Pedestrian concerns related to the number of lanes and cars that this station would attract, and a suggestion to include a pedestrian bridge at this station (3 comments)

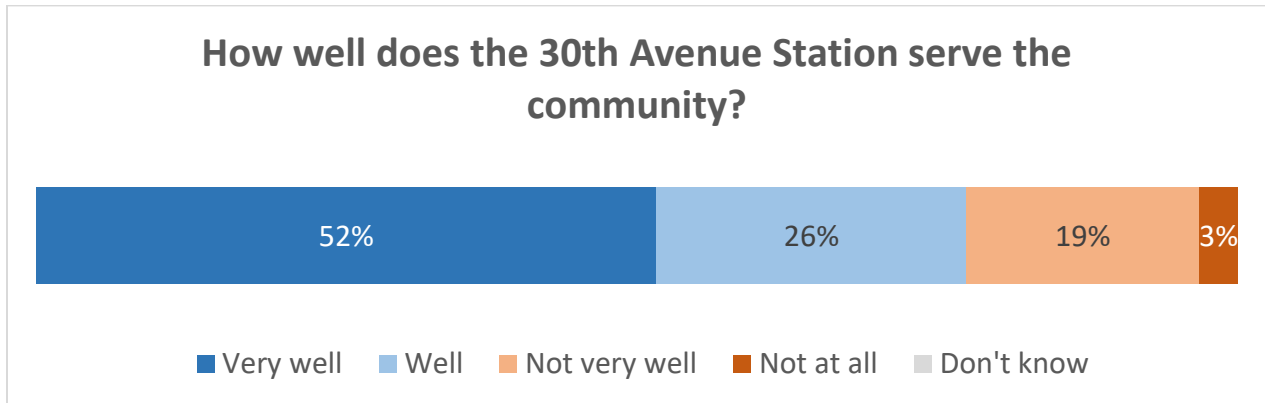
30th Avenue Station

“This station is surrounded by a number of auto-oriented uses. If that could be rectified through up-zoning it could be a pretty good station.”

This station received higher ratings and received relatively few comments. Of the aspects people favored, one respondent expressed appreciation of the realignment of 30th Avenue to connect with the intersection. A predominate share of respondents mentioned the car-centric nature of this station, both in terms of land-use and design.

Ratings

There were 31 ratings received related to the 30th Avenue Station.



Comments

There were 14 comments received specifically about the 30th Avenue Station, the fewest of any station. Key themes included²:

- Concern about two car lanes in each direction on Barbur Blvd. (4 comments)
- Desire for mixed used development and up-zoning to transform the car-centric nature of this station (2 comments)
- Request for better bike connectivity with station access projects:
 - o Extend bike lane to Spring Garden (2 comments)
 - o Extend 26th Avenue improvements to connect with Dolph (2 comments)

Barbur Transit Center

“If you really want to encourage the use of public transportation, you must provide many more parking spaces at the transit centers.”

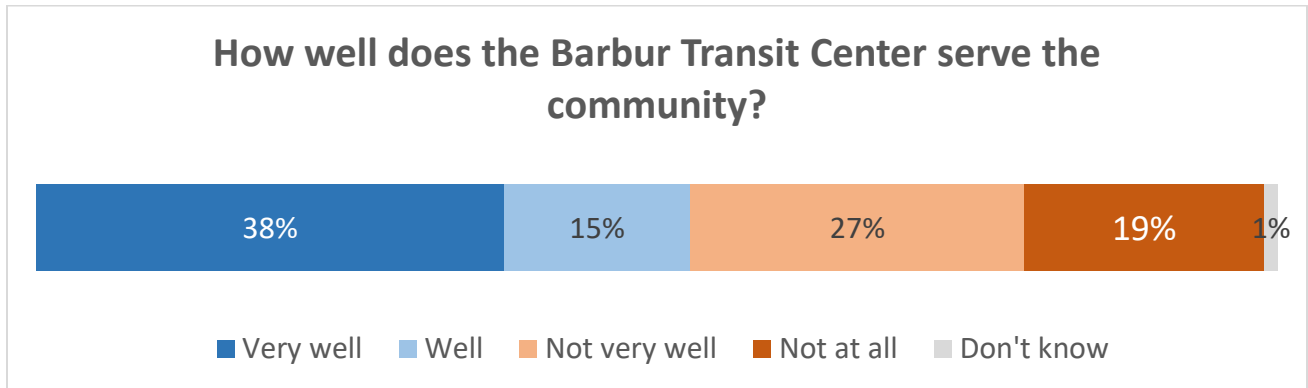
Barbur Transit Center is the lowest ranked station and also received the largest number of open-ended comments. Positive comments included appreciation of the raised protected bike lane, the fact that Barbur World Foods will be preserved and the plan for transit-oriented development at this site.

² Usually key themes are defined as three or more comments, but because there were few overall comments for this station, we included suggestions that had two or more comments.

Concerns about the Park & Ride were most predominating, and were polarized. There were also comments related the ODOT Crossroads Safety project.

Ratings

There were 93 ratings received related to Barbur Transit Center, the most of any station.



Comments

There were 85 comments received about Barbur Transit Center, the most of any station. Common themes include:

- The addition of more Park & Ride spaces, and/or a parking structure (24 comments)
 - The following are the reasons for why people requested more parking:
 - The current parking lot fills up by 8 a.m.
 - There is a current lack of pedestrian and bike connectivity to the station, leaving few multi-modal alternatives, especially for those with limited mobility
 - The parking will overflow into nearby businesses and residents
- Concern about the ODOT Crossroads Safety project design related to Barbur World Food access, bicycle and pedestrian safety, and traffic. The underlying suggestion is to keep the left turn lane from Capital Highway to I-5 South (9 comments)
- Request for fewer Park & Ride spaces (7 comments)
- Positive support for West Portland Town Center Plan (5 comments)
- Concern that the Station Access Projects stop too short of the station and don't provide adequate connectivity (4 comments)
- Suggestion to move the station south towards the transit center (4 comments)

- Concern about the negative visual and noise impact that the flyover would have on nearby residences and businesses (3 comments)
- Concern about the lack of improvement to the Capital Highway/ Barbur Blvd. bridge (3 comments)
- There were some notable comments about the station design, including:
 - o Allow southbound buses to access the transit center (2 comments)
 - o Add a café at the transit center

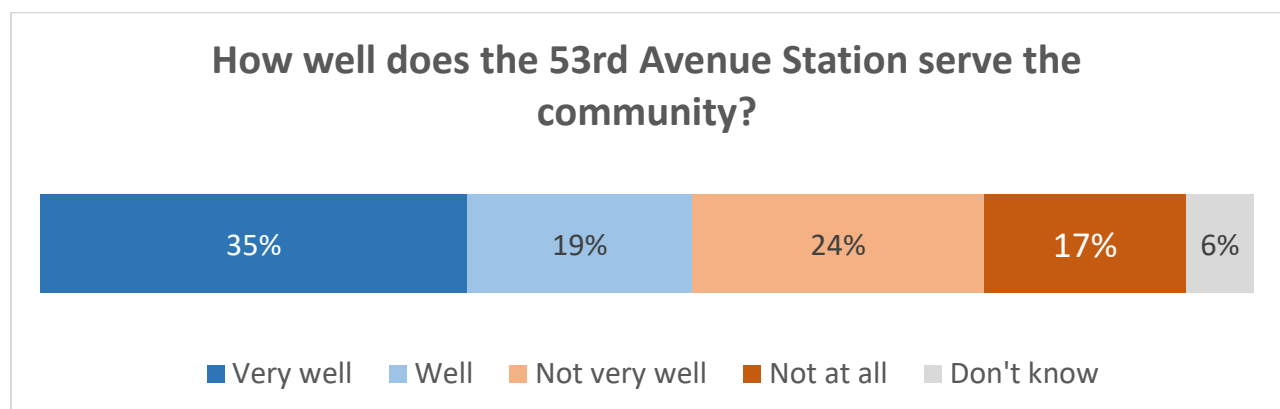
53rd Avenue Station

“Replace the Park and Ride with a mixed-use development. If this station is intended to be a gateway to Far Southwest and PCC Sylvania, then it should be developed as a neighborhood center.”

This station is among the lowest ranked stations. Positive impressions of this station included the improved access to PCC. However, some respondents indicated that this station does not adequately serve those commuting to PCC, and may be redundant with the nearby stations. There were also a number negative comments related to the Park & Ride at this station.

Ratings

There were 54 ratings received related to the 53rd Avenue Station.



Comments

There were 41 comments received specifically about the 53rd Avenue Station. Common themes include:

- Replace Park & Ride with other uses such as mixed-use development and/or affordable housing (8 comments)
- Concern that this station does not provide adequate access to PCC (6 comments)
- Concern about lack of station access from neighborhoods north of this station – suggestion to add a pedestrian bridge to facilitate this connection (6 comments)
- Suggestion for enhanced pedestrian and bike infrastructure on 53rd Ave. and Pomona St. (5 comments)

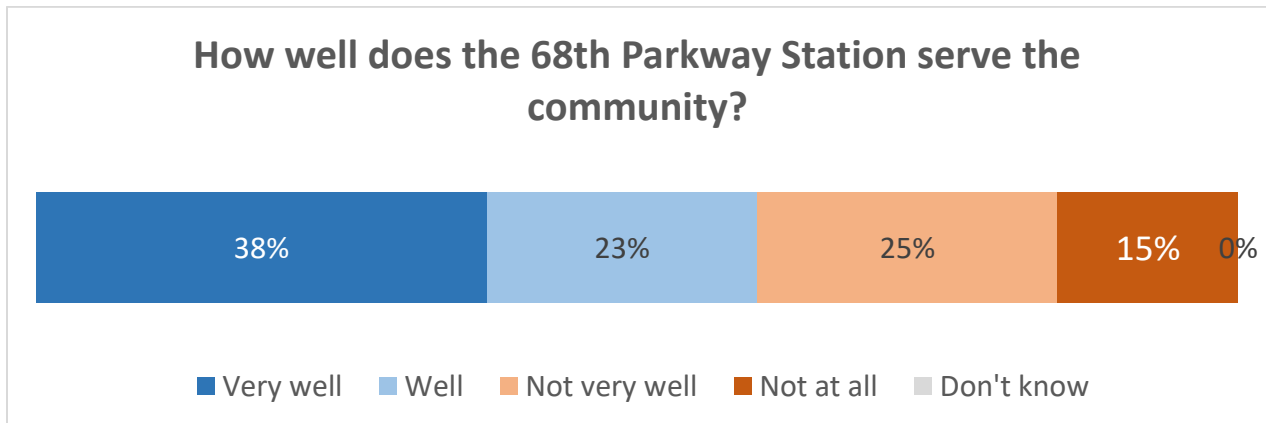
68th Parkway Station

“Remove the park and ride, and replace it with some kind of mixed use (or even commercial) development.”

This station received medium-low rankings, and the majority of respondents shared suggestions or concerns. The most predominant suggestion was reducing the size or removing the Park & Ride facility.

Ratings

There were 40 ratings received related to the 68th Avenue Station.



Comments

There were 26 comments received specifically about the 68th Avenue Station. Common themes include:

- Remove Park & Ride and replace it with mixed-use development (6 comments)
- Suggestions to provide bicycle and pedestrian enhancements along 99W such as: (6 comments)
 - Protected bike lanes
 - Sidewalks on the north of 99W

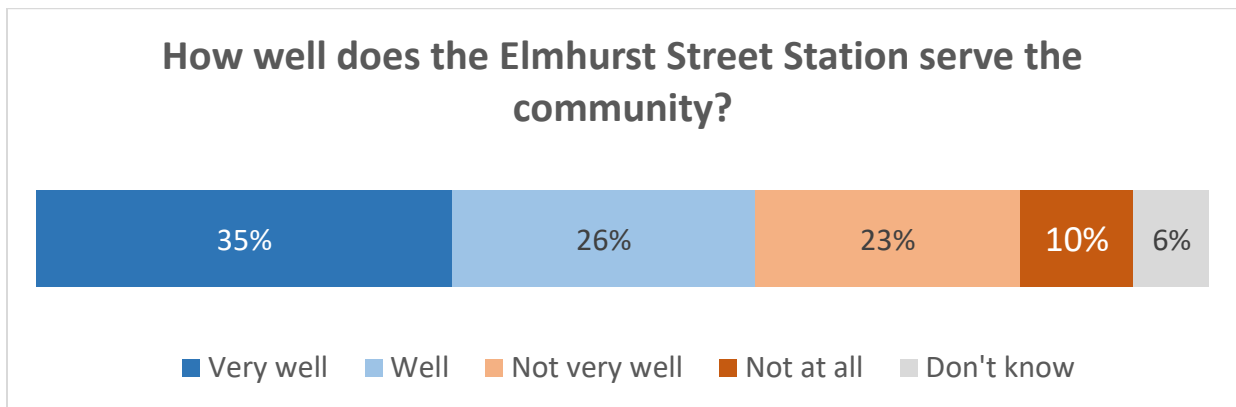
- Extra crosswalk at 99W
- Longer cross times at the intersection of 99W and 68th
- Enhanced pedestrian crossing at SW Coronado
- Signalized crossing at 71st
- Excitement about transit-oriented development potential at this station (5 comments)
- Concern about traffic impacts of this station (3 comments)

Elmhurst Street Station

Elmhurst Street Station received fairly low rankings, and received a lower than average amount of ratings and comments. Positive impressions included the mixed-use potential for the surrounding area of this station and how that could spur demand. However, there were several comments stating that is station would be underutilized given the current use of the surrounding area, and its proximity to the Hall Street Station.

Ratings

There were 31 ratings received related to the Elmhurst Street Station, the fewest of any station.



Comments

There were 21 comments received specifically about the Elmhurst Street Station. Common themes include:

- Concerns about the station location – far from shopping opportunities and may have low ridership given current surrounding uses (5 comments)
- Station could catalyze positive changes in Tigard (3 comments)

Notable recommendation:

- Remove the elevated crossing over Dartmouth and redirect those funds toward an elevated station at Upper Boones Ferry (2 comments)

Hall Boulevard Station

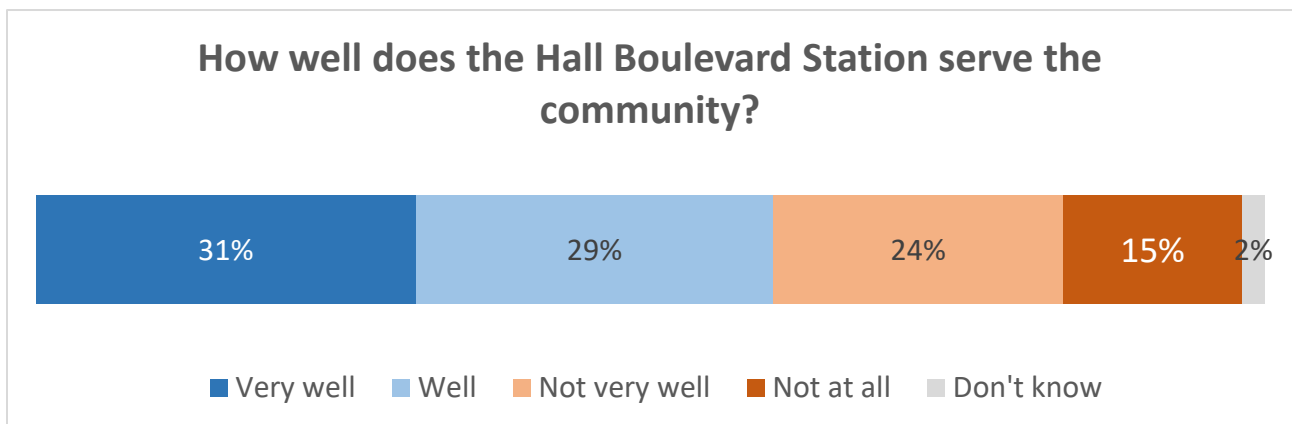
“Emphasize and prioritize pedestrian access between station and the existing Tigard Transit Center to facilitate transfers.”

“Seems a little far from the existing Tigard Transit Center.”

Hall Boulevard Station also received fairly low ratings, compared to other stations. Positive impressions of this station include the realignment of Hunziker St. The majority of respondents were concerned with the amount of Park & Ride, or the connection to the Tigard Transit Center and WES Commuter Rail station. The opinion on Park & Rides at this station was evenly split between those who prefer more parking spots and those who prefer less parking.

Ratings

There were 55 ratings received related to the Hall Boulevard Station.



Comments

There were 52 comments received specifically about the Hall Boulevard Station. Common themes include:

- Concern for the lack of direct access to the WES station (12 comments)
- Request for more Park & Ride spaces and/or parking garage (6 comments)
- Request for enhanced pedestrian and bicycle infrastructure along commercial to create a better connection to WES (7 comments)

- Request for fewer Park & Ride spaces (5 comments)
- Concerns about the Operations Maintenance facility being unsightly and/or reducing the potential for transit-oriented development (3 comments)

Notable suggestion:

- A shuttle that goes between Hall Blvd and Tigard Transit Center

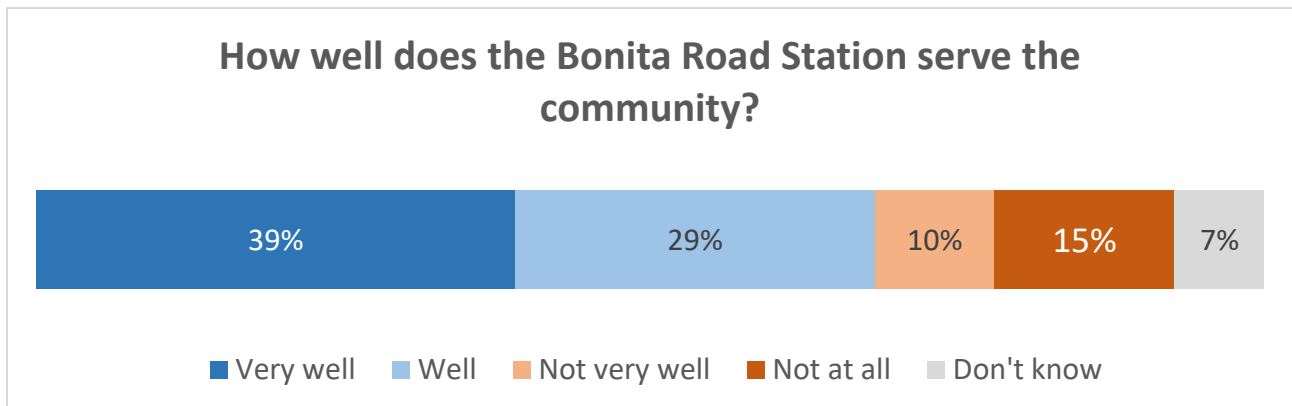
Bonita Street Station

“I’m excited for the first elevated station on the MAX system and it looks to serve somewhat dense development.”

The Bonita Street Station is the second-highest ranked station in Tigard, and the majority of positive comments are in appreciation of the elevated station. Several respondents are excited about the first elevation station in the MAX system, and one respondent requested that TriMet “go big” with this design. However, there was a concern about privacy related to the elevated station.

Ratings

There were 41 ratings received related to the Bonita Street Station.



Comments

There were 29 comments received specifically about the Bonita Street Station. There was only one theme (defined as 3 comments or more) that emerged:

- Excitement about elevated station (5 comments)

There were a few traffic-related concerns from respondents who didn’t realized that the Bonita Station is elevated.

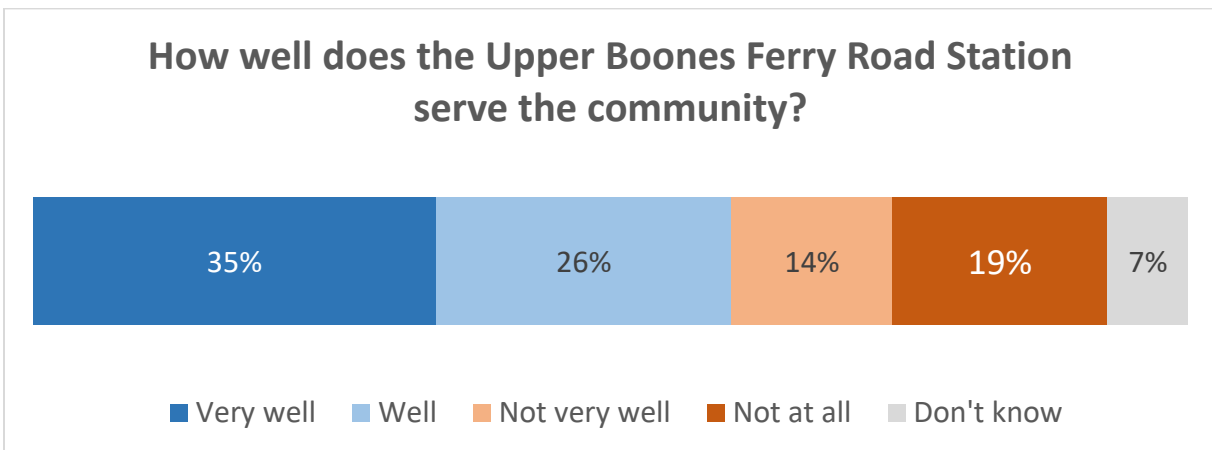
Upper Boones Ferry Road Station

“These crossings are already very congested and are complicated by nearby separate rail crossings. I believe the MAX crossings here need to be elevated.”

Upper Boones Ferry was the lowest ranked station in the Tigard/Tualatin area. Positive impressions included how this station would provide “great access” for students at Creekside Community High School and Tigard High School. By far, the most predominate suggestions were to have an elevated station over Upper Boones Ferry and an elevated crossing over 72nd Avenue.

Ratings

There were 43 ratings received related to the Upper Boones Ferry Road Station.



Comments

There were 35 comments received specifically about the Upper Boones Ferry Road Station. Common themes include:

- Concerns that an at-grade crossing would cause traffic issues on Upper Boones Ferry and/or 72nd (16 comments)
- Concern that without a Park & Ride, this station will be underutilized, considering residential and non-industrial uses (4 comments)

Bridgeport Transit Center

“I've been waiting for a train from Tualatin to downtown Portland! Thank you!”

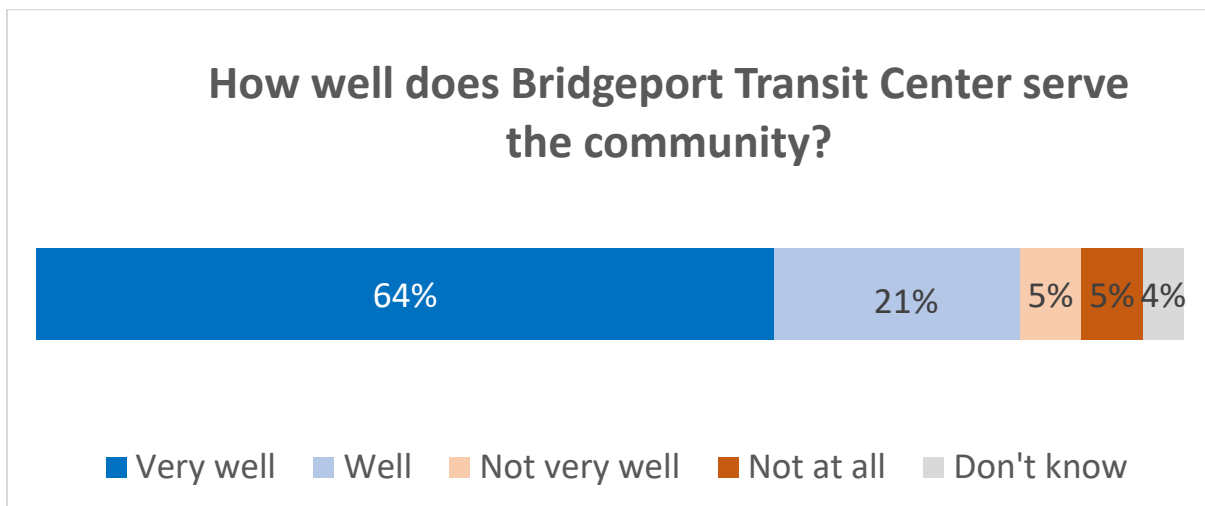
“This connection to the Bridgeport Transit Center seems essential for connection Tualatin to the rest of the MAX system. Many workers will be able to access employment in the SW Corridor and Portland.”

Bridgeport Transit Center is the highest ranked station along the alignment. There is general excitement about light rail coming into Tualatin, and the nearby access for other regional residents. There is also excitement that the popular Village Inn will be retained.

There were several comments made about the Park & Ride. The opinions were polarized, with some respondents wanting more spaces and other respondents wanting less.

Ratings

There were 56 ratings received related to Bridgeport Transit Center.



Comments

There were 47 comments received specifically about Bridgeport Transit Center. Common themes include:

- Add more Park & Ride stalls (8 comments)
- Excitement that Village Inn is being retained (4 comments)
- Extend this line and/or design in a way that doesn't prelude extension (4 comments)

Creative/notable comments:

- Add fun lighting to the station that could serve as an icon and be seen from the freeway

Public Presentations

Members from the project team presented in front of 26 committees, commissions, associations and other stakeholder groups. The team captured the input and notes from these groups. A summary of that feedback is captured in the table below.

Date	Name Of Group	Feedback
1/21/2020	Urban Design Panel	<ul style="list-style-type: none"> • Concerns about affordable housing on remainder parcels • Interests in place-making developments, synagogue site, stations access projects and collaborative projects (PCC, OHSU, etc.)
2/3/2020	Tigard Planning Commission	<ul style="list-style-type: none"> • Question about projected number of vehicle reduction by project • Concerns about crime, safety, parking need and Park & Ride • Question about project’s success measurement
2/6/2020	WCCC Transportation Advisory Committee	<ul style="list-style-type: none"> • Good job at improving project’s viaducts, stations and routes • Need more information about bus routes and additional structures
2/6/2020	Portland Freight Committee	<ul style="list-style-type: none"> • Concern about lane widths for specific vehicles • Interest in number of Park & Ride spaces • Concerns about potential congestion at Barbur and Naito
2/10/2020	Washington County Coordinating Committee	<ul style="list-style-type: none"> • Question about ownership of the line along WES • Suggestion about using transit equity for future projects
2/10/2020	Tualatin Aging Task Force	<ul style="list-style-type: none"> • Would like to make sure current bus service is maintained, especially direction connection to Portland • Increase future bus service/connections to MAX • Glad to see Village Inn is not affected

2/10/2020	Tigard Youth Advisory Council	<ul style="list-style-type: none"> • A few would be interested in joining the TriMet Youth Committee • Interest in green and sustainable elements • Concerns for increased traffic • Concerns for crime • Support for light rail and transportation
2/11/2020	Transit Equity Advisory Committee	<ul style="list-style-type: none"> • Concerns about parking fee at Park & Ride and existing affordable housing • A need for information about autonomous vehicle shuttle and the Regional Transportation Funding Measure • Questions about how to get involved with the Community Advisory Committee, and bike access in station modeling data
2/11/2020	Portland Bicycle Advisory Committee	<ul style="list-style-type: none"> • Concerns about bike facilities and pedestrians (safety, access, parking) • Questions about Station Access projects, neighborhoods' connectivity, Park & Ride facilities
2/13/2020	Committee on Accessible Transportation	<ul style="list-style-type: none"> • Question about points of contact for broken crossing signal • Concerns about elevated stations, OCS poles, platforms' access • Suggestions to use inclusive mobility term (accessible, walk and roll) and visual images of project • Would like to make sure current bus service is maintained, especially direct connection to Portland • Increase future bus service/connections to MAX • Glad to see Village Inn is not affected • Looking forward to open house in March
2/18/2020	Washington County Commissioners (Work Session)	<ul style="list-style-type: none"> • Questions about adjusted project ridership (43k to 37k) and the accuracy of project cost (\$2.8B) • Clarification on public opportunity site and FEIS approval process • Needs for Park & Ride expansion and transit-oriented development
2/18/2020	Pedestrian Advisory Committee	<ul style="list-style-type: none"> • Questions about ridership, total project cost and Park & Ride cost • Concerns about bridge and elevator's safety, stations' accessibility • Suggestions to elevate platforms higher, HOP reader's electronic eye system for visually impaired individuals • Questions about research on polling, engagement process and Barbur's speed limits for autos

2/19/2020	SWNI Transportation Committee	<ul style="list-style-type: none"> • Concerns about traffic jam, traffic safety, bus connectivity and stations' accessibility • Updates for red electric rail, quality index of bike and pedestrian's access to stations • Questions about zoning changes, future projects and ridership projection
2/20/2020	Washington County Community Participation Organization 3 (CPO3)	<ul style="list-style-type: none"> • Concerns about P&R capacity, neighborhood's street parking and traffic issue • Questions about 2027's ridership projection, total project cost and project funding from Metro
2/24/2020	Tualatin City Council	<ul style="list-style-type: none"> • Questions about station's parking spaces (4,500 needed vs 2,020 provided), bus route (96), bus service • Suggestions to increase outreach to State officials, stakeholders and property owners • Concerns about Park & Ride capacity, pedestrian safety and traffic issue around stations
2/24/2020	Tabling at Portland Community College	<ul style="list-style-type: none"> • Lots of support for the project, would like it to be built sooner • Request for frequent bus service, especially from the southern and western suburban areas • Support for improvements to 53rd for biking and walking • Lots of interest in a shuttle, excitement about autonomous vehicle technology possibilities • General agreement that project will be well used
2/27/2020	ODOT Barbur Crossroads Safety Project Open House	<ul style="list-style-type: none"> • Concerns for impacts to Barbur World Foods • Need for sidewalks, bike lanes and increased safety projects • Concerns for increased auto traffic • Concerns for impacts to bus line 43 bus stop on Taylors Ferry • Concerns about the ODOT Crossroads project
2/28/2020	PSU Transportation Seminar	<ul style="list-style-type: none"> • Questions about added traffic signals, regional funding and autonomous vehicle technology • Concerns about limited vehicle capacity and speed, housing and commercial developments, and housing unaffordability
3/2/2020	Durham Planning Commission	<ul style="list-style-type: none"> • Questions about security standards, crime data and use of Eminent Domain • Concerns about traffic, homelessness and crime issues • Interests in future projects (housing, light rail extension)

3/4/2020	West Portland Town Center Open House	<ul style="list-style-type: none"> • Concerns for impacts to Starbucks and other gathering places • Request for multicultural centers • Look at elevating Barbur Transit Center • Support for both side and center stations • Combine parking and development at Barbur Transit Center • Concerns about displacement and support for affordable housing
3/5/2020	Tigard Transportation Advisory Committee	<ul style="list-style-type: none"> • Questions about Hwy 217 MUP cost (\$12M), carpool data and pedestrian safety • Interests in bike facility design, use of station’s vacant spaces and CWS hydro modification standards
4/1/2020	Hillsdale Neighborhood Association Meeting	<ul style="list-style-type: none"> • Questions shuttle/bus access to OHSU • Question about auto-lane changes to Bertha and Terwilliger • Question about Gibbs Station walkshed methodology • Interest in renaming Custer Station to “Burlingame Station”

Multicultural Community Engagement

TriMet collaborated with Centro Cultural de Washington County to design, promote and deliver culturally appropriate outreach events to various communities. Through this partnership, Centro Cultural and TriMet worked in partnership with the Muslim Education Trust, HAKI and St. Anthony Parish to remove the language barriers and deliver information to the community in their preferred places of gathering as well as providing a space for valuable feedback in their native languages.

Swahili Language Focus Group



March 7, 2020 - 12 participants including seniors and kids

- Concerns about traffic, safety and the effect on pedestrians; cars have hit several seniors in the past and there is a growing concern that this will continue to happen with the increase in traffic
- Concern on how wide the road will become with the added the MAX line. Barbur Blvd is a wide road already; concerned for seniors and kids who walk to access schools, stores and public transit
- Concerns about displacement and housing affordability once project opens
- Preference for Inclined elevator vs Bridge and Elevator; seniors in this community would be most affected by this connection; seniors are likely already walking to get to the station closest to their home, some may not be able to walk the distance with the elevator option to get to their appointments
- Request for upgraded bus stops that include shelters, lighting and benches
- Request for restrooms at major transit centers and transfer stations
- Request for safer crossings all along Barbur Blvd, including marked crosswalks, rapid flashing beacons and new traffic lights
- Request for additional green space and access to open space
- Request for cultural centers and gathering places, specifically a replacement coffee/tea shop for the Starbucks at Huber
- Request for TriMet to continue reaching out to small grassroots organizations and include people who live and work in the area

TV JAM Spanish Video

TriMet teamed up with Vive Northwest and their online platform TV JAM to reach the Latinx community and invite Spanish speakers to the all-Spanish open house. The open house was postponed due to COVID-19 concerns. However, the video generated a lot of interest for the project, with people expressing their general support for the project in the Southwest Corridor.

Video Analytics provided by TV JAM:

- Total video views: 11,190
- Total people reached: 29,041
- Total number of video shares: 145.
- Total engagements: 2,560
- Of the total number of people reached, 50.2% were women
- Average age range with most views: 35-44 years



Muslim Educational Trust

Centro Cultural de Washington County and the Muslim Educational Trust (MET) teamed up to offer two focus groups centered on the Somali and Arab community as well as the community at large. The two focus groups were postponed due to COVID-19 concerns; however, both organizations are committed in re-scheduling the focus groups as both organizations see transportation as a major need for the communities they serve.