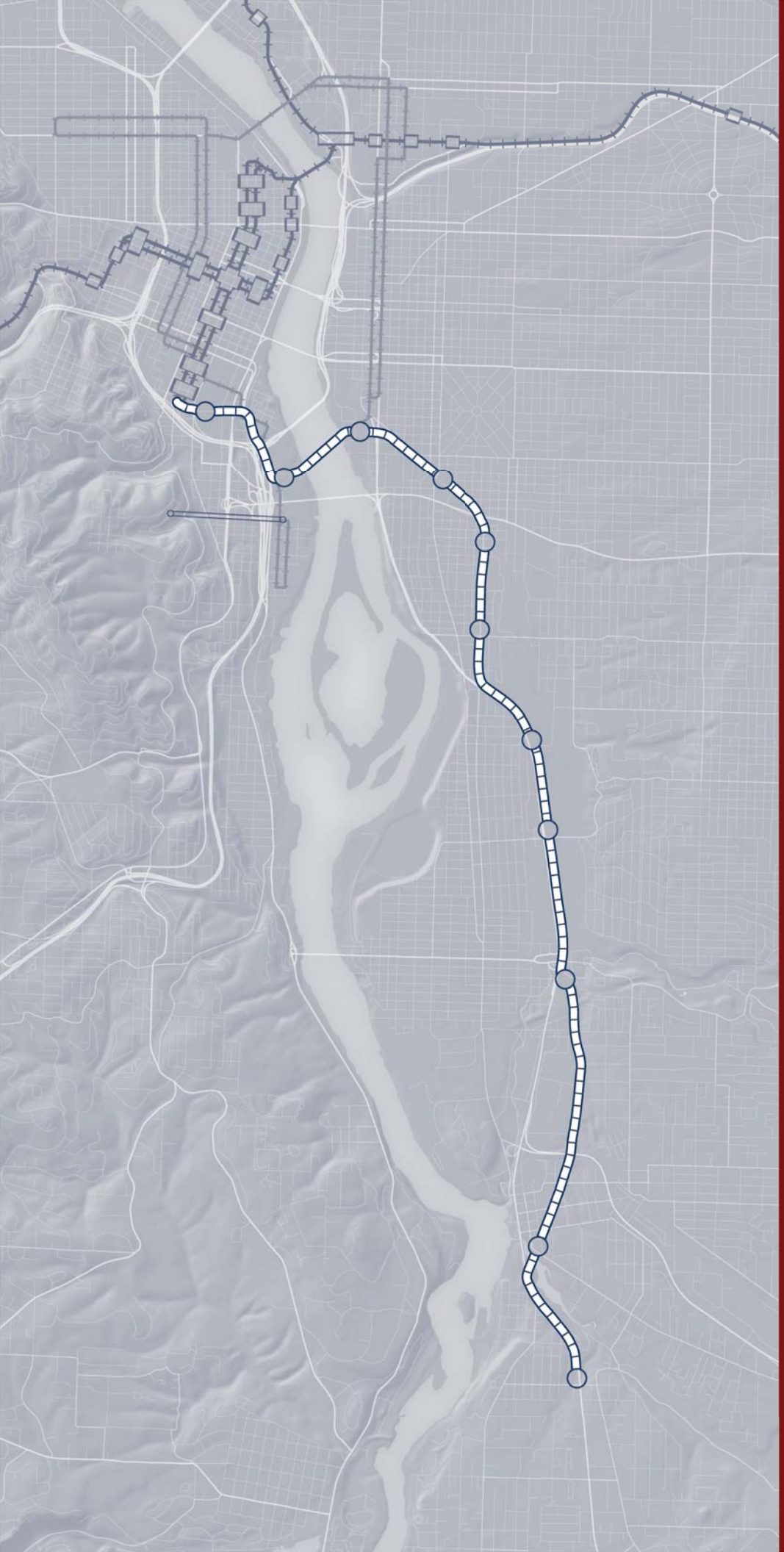

SOUTH CORRIDOR

Portland-Milwaukie Light Rail Project

Final Environmental Impact Statement

Appendix P

Public Comments and Responses

October 2010

Metro

TRIMET

U.S. Department of Transportation
Federal Transit Administration

Appendix P
Public Comments and Responses

This document contains

- Guide to using this document,
- Index of commenters and
- Responses to comments received on the South Corridor Portland-Milwaukie Light Rail Project Supplemental Draft Environmental Impact Statement during the public comment period, May 9 to June 23, 2008. These responses are based on information gathered as part of the 25 percent design and subsequent analysis as reported in this Final Environmental Impact Statement.

2010

Prepared by: Metro

The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Transit Administration. The statements expressed in this report are not necessarily those of the U.S. Department of Transportation, Federal Transit Administration.

Using this document

This document contains responses to all comments received during the Supplemental Draft Environmental Impact Statement public comment period (May 9 to June 23, 2008), per requirements of the National Environmental Policy Act. The comments were originally published in the SDEIS Public Comment Report in June 2008, which is available at www.trimet.org/pm/library.

Layout - The original comment submitted appears at half-size. A full-size version is available in the SDEIS Public Comment Report (June 2008).

Responses - When more than one topic is addressed, the responses are separated into the different topic areas.

Original comment

RECEIVED
JUN 23 2008
By Jean Frank
received email

Date: June 23, 2008

To: Metro/Tri-Met

From: Historic Milwaukie Neighborhood Association

Public Comment on Milwaukie/Portland Light Rail

A large portion of the historic Milwaukie neighborhood residential section is situated directly to the east of the proposed Max line through Milwaukie, running approximately seven blocks through our neighborhood.

In March 2001, Milwaukie's neighborhoods outlined 14 conditions under which they would support a transportation system, including light rail. (Abbreviated form attached). This list was developed after a long period of meetings with both Metro and Tri-Met regarding light rail, and it was praised highly by both entities. It was not a legal document, but a gentlemen's agreement that gave our neighborhoods hope that we would be given every consideration if light rail were to come to Milwaukie.

C-006-001 In the SDEIS, section S.6.3, Community Impacts; it states that most of the project is located along existing transportation corridors, avoiding the division of neighborhoods. The first and most important item on the 14 points is "no light rail through Milwaukie neighborhoods." In perusing the document it can be seen that starting with the first point barring light rail through neighborhoods, most points in the agreement have been ignored.

C-006-002 With the current proposed alignment using the Tillamook line, light rail would travel immediately adjacent to three schools and within three blocks of another. The noise, vibration and undesirable social elements would be disruptive and dangerous to these schools. Furthermore, one-quarter mile is the minimal reasonable walking distance for stations and between stations. It should be noted that this is the exact radius the Gresham, Oregon mayor opted for extra police protection because of heightened major crime at and near light rail stations. Think of the impact on our neighborhood and schools in that same radius.

C-006-003 The following is a list of objections and questions from our neighborhood:

- Federal law requires that light rail trains traveling in the same corridor as freight trains must sound their horn. For our neighborhood, that is horns blowing for four blocks next to schools, businesses, and residences; every 3.5 minutes during rush hour, every 10 minutes the rest of the day. Tri-Met has no guarantees that they will get a federal waiver for the quiet zone. This rail line should not, cannot, be built without a quiet zone in place, this must be mandatory or "no build."
- It has been pointed out that crossing safety arms are noisy and should be part of the federal waiver for the quiet zone.

1

Response to that comment

C-006-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative to Park Avenue follows an old railroad right-of-way that predates most of the existing adjacent development. This railroad right-of-way is still under current use as a transportation corridor. The SDEIS noted that the Oregon Pacific and Union Pacific Railroads & Trestle, near Kellogg Lake and through downtown Milwaukie is potentially eligible for the National Historic Register. The choice of the Locally Preferred Alternative does not create a new physical barrier through Milwaukie neighborhoods; it uses an existing transporation corridor.

C-006-002

The light rail alignment through downtown Milwaukie uses an existing, active railroad right-of-way. The project provides several features to help reduce potential conflicts with rail, compared to today including constructing safety fences, crossing gates, improved visibility and sight distances, clearly established pedestrian zones and improved pedestrian facilities, and other safety treatments. All features will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pecestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include the programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety

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Trans System Accounts - Comment on Portland Milwaukie LRT SDEIS

From: "Libby Clark Agosti" <eclark@holmanusa.com>
To: <trans@oregonmetro.gov>
Date: 6/23/2008 11:43 AM
Subject: Comment on Portland Milwaukie LRT SDEIS

To Metro Council, the South Corridor Light Rail Steering Committee, and its Citizen Advisory Council:

I would like to take this opportunity to submit an additional statement regarding the proposed Portland-Milwaukie south corridor light rail project, particularly with respect to possible alignments.

My name is Elizabeth Clark Agosti, and I am a director and shareholder of Holman Distribution Center of Oregon. HDCO occupies approximately 7 acres in the northerly portion North Milwaukie Industrial District, located between SE McCloughlin Blvd. and the Union Pacific Tillamook rail line, south of the Tacoma overpass and north of Highway 224. HDCO borders SE Main at SE Beta, with its headquarters at 2300 SE Beta St. Holman has operated public warehousing activities here for approximately 50 years, currently out of its 200,000 square foot facility. This family-owned company and its lessee at this facility support approximately 60 family-wage jobs and make important contributions to the district's tax base.

I wish to thank Metro, Tri-Met, and City of Milwaukie Planning staff for their thorough and helpful presentations of the planning process for this project over the past year as this planning has unfolded. They have shown interest in the effects of light rail upon our industrial operations, which has required interest in those operations and in our industry. The central principal I have conveyed to them I reiterate to you: the issue for my company and its industrial neighbors *that the underlying industrial zoning designation is arguably designed to protect, is the need for flexibility* – over time - of these warehouse and distribution operations which, over the years, have been increasingly (if necessarily) impinged upon by regional and local development and regulatory decisionmaking. B-001-001

Congestion, Traffic and Operational Impacts. Even accurate queuing and traffic analyses do not address impacts to businesses that are characterized by changing accounts, changing inventories, and changing shipping patterns over time. Our Milwaukie facility has demonstrated such changes over time. Our truck staging and rial activity can accelerate or relax in a matter of months with changes in warehouse accounts and tenants. We expect this. For example, the building functioned for many years for food storage and handling - and the servicing of those accounts often occupied most of our 40 north-facing truck bays daily... with100 daily outbound orders regularly shipping at peak hours, not to mention inbound freight. Our nearby Clackamas facility currently services large food storage accounts... with accompanying active truck staging and high traffic patterns. Presently, our Milwaukie account and tenant mix differs and produces different traffic patterns but - I emphasize - this can change, and this business depends on the flexibility to allow for that change.

The underlying industrial zoning designation validates the need for and protects that flexibility – and our main concerns reflect our support of 2004 Working Group Alternative, aligning light rail along the Union Pacific Tillamook Branch rail lines to the east of this industrical district. We are concerned that, under the current LPA's Main Street alignment, any additional traffic on Main will combine with light rail traffic to increasingly constrict freight access to this area. Freight and rail access to and from this district need to be protected. The Tillamook Branch alignment avoids these operational impacts by bypassing Main St., active rail spurs, and industrial business operations in this North Milwaukie Industrial Area. Yet even the Tillamook Branch construction may require Holman to temporarily relocate large rail-served accounts from its Milwaukie facility to its Clackamas warehouse, a substantial expense. But Holman would accommodate disruptions in access to our rail spur during construction of the Tillamook Branch alignment because of the longer term benefits and protections this alignment represents. B-001-002

Light rail trip estimates have been stated as introducing rail every 7.5 minutes in *each* direction at peak hours, and every 15minutes otherwise. This produces peak hour interruption every 3.5 minutes, with a gate at Ochoco and perhaps Milport, with 90-second gate time reducing that 3.5 minute window to 2 minutes... independent of the effect of traffic signaling at Ochoco. Thus, Holman and its industrial neighbors are concerned that the

B-001-001

Thank you for submitting your comments identifying your concerns with the 2003 Locally Preferred Alternative (LPA) alignment within the Industrial area, and your preference for a Tillamook Branch alignment. The LPA decision in 2008, following the SDEIS release, selected the Tillamook Branch alignment, and cited its ability to minimize traffic, parking and related impacts in the Industrial area, and also noted the economic importance of preserving the effective function of the freight, shipping and other industrial operations that occur in north Milwaukie.

B-001-002

Based on the results of the traffic analysis and other impacts to the industrial area, the Project Steering Committee recommended an alignment on the Tillamook Branch. The 2008 LPA alignment follows Tillamook Branch line and avoids locating light rail on SE Main Street through the North Milwaukie Industrial Area. Light rail will not cross SE Ochoco Street, but will cross SE Milport at the Tillamook Branch alignment at grade.

Temporary shutdown of the spur track to Holman Distribution Center of Oregon (HDCO) during construction of Portland to Milwaukie Light Rail is unavoidable. Construction of the light rail project requires realignment of the UPRR Tillamook Branch track between roughly SE Ochoco Street and Highway 224 and spur tracks (including the HDCO spur) that connect to this segment. It is too early to know how long the shutdown would last. However, TriMet will coordinate closely with Holman Distribution during final design of the light rail project to minimize the potential impact of Project construction on the business.

B-001-002 urrent LPA introduces unavoidable congestion and freight disruption to this industrial district. Milwaukie Street Surface Maintenance Program Fee relies on freight traffic estimates of 782 trips/day and peak numbers at Ochoco at 255... 100 of these heavy freight. Even at 50% levels, daily trips from our site would pose challenges at Ochoco with these small windows of clearance times.

Even the best estimates of traffic counts rely upon historical trends and observations. Yet I emphasize that our industry is not characterized by trends or snapshots at a given time or period. Our freight activity and traffic demands can change with any major account that we secure... and has. This 200,000 sq ft facility may be operating two years from now fully as public warehousing with different accounts than at any other time, and needing different access and services. It may shift more to rail... .this may increase truck shipments in turn. Thus, my now nagging request to protect flexibility for uses in this industrial area.

B-001-003 **Parking.** Finally, the Draft EIS shows that the LPA requires taking property up to the western walls of our warehouse and office in order to restore some street parking lost by rail placement. This sacrifices *all* of our management parking at headquarters, which cannot operate efficiently without dedicated parking. If the LPA is approved, we earnestly request dedicated parking abutting the west side of our building to replace lost Holman and management and lessee parking. We lease a large portion of the building for Z-Pro's headquarters, which also leases a modest number of parking spaces. Any future lessee will also require some dedicated parking to serve its operations in the facility because remaining blacktop is joint staging area for large commercial truck trailers, and we have not yet decided to convert this portion of the facility back to public warehousing. Apart from lost parking, HDCO has some concern as to whether vibration damage to our warehouse can be avoided in such close proximity to both motor vehicle and light rail traffic lanes.

Thank you for the ongoing consideration that has been shown Holman by Metro, Tri-Met, and City of Milwaukie planners. I do not envy your challenges. I do ask that you closely consider those faced in the North Milwaukie Industrial District as you move the process forward. I appreciate your efforts and look forward to the outcome.

Respectfully,

Elizabeth Clark Agosti, Chair
Holman Distribution Center of Oregon
Holman Distribution Center of Washington
Hawthorne Investment Company
2300 SE Beta Street
Milwaukie, Oregon 97222
O: 503.652.1912
F: 503.652.1970

-----Original Message-----
From: Campbell, Alexander [mailto:CampbellA@ci.milwaukie.or.us]
Sent: Friday, May 09, 2008 9:08 AM
To: Campbell, Alexander
Cc: Asher, Kenny
Subject: [SPAM] - Portland Milwaukie LRT SDEIS available - Email has different SMTP TO: and MIME TO: fields in the email addresses

The entire SDEIS is now available...
See: http://www.oregonmetro.gov/index.cfm/go/by.web/id=27496

The topics that I think you all are probably most interested in are in Chapter 4, at:
http://www.metro-region.org/files/planning/p-m_sdeis4.pdf
Key pages are:
For parking impacts: see page 4-29
For traffic impacts: see pages 4-38 to 4-40 and the following table.
Freight-specific traffic impacts are on pages 4-45 to 4-47

As you will see, if you care to peruse the documents themselves, the information provided is not very detailed at the level of particular intersections. I've requested a copy of the Traffic Results Report and will share the key

B-001-003

Because the 2008 LPA follows the Tillamook Branch alignment, there will be no impact to parking on SE Main Street or uses fronting SE Main Street in the North Milwaukie Industrial Area.

RECEIVED
JUN 23 2008
By Jean Trask
rec'd via email

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June 23, 2008

VIA E-MAIL

Metro
600 NE Grand Avenue
Portland, Oregon 97232

Re: Comments on SDEIS for Portland-Milwaukie Light Rail Project

Dear Metro:

This office represents a coalition of business and property owners in the North Milwaukie Industrial District (the "Industrial District"), including Oregon Worsted Company and 6710 LLC. We submit these comments on the Supplemental Draft Environmental Impact Statement (SDEIS) prepared for the Portland-Milwaukie Light Rail Project.

B-002-001 In summary, property owners in the Industrial District are extremely concerned about the impacts to their businesses that would occur if the 2003 LPA alignment is selected and a corresponding 600-space park and ride facility is located at the former Southgate Theater site near the intersection of SE Milport Road and McLoughlin Boulevard. We believe that the SDEIS analysis does not provide sufficient consideration of the economic significance of the Industrial District to the City of Milwaukie and to the metro region, and that the SDEIS should provide closer consideration of the detrimental impacts that would result if the 2003 LPA is selected rather than the Tillamook Branch alignment. Further, in the absence of a viable
B-002-002 mitigation proposal for impacts to the SE Milport/McLoughlin intersection, any alternative that includes a 600-space park and ride in the Industrial District should not be considered as a realistic alternative.

The Industrial District is bisected into an east side and a west side by SE McLoughlin. Although both sides have significant transportation issues, the east side is particularly constrained due to the fact that there are only two roads providing access to the entire area, one of which is the stoplight at SE Milport Road and McLoughlin Boulevard. Adding a light rail line and a 600-space park and ride facility to the existing commercial and industrial bottleneck at this intersection would have disastrous results on the operations of the businesses on the east side of

33180-0012/LEGAL14403805.1

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Perkins Coie LLP and Affiliates

B-002-001

Thank you for submitting your comments for consideration. The light rail project was endorsed by participating jurisdictions in summer 2008. Based on the results of the traffic analysis and other impacts to the industrial area, the project Steering Committee recommended an alignment on the Tillamook Branch. The 2008 LPA alignment follows Tillamook Branch line and avoids locating light rail on SE Main Street through the North Milwaukie Industrial Area. The choice of the Tillamook Branch line alignment in this area of Milwaukie avoids the area of concern in your comment. The park-and-ride recently opened at the Southgate Cinema site is not associated with this light rail project. There should be few additional traffic impacts at the Milport-McLoughlin intersection from the park-and-ride at Tacoma Street. Traffic analysis (Table 4.311 in the SDEIS) indicates that service levels at SE Milport Road and McLoughlin Bouleward would be the same as if no light rail project were built (volume/capacity ratio of 0.95 for No-Build and Tillamook Alignment).

B-002-002

The 2003 LPA alignment was not selected for the alignment of the 2008 LPA. The 2008 LPA uses the Tillamook Branch alignment and does not have a park-and-ride lot in the North Milwaukie Industrial area that is associated with the Portland-Milwaukie Light Rail Project.

B-002-002

the Industrial District. The volume of peak-hour commuter trips that would be associated with this park and ride facility is incompatible with existing industrial and commercial truck traffic, and will overwhelm the capacity of the SE Milport and McLoughlin intersection.

This fact is acknowledged in the SDEIS, which considers impacts to the SE Milport and McLoughlin intersection at page 5-25, and concludes as follows: "With the 2003 LPA and 2003 LPA to Park Alignment Options, this intersection would have over-capacity operations from the 600-space Milwaukie Park and Ride." Although a handful of theoretical mitigation scenarios are noted in the SDEIS, no detailed analysis of the viability of mitigation at this intersection is provided. Based on our experience, ODOT is extremely unlikely to make any changes to the McLoughlin signal timing. In the absence of any analysis in the SDEIS regarding whether the impacts from the park and ride could actually be mitigated, this alignment option may be completely untenable and should not be receiving legitimate consideration in this process.

B-002-003

Further, the SDEIS does not include a sufficient cost/benefit analysis regarding the economic benefits of the Industrial District or the impacts that would result from the 2003 LPA alignment and resulting park and ride facility. To that end, attached is a January 10, 2006 memorandum from economists Johnson Gardner providing a summary of the direct economic benefits provided by the North Industrial District businesses to the City of Milwaukie. As stated in that memorandum, businesses in the North Industrial District generate a total of $308 million of commerce in the City of Milwaukie, which represents slightly over 17 percent of the City's economy. Also, businesses in the District account for 2,484 jobs in the City of Milwaukie, which constitutes 15 percent of the City's total employment. Businesses in the District support average wages of $44,300 across all industries affected, which is 20 percent higher than Clackamas County wages for corresponding industries.

Also attached is a supplemental memorandum from Johnson Gardner dated January 16, 2006, which provides an analysis of the tax revenues generated by businesses in the Industrial District. As stated in the attached memorandum, commerce and employment driven by District businesses generate $27.8 million in state and local tax and fee revenues annually. Of that amount, $5.4 million is property tax, $20.8 million is in taxes on business and commerce, and over $6.7 million is state income tax, which helps fund education at the local level. Local schools receive about $2.2 million in taxes annually from North Industrial District businesses.

As evidenced by this economic data, more than just the location of a park and ride facility is at issue in this process. Property owners and business leaders in the Industrial District have expressed their legitimate concerns regarding the negative impacts of the proposed facility on existing businesses in the area. The functionality of the Industrial District is in a precarious balance that should not be further encroached upon by the proposed park and ride facility, which is incompatible with the area and has no viable mitigation for its impacts. Siting the proposed park and ride facility in this location will undermine the economic growth potential of the

B-002-003

Thank you for submitting your comments for consideration. The light rail project was endorsed by participating jurisdictions in summer 2008. There are forecast to be little to no additional traffic impacts on intersections in the North Milwaukie Industrial Area. Please refer to Table 4.311 of the SDEIS for impacts from the Tillamook Branch alignment (now incorporated into the Locally Preferred Alternative) compared to the 2003 LPA.

B-002-003

industrial district and employment center, and will negatively impact the economy of district and the City of Milwaukie as a whole. Metro's final EIS should not disregard or marginalize the Industrial District by failing to completely consider the impacts of the proposed non-industrial use in a designated industrial area.

The economic considerations identified above and in the attached memoranda should be taken into account in Metro's analysis, along with the higher costs and displaced businesses that would result from adopting the 2003 LPA alignment. The SDEIS expressly notes that the Tillamook Branch option would cost $25.6 million less to construct than the other options, and would also require fewer acquisitions and displacements of existing businesses in the Industrial District. Combined with the acknowledged fact that the 2003 LPA alignment would result in failure of the SE Milport and McLoughlin intersection, causing disastrous impacts on businesses in the Industrial District, we believe that the more reasoned analysis requires a conclusion that the Tillamook Branch alignment provides the most judicious alternative, as previously concluded after careful study by the 2004 Transit Working Group and the elected leaders of the City of Milwaukie.

Thank you for your consideration of these comments and the attached memoranda from Johnson Gardner.

Very truly yours,

Roger A. Alfred

Enclosures

33180-0012/LEGAL14403805.1

MEMORANDUM

DATE: January 10, 2006

TO: Mr. Mark Whitlow
PERKINS COIE
1120 NW Couch Street
Tenth Floor
Portland, OR 97209

FROM: JOHNSON GARDNER

SUBJECT: Impact Analysis of the North Milwaukie Industrial Cluster

JOHNSON GARDNER was retained by PERKINS COIE to estimate the economic and fiscal contribution made by the North Milwaukie Industrial Cluster and Corridor to the Milwaukie and Clackamas County economies. The cluster is defined in this analysis as industrial and commercial development[1] bounded by SE McLoughlin Boulevard/99E to the west, the Union Pacific Railroad Line to the east, the Milwaukie city boundary to the north and the Milwaukie Expressway/Highway 224 to the south.

BUSINESS REVENUES

JOHNSON GARDNER estimated direct, indirect and induced business revenues resulting from commerce located within the Industrial Cluster. FIGURE 1 below provides a summary of study findings regarding business sales generation in Milwaukie.

FIGURE 1: MILWAUKIE BUSINESS REVENUES FROM INDUSTRIAL CLUSTER COMMERCE

	Business Revenues			
Industry	Direct	Indirect	Induced	Total
Natural Resources	$31,298	$44,751	$17,057	*$93,100*
Mining	$0	$0	$0	*$0*
Transportation, Warehousing & Utilities	$54,271,952	$1,980,266	$434,441	*$56,686,700*
Construction	$47,056,184	$200,856	$65,857	*$47,332,900*
Manufacturing	$106,840,912	$1,947,837	$928,637	*$109,717,400*
Wholesale Trade	$56,466,840	$1,174,876	$497,072	*$58,138,800*
Retail Trade	$18,318,468	$135,140	$972,348	*$19,426,000*
Information	$0	$123,261	$119,740	*$243,000*
Financial Services	$3,264,012	$659,444	$646,251	*$4,569,700*
Professional & Business Services	$1,941,118	$1,547,471	$416,590	*$3,905,200*
Education & Health Services	$87,783	$11,268	$1,382,701	*$1,481,800*
Leisure & Hospitality	$4,202,858	$61,847	$301,316	*$4,566,000*
Other Services	$1,498,634	$186,192	$244,929	*$1,929,800*
Total	*$293,990,100*	*$8,073,200*	*$6,026,900*	*$308,090,400*

SOURCE: Implan, Claritas, Inc., U. S. Census Bureau, and Johnson Gardner, LLC

[1] Data gathered in the course of this study is confidential in nature. For reporting the aggregation of proprietary data in this study, Johnson Gardner follows Oregon Employment Department protocol. Publication of data in aggregate requires at least three firms in a specific industry for data to be released.

Utilizing Implan methodology, JOHNSON GARDNER estimates that Industrial Cluster businesses generate a total of $308 million of commerce in the City of Milwaukie. Cluster-related commerce single-handedly represents over 17% of the City's economy.

- Direct Impacts: Business within the cluster generate $294 million in sales annually.
- Indirect Impacts: Businesses elsewhere in the City of Milwaukie benefit from Cluster commerce to the tune of $8 million annually.
- Induced Impacts: Spending by employees in the Cluster generates an additional $6 million in sales for Milwaukie businesses.

Industrial Cluster commerce benefits more than the City of Milwaukie, but provides significant economic activity throughout Clackamas County. FIGURE 2 below provides a summary of the business revenue impacts of the Industrial Cluster on Clackamas County businesses.

FIGURE 2: CLACKAMAS COUNTY BUSINESS REVENUES FROM INDUSTRIAL CLUSTER COMMERCE

	Business Revenues			
Industry	Direct	Indirect	Induced	Total
Natural Resources	$31,298	$1,522,217	$580,195	*$2,133,700*
Mining	$0	$2,762	$201	*$3,000*
Transportation, Warehousing & Utilities	$54,271,952	$12,744,846	$2,796,033	*$69,812,800*
Construction	$47,066,184	$2,007,163	$658,110	*$49,731,500*
Manufacturing	$106,340,912	$12,993,780	$6,194,821	*$126,029,500*
Wholesale Trade	$56,466,840	$13,156,376	$5,566,264	*$75,189,500*
Retail Trade	$18,318,468	$1,292,616	$9,300,498	*$28,911,600*
Information	$0	$1,796,396	$1,745,084	*$3,541,500*
Financial Services	$3,264,012	$12,288,000	$12,042,150	*$27,594,200*
Professional & Business Services	$1,941,118	$17,567,194	$4,729,214	*$24,237,500*
Education & Health Services	$87,783	$106,170	$13,028,475	*$13,222,400*
Leisure & Hospitality	$4,202,858	$1,513,610	$7,374,188	*$13,090,700*
Other Services	$1,498,634	$3,279,922	$4,314,462	*$9,093,000*
Total	*$293,990,100*	*$80,271,100*	*$68,329,700*	*$442,590,900*

SOURCE: Implan, Claritas, Inc., U. S. Census Bureau, and Johnson Gardner, LLC

- Direct Impacts: Business within the cluster generate $294 million in sales annually, all within Clackamas County.
- Indirect Impacts: Businesses elsewhere in the County experience over $80 million in activity providing vendor and support goods and services to Cluster businesses.
- Induced Impacts: Spending by employees in the Cluster generates an additional $68 million in sales for businesses throughout Clackamas County.

EMPLOYMENT

JOHNSON GARDNER finds that the Industrial Cluster is a significant employment center in the City of Milwaukie directly and through economic ripple effects. The employment impact of the Industrial Cluster for the City of Milwaukie economy is found in FIGURE 3 on the following page.

Businesses within the cluster are estimated to account for 2,484 jobs in the City of Milwaukie, or a full 15% of the City's employment. The Industrial Cluster is the site of nearly 2,340 jobs,

predominantly in Manufacturing, Construction, Wholesale Trade, and Transportation, Warehousing & Utilities. These four sectors, as will be discussed later in this document, are among the highest-paying sectors locally, all paying family-wage jobs.

FIGURE 3: MILWAUKIE EMPLOYMENT FROM INDUSTRIAL CLUSTER COMMERCE

	Jobs (Full-Time Equivalent)			
Industry	Direct	Indirect	Induced	Total
Natural Resources	2.0	0.3	0.4	*2.7*
Mining	0.0	0.0	0.0	*0.0*
Transportation, Warehousing & Utilities	399.0	17.3	3.1	*419.4*
Construction	466.0	2.2	0.6	*468.8*
Manufacturing	571.0	10.3	7.7	*589.0*
Wholesale Trade	399.0	8.3	3.5	*410.8*
Retail Trade	339.0	2.5	18.0	*359.5*
Information	0.0	0.6	0.6	*1.3*
Financial Services	32.0	4.1	4.3	*40.4*
Professional & Business Services	34.0	18.0	5.8	*57.9*
Education & Health Services	2.0	0.2	21.5	*23.7*
Leisure & Hospitality	74.0	1.5	6.9	*82.4*
Other Services	21.0	2.1	4.4	*27.5*
Total	*2,339.0*	*67.5*	*76.9*	*2,483.4*

SOURCE: Implan, U. S. Census Bureau, and Johnson Gardner, LLC

- Direct Impacts: Businesses within the cluster employ 2,330 people annually.
- Indirect Impacts: Vendors and services suppliers to the Cluster employ over 67 people annually within the City of Milwaukie.
- Induced Impacts: Spending by Cluster employees generates an additional 77 jobs annually in the City of Milwaukie.

As with business revenues, Industrial Cluster employment clearly contributes to the broader Clackamas County economy, significantly moreso than for the City of Milwaukie alone. FIGURE 4 on the following page summarizes employment impacts of the North Milwaukie Industrial Cluster on the Clackamas County economy.

In total, the Industrial Cluster is estimated to support nearly 4,000 jobs annually throughout Clackamas County directly and via ripple effects.

- Direct Impacts: Businesses within the cluster employ 2,330 people annually.
- Indirect Impacts: Countywide vendors and services suppliers to the Cluster employ over 702 people annually.
- Induced Impacts: Spending by Cluster employees generates an additional 944 jobs annually throughout the County.

FIGURE 4: CLACKAMAS COUNTY EMPLOYMENT FROM INDUSTRIAL CLUSTER COMMERCE

	Jobs (Full-Time Equivalent)			
Industry	Direct	Indirect	Induced	Total
Natural Resources	2.0	10.3	13.0	*25.3*
Mining	0.0	0.0	0.0	*0.0*
Transportation, Warehousing & Utilities	399.0	111.1	20.2	*530.4*
Construction	466.0	22.3	6.1	*494.4*
Manufacturing	571.0	68.8	51.3	*691.1*
Wholesale Trade	399.0	93.0	39.3	*531.3*
Retail Trade	339.0	23.9	172.2	*535.1*
Information	0.0	9.1	9.3	*18.5*
Financial Services	32.0	76.9	79.8	*188.7*
Professional & Business Services	34.0	204.8	66.4	*305.2*
Education & Health Services	2.0	2.1	202.6	*206.6*
Leisure & Hospitality	74.0	37.4	168.5	*279.9*
Other Services	21.0	36.8	77.4	*134.8*
Total	*2,339.0*	*701.6*	*943.6*	*3,984.2*

SOURCE: Implan, U. S. Census Bureau, and Johnson Gardner, LLC

WAGE LEVELS

Analysis of payroll and wages generated by the Industrial Cluster indicates that the Cluster not only supports substantial employment locally and countywide, but wages for those jobs match or exceed County averages for all industries affected. Findings of wage levels are found in FIGURE 5 below.

In total, Industrial Cluster-related commerce in Milwaukie and Clackamas County supports wages that average $44,300 across all industries affected. Furthermore, average wages supported by Cluster-related commerce are 20% higher than Clackamas County wages for corresponding industries, on average.

FIGURE 5: MILWAUKIE & CLACKAMAS COUNTY INDUSTRIAL CLUSTER WAGE LEVELS (2004)

	Average Annual Wage Level				Clackamas
Industry	Direct	Indirect	Induced	Average	County
Natural Resources	$15,650	$42,355	$13,923	*$25,600*	$21,250
Mining	$0	$48,241	$48,140	*$49,200*	$41,151
Transportation, Warehousing & Utilities	$58,509	$50,215	$50,400	*$56,500*	$40,137
Construction	$47,259	$47,608	$46,950	*$47,360*	$45,315
Manufacturing	$54,603	$54,654	$37,645	*$53,300*	$50,288
Wholesale Trade	$63,374	$63,374	$63,374	*$63,400*	$25,478
Retail Trade	$26,793	$26,437	$26,372	*$26,600*	$37,784
Information	$0	$47,656	$40,145	*$43,900*	$45,517
Financial Services	$42,388	$47,437	$43,161	*$44,800*	$51,551
Professional & Business Services	$28,625	$41,596	$34,739	*$38,700*	$44,169
Education & Health Services	$13,204	$17,777	$36,512	*$36,100*	$37,543
Leisure & Hospitality	$29,619	$14,907	$16,070	*$19,500*	$13,828
Other Services	$27,752	$32,073	$24,598	*$27,100*	$24,848
Total	*$49,600*	*$45,200*	*$50,300*	*$44,300*	$36,639

SOURCE: Implan, U. S. Census Bureau, Oregon Employment Department, and Johnson Gardner, LLC

MEMORANDUM

DATE: January 16, 2006

TO: Mr. Mark Whitlow
PERKINS COIE
1120 NW Couch Street
Tenth Floor
Portland, OR 97209

FROM: JOHNSON GARDNER

SUBJECT: Fiscal Impact Analysis of the North Milwaukie Industrial Cluster

JOHNSON GARDNER was retained by PERKINS COIE to estimate the economic and fiscal contribution made by the North Milwaukie Industrial Cluster and Corridor to the Milwaukie and Clackamas County economies. The cluster is defined in this analysis as industrial and commercial development[1] bounded by SE McLoughlin Boulevard/99E to the west, the Union Pacific Railroad Line to the east, the Milwaukie city boundary to the north and the Milwaukie Expressway/Highway 224 to the south.

This memorandum summarizes key findings with regard to the fiscal impacts, or tax revenue contributions, made by the Industrial Cluster.

TAX IMPACTS

Utilizing Implan methodology, JOHNSON GARDNER estimated the tax revenue impacts of the Industrial Cluster at the State and local levels. Figure 1 below provides a summary of major tax impact categories and taxes paid as a result of Industrial Cluster commerce.

FIGURE 1: TOTAL TAX REVENUES FROM INDUSTRIAL CLUSTER COMMERCE

Tax Origin *Jurisdiction*/Category	Annual Tax	Tax Origin *Jurisdiction*/Category	Annual Tax
Business Taxes		**Personal Taxes**	
State		*State*	
Profits & Dividends	$3,711,210	Social Insurance - Employee Paid	$312,810
Indirect Business Taxes	$10,650,070	Income Tax	$6,770,030
Social Insurance - Employer Paid	$1,014,740		*$7,082,840*
	$15,376,020		
Local			
Property Tax	*$5,389,146*		
Total Business-Paid Taxes	$20,765,170	**Total Personal Taxes**	$7,082,840
Total Direct Tax Impacts of Milwaukie Industrial Cluster			*$27,848,010*

SOURCE: Oregon Department of Revenue, Implan and Johnson Gardner

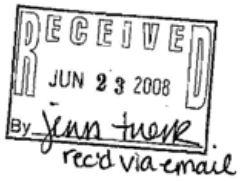
[1] Data gathered in the course of this study is confidential in nature. For reporting the aggregation of proprietary data in this study, Johnson Gardner follows Oregon Employment Department protocol. Publication of data in aggregate requires at least three firms in a specific industry for data to be released.

On an annual basis, the Industrial Cluster is estimated to pay $5.72 million in local property taxes, or roughly 25% of all property tax revenues collected in the Milwaukie area.[2] Property taxes paid by Industrial Cluster commerce fund a variety of local services and bond obligations.

- Local Education: Local schools receive $2.2 million in taxes annually. Including bond levy revenues, North Clackamas Schools are the single-largest beneficiary at $1.8 million annually.
- Municipal Services: The City of Milwaukie, the second-largest beneficiary, receives $1.4 million in property taxes for operations and maintenance (O&M) as well as bond debt obligation for capital expansion. Industrial Cluster property tax revenue represents over 17% of the City of Milwaukie General Fund property tax revenue budget.[3]
- County Services: Clackamas County, the third-largest beneficiary, receives nearly $1.1 million annually for various public services including O&M and urban renewal.
- Capital Expansion: Property taxes generated support sizeable capital purchases by several jurisdiction, most notably school space and vehicle purchases by the North Clackamas School District ($355,160). Other beneficiaries include City of Milwaukie capital facilities and equipment needs, community college expansion, fire service vehicles and equipment, metro-area parks and public transportation vehicles and equipment for Tri-Met.

[2] As a percentage of total tax assessed for Clackamas County Tax Code areas 002-012, 012-018 and 012-133, which comprise the great majority of the City of Milwaukie (Clackamas County Assessor's Office, 2005).
[3] City of Milwaukie Adopted Budget for 2004-2005.





TESTIMONY REGARDING THE
DRAFT EIS PORTLAND-MILWAUKIE LIGHT RAIL PROJECT

June 23, 2008

Portland-Milwaukie Light Rail Project
Metro, 600 NE Grand Avenue, Portland OR 97232
(Transmitted via email: trans@oregonmetro.gov)

Sam Adams	City of Portland
Jim Bernard	City of Milwaukie
Fred Hansen	TriMet
Robert Liberty	Metro Council
Brian Newman	Metro Council
Alice Norris	City of Oregon City
Lynn Peterson	Clackamas County
Jason Tell	ODOT
Maria Rojo de Steffey	Multnomah County

To Members of the Steering Committee,

I am writing in response to the Draft Environmental Impact Statement for the Portland-Milwaukie Light Rail Project. The following written testimony is focused on the two alignments proposed through Milwaukie. Pendleton Woolen Mills supports the Tillamook Branch alignment proposed as an alternate route. At the same time, we are concerned that the Main Street Alignment would create a significant impact to Milwaukie's North Industrial district.

B-003-001

Pendleton owns two properties that will be impacted by the Main Street Alignment. The Pendleton Woolen Mill Store and warehouse at 8550 Southeast McLoughlin and a distribution center located at 2515 Mailwell Drive. Although the Tillamook Branch Alignment avoids impact to both properties, the Main Street Alignment would create unrecoverable hardships to both properties.

Page 1 of 3

B-003-001

Thank you for submitting your comments identifying your concerns with the 2003 Locally Preferred Alternative (LPA) alignment within the Industrial area, and your preference for a Tillamook Branch alignment. The LPA decision in 2008, following the SDEIS release, selected the Tillamook Branch alignment, and cited its ability to minimize traffic, parking and related impacts in the Industrial area, and also noted the economic importance of preserving the effective function of the freight, shipping and other industrial operations that occur in north Milwaukie.

B-003-001

If the Main Street alignment is pursued, Pendleton's retail store would loose direct pedestrian access from the sidewalk and decreased auto access due to degraded intersections. Since access is critical for the success of the retail store and warehouse, it is possible this alignment could force closure of these operations.

A similar concern occurs with the property at 2515 Mailwell Drive. Since the use is manufacturing and distribution, pedestrian access is not as important, however freight access would be heavily impacted due to the degraded intersections and tighter turning radius. This will not only impact the current use, but its future and long-term use as a distribution center. These issues are not isolated to just Pendleton's properties; other properties in the area would have similar impact and in at least one case would be condemned. At the same time, the Tillamook Alignment avoids these issues.

Pendleton supports light rail and its intent to be part of a solution addressing transit issues faced by the region. But there is concern that Light Rail alignments are selected based on their potential to promote development. Transit solutions including their alignments should attempt to preserve and support areas that already have economic vitality such as the North Industrial property in Milwaukie. Industrial land is a resource and not a land bank for future mixed-use development.

Land designated for industrial use is limited in the region. Where as some industrial lands may be underutilized or vacant, the North Industrial property in Milwaukie remains vibrant and provides substantial economic benefit to the city, region and state.

We agree with the City of Milwaukie's recommendation to support the Tillamook Branch Alignment instead of the Main Street Alignment. The Tillamook Branch avoids the substantial traffic intersection mitigation that would be required to address issues created by the Main Street Alignment. It is probable that the proposed Main Street Mitigations will further degrade intersections that in some cases are already below standard. As noted by the City of Milwaukie's May 29, 2008 letter to the PMG and TAC; the traffic engineers used standard methods for determining impact to the two major intersections supporting freight, yet "this standard is problematic for measuring impact to the North Industrial Area", suggesting the impact would likely be greater than projected. Further the significant out-of-direction mitigation proposal at Millport and McLoughlin add an additional 2-minute delay – decreasing the intersection to a grade "F" rating.

Other points in support of the Tillamook Branch:

1) The Tillamook Branch reduces the Light Rail travel time. According to TriMet staff, reduced travel time increases rider-ship.

B-003-001

2) The Tillamook Branch alignment avoids impacting the historic ODOT property on McLoughlin Boulevard.

3) The Tillamook Branch avoids the impact to freight access and mobility that would be created by the Main Street Alignment.

4) The Tillamook Branch avoids the loss of on street parking and creation of new parking lots that would be required by the Main Street Alignment.

5) The Tillamook Branch avoids the substantial impact and loss of business that would be created if the Main Street Alignment were implemented.

6) The Tillamook Branch is approximately $25.6M less to construct than the Main Street Alignment. Based on Metro's reports and 2008 dollars – this number would likely be higher with inflation.

7) The Tillamook Branch alignment has the support of the city staff and council of Milwaukie and property owners of the North Industrial area businesses. In addition testimony of the Citizens Advisory Committee and South Corridor Steering Committee appear to have majority support.

8) Lastly the Tillamook Branch avoids a majority of the impact to the North Industrial District and a specifically avoids the impacts to our properties.

Please consider the negative impact the Main Street Alignment will have to the vibrant and profitable businesses that reside in the North Industrial area. Please support the alternate Tillamook Alignment. Thank you for your time and consideration.

Sincerely,

Charles B. Bishop
Vice President, Mill Production
Pendleton Woolen Mills, Inc.

Oregon Worsted Company

Mill End Store

Real Estate

RECEIVED
MAY 12 2008
By

Ms. Bridget Wieghart
Project Manager
Metro
600 SE Grand Avenue
Portland, Oregon 97232

May 9, 2008

Re: 2000 Hanna Harvester Drive

Dear Ms. Wieghart,

Our Subsidiary, STX Oregon Property Management Corp., owns the above referenced property together with an easement on the South side of the Southgate Theater site.

B-004-001

The City of Milwaukie shows a Vegetated Corridor between our property and the Southgate Property. I do not see it reflected in Section 3 of the EIS.

Sincerely,

Howard N. Dietrich
Property Manager

P.O. Box 82098 • Portland, OR 97282, USA
Phone: 503-786-1234 • Fax: 503-786-2022

B-004-001

Thank you for your comment. The SDEIS did not address this type of local overlay. The Locally Preferred Alternative now avoids the area mentioned.

Oregon Worsted Company

Mill End Store

Real Estate

Ms Bridget Wieghart
Project Manager
Metro
600 SE Grand Avenue
Portland, Oregon 97232

May 9, 2008

RECEIVED
MAY 12 2008
By

Re: 2000 Hanna Harvester Drive

Dear Ms. Wieghart,

Our Subsidiary, STX Oregon Property Management Corp., owns the above referenced property together with an easement on the South side of the Southgate Theater site.

I have read the Draft EIS and cannot determine how our property will be effected.

B-005-001 Could you please send to me the detail so I can comment on the proposals.

1. How much of the land will be taken by each design.

   a. How much of the easement will be taken by each Design ?

   b. How much of the West parking lot will be taken by each design?

   c. How much land on the east side of the property between the building and the Harder facility will be taken by each design?

B-005-002 c. How will the street and our curb cuts be changed on the South side of the property along Hanna Harvester Drive.

2. Traffic and Access
   a. Are there any Turning restrictions from any lanes of traffic onto or off of the property from Main street or Hanna Harvester drive.

B-005-003 How will the transit facility effect the Zoning and Land use of this property?

B-005-004 How will Hanna Harvester Drive be improved.

Thank you for your help.

Sincerely,

Howard N. Dietrich
Property Manager

P.O. Box 82098 • Portland, OR 97282, USA
Phone: 503-786-1234 • Fax: 503-786-2022

B-005-001

Thank you for participating and sending questions concerning the alignments. While the 2003 LPA showed a potential impact to the property at 2000 Hanna Harvester Drive; the 2008 Locally Preferred Alternative to Park Avenue, which follows the railroad alignment in this area, shows no impact to the property. The result is no land will be needed at this location and the easement and parking will also not be impacted.

B-005-002

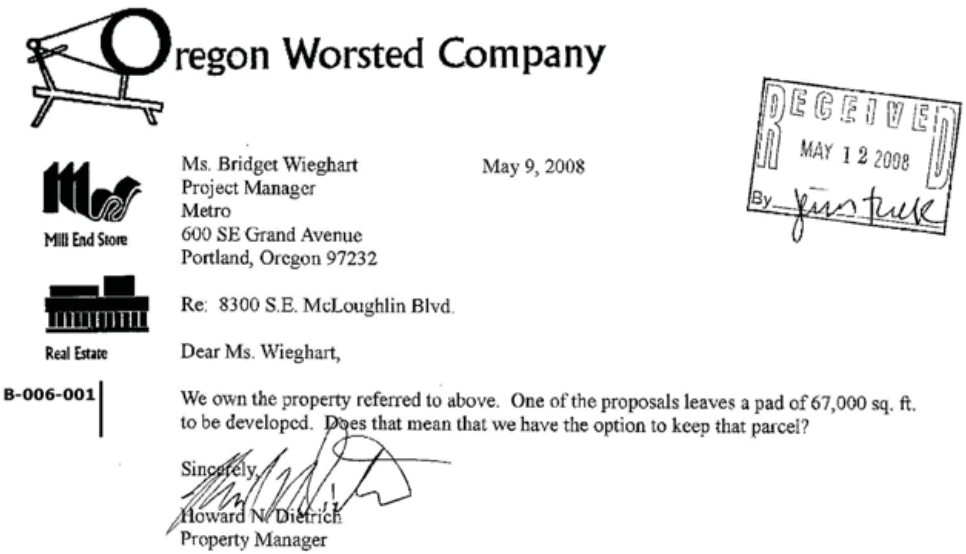
Pleas see response to B-005-004.

B-005-003

The property at 2000 SE Hanna Harvester Drive is currently zoned M, Manufacturing. The site will be unaffected by any land use acquisition by the project. The project is also not making any proposals for rezoning and does not control land use decisions for the area.

B-005-004

The only build alternatives carried forward into the Final Environmental Impact Statement (FEIS) are the 2008 LPA and the MOS, both of which assume the Tillamook Branch alignment without an increase to the 300-space park-and-ride facility at Southgate that would also exist in the No-Build. As such, neither of the build alternatives would have an impact on Hanna Harvester Drive and no changes are proposed for this road.



Oregon Worsted Company

Mill End Store

Real Estate

RECEIVED
MAY 12 2008
By

Ms. Bridget Wieghart
Project Manager
Metro
600 SE Grand Avenue
Portland, Oregon 97232

May 9, 2008

Re: 8300 S.E. McLoughlin Blvd.

Dear Ms. Wieghart,

B-006-001

We own the property referred to above. One of the proposals leaves a pad of 67,000 sq. ft. to be developed. Does that mean that we have the option to keep that parcel?

Sincerely,

Howard N. Dietrich
Property Manager

P.O. Box 82098 • Portland, OR 97282, USA
Phone: 503-786-1234 • Fax: 503-786-2022

B-006-001

A property owner may be able to retain a portion of property and these decisions are arrived at on a parcel-specific basis using the procedures outlined in Section 3.1. Currently the plans for the 2008 Locally Preferred Alternative indicate the potential of a full acquisition of this parcel.

Jenn Tuerk - Proposed Light Rail Extension From PSU To Milwaukie

From: "Greg Bond" <greg_bond@balzerpacific.com>
To: <tuerkj@metro.dst.or.us>
Date: 6/19/2008 11:31 AM
Subject: Proposed Light Rail Extension From PSU To Milwaukie

Ms. Jennifer Tuerk;

B-007-001 I am writing in support of the Light Rail extension from PSU to Milwaukie.
Light Rail has been the region's chosen transit system and the proposed line toward Milwaukie is the obvious next logical step in developing this system.
I would further support the proposed Sherman alignment through the OMSI district which seems to be the least intrusive to the businesses while serving the needs of OMSI.

B-007-002 I would also support the new bridge as long as the river users' needs are satisfied in the next phase after the locally preferred option is selected. The bridge needs to connect the east and west sides and should not be a south to north barrier to river traffic.

B-007-003 Furthermore, I would like to have esurience that when the eastside streetcar is constructed to the district, the bridge will be available for streetcar traffic.
I believe that this investment will be sustainable and promotes a healthy economy.

Sincerely;

Greg Bond

Territory Manager
Balzer Pacific Equipment Co.
Office: 800-442-0966
Cell: 503-704-4411
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B-007-001

Thank you for submitting your comments for consideration. A variance on the Sherman alignment option was selected as the Locally Preferred Alternative. See Chapter 2.1 Portland-Milwaukie Light Rail Alternative for more information.

B-007-002

The project's planning with stakeholders included an extensive analysis of both the vertical and horizontal clearances needed to conduct commercial river travel on the Willamette River in the vicinity of the Willamette River Transit Bridge (river mile 13.8). The project's efforts are summarized in Appendix O to the FEIS. The data included an updated survey of river users and their navigational clearance needs, as well as a field test and meetings with commercial river users, the U.S. Coast Guard and the U.S. Army Corps of Engineers.

After discussions with river users, including a field test of barge movements that included representatives of tugboat/barge users and the U.S. Coast Guard, the bridge span was increased from 500 feet to 680 feet (with 600 feet of horizontal clearance). In addition, the proposed location of the east and west piers were relocated to allow more ease of boat and barge movement, particularly downstream movement, given the River current, Holgate channel influence, Ross Island Sand and Gravel Company access and other river user concerns.

The proposed bridge height has been reviewed by technical, advisory and policy committees and has been, after consideration of commercial river users needs, recommended by the technical and policy committees as representing the most reasonable definition of the bridge for further design and evaluation in the FEIS. Following the FEIS, the project will move forward with final design and permitting for the bridge, which requires permits by the U.S. Coast Guard and the Army Corps of Engineers.

B-007-003

The Willamette River Bridge would be constructed to accommodate a future streetcar crossing, including a connection between OMSI and South Waterfront. See Chapter 2 of the FEIS for more information.

Hutchinson Cox Coons DuPriest, Orr & Sherlock P.C.

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B-008-001

RECEIVED
JUN 23 2008
By jantwork

June 19, 2008

Richard F. Krochalis
Regional Administrator for Region 10 FTA
Jackson Federal Building
915 Second Avenue, Suite 3142
Seattle, WA 98174

Mark Turpel, AICP
Portland-Milwaukie Light Rail Project
SDEIS Manager
Metro
600 NE Grand Ave.
Portland, OR 97232

RE: *NEPA Process For SDEIS for the South Corridor Portland-Milwaukie Light Rail Project*
Comments on SDEIS

Our Clients: Milwaukie Transportation Coalition (MTC)
& Amajin Consulting
Our File No.: 8813/10709

Dear Gentlemen:

This office represents Amajin Consulting and the Milwaukie Transportation Coalition (MTC), which represent 755 individuals and organizations.

By letter dated October 12, 2007, we set forth a series of concerns that we asked FTA to consider in preparing its supplemental draft EIS on this project. A copy of that letter is enclosed for your convenience. Having reviewed the SDEIS, it appears that all of the concerns and issues we raised previously continue to be issues as the SDEIS fails to adequately address or resolve them. Please consider the October 12, 2007 letter as a critique of the recently released SDEIS and address those issues when preparing the final EIS.

B-008-001

Thank you for submitting your comments for consideration. The Portland-Milwaukie Light Rail Project SDEIS included detailed evaluations of three light rail alignments in Milwaukie, in addition to the No-Build Alternative --- the 2003 LPA, which followed Main Street between Tacoma and Highway 224 and terminated at Lake Road, the 2003 LPA to Park Avenue and the Tillamook Branch alignment. These options are detailed in Chapter 2, Section 2.1.1.3 and in figure 2.1-3 of the SDEIS. While all three light rail options follow the Tillamook Branch railroad line through downtown Milwaukie, these alternatives were selected only after an extensive alternatives analysis that included consideration of the alternatives the commenter has suggested. Documentation of the most recent process of examining these alternatives is found in two reports – *Downtown Milwaukie Alignments Review*, Metro, June 7, 2007 and *Downtown Milwaukie Workshops Summary SE Main Street/SE 21st Avenue*, Metro, August 2007. These are summarized in Chapter 2 and Appendix L of the SDEIS and FEIS, and include the most recent assessment done in summer 2007 that included double track on Main Street and split tracks on Main Street and McLoughlin Blvd.

The suggestions for single track were not studied in detail in the SDEIS because they do not provide sufficient capacity to reliably serve riders and meet TriMet operational standards, as it would represent a long term constrain on future system capacity. Therefore, this option does not meet the project Purpose and Need.

We wish to add the following comments for your agency's consideration:

B-008-002

1. **The SDEIS Fails To Consider Alternative Alignments. It Only Addresses Terminii Alternatives. The SDEIS Promotes An Illusion of FTA Evaluating Alternatives, Without Actually Doing So.** The SDEIS is based entirely on one alignment, the Tillamook Branch. Although many members of the public have suggested specific alternatives, the SDEIS summarily dismisses them, without meaningful consideration. This factor is not adequately addressed by the SDEIS.

2. **The Terminii Alternatives, Other Than The Park Avenue Station, Conflict With the EIS Issued in 2002.** The 2002 EIS identified Oregon City as the logical terminus for the South Corridor Portland-Milwaukie Light Rail Project. The Park Avenue Station is the only termini alternative that could provide service to Oregon City. In light of this, it appears that the other two termini that are allegedly being considered, suffer the defect of being inconsistent with the prior determination. There is insufficient information to show how those two terminii are viable alternatives. Again, the SDEIS provides an illusion of addressing alternatives without meaningfully doing so. This factor is not adequately addressed by the SDEIS.

B-008-003

3. **Reliance On The Locally Preferred Alternative Is Misplaced For A Variety Of Reasons. It Is Especially Misplaced In Light Of The Mayor Of Milwaukie's Recent Declaration Of A Financial Conflict Of Interest.** The Mayor of the City of Milwaukie recently expressly declared the existence of a conflict of interest as he owns commercial property close to the Tillamook Branch. The value of his property would likely increase if the Tillamook Branch alignment is used. So, the Mayor has a pecuniary interest in the sole alignment FTA is considering. The Mayor has long been active in promoting the Tillamook Branch but, until now, has failed adequately to disclose the existence of that conflict of interest. The Mayor's conflict undermines the City's recommendation of the Tillamook Branch, which is sufficient reason for FTA to consider other alignments. This factor is not adequately addressed by the SDEIS.

B-008-004

4. **Funding Is Driving The Alignment Choice.** The voters of the City of Milwaukie have twice rejected funding light rail. Because of this, the City does not have funds to pay the 40% of required matching funds. For the Tillamook Branch, however, Metro has access to $250 million in funding from the Oregon Lottery to address the funding issue. It appears that Metro and FTA intend to ignore the will of local voters and to impose light rail on the citizens of Milwaukie despite their repeated rejection of proposals to extend

B-008-002

Analysis of LRT alignment options in Milwaukie dates back to 1993:

- South/North Alternatives Analysis, 1993-1998
- South/North DEIS, 1998
- South Corridor SDEIS, 2002
- Portland-Milwaukie SDEIS, 2008

The Portland-Milwaukie SDEIS Appendix L presents a chronicled summary of alignment studies. Routes studied are shown in Figures L-5 and L-6.

In addition to previous analyses documented in Chapter 2 and Appendix L of the SDEIS, the alignments studied in the SDEIS in Milwaukie are the product of two intensive, outreach-based processes discussed in detail in the SDEIS on pages 2-35 through 2-41:

- The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.
- The Refinement Study in 2007 evaluated alignment options between Highway 224 and SE Lake Road along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option in downtown Milwaukie. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the SE McLoughlin Boulevard options and SE Main Street options, including the couplet options, for not meeting the project's Purpose and Need.

The analyses were based on criteria utilized in the SDEIS that are key to distinguishing the comparative impacts and effectiveness of the options

B-008-005

light rail to their city. The SDEIS should, but fails to consider, non-light rail alternatives that would better accomplish the desired goal of increasing transit ridership. This factor is not adequately addressed by the SDEIS. Since FTA and Metro have demonstrated a willingness in this SDEIS to re-examine issues addressed in earlier EIS's (such as alternate terminiis), there is no reason not to extend this re-examination to bus alternatives.

B-008-006

5. **The Costs of Extending Light Rail To Milwaukie Are Significant, But The Benefits Of Doing So Are Modest (At Best). The Small Benefits Fail To Justify The Large Cost.** As others have noted, improving bus service to Milwaukie would achieve substantially the same transportation benefits at a small fraction of the cost of light rail. This factor is not adequately addressed by the SDEIS.

B-008-007

6. **The Proposal To Significantly Re-Configure Kellogg Lake Would Jeopardize Salmon Habitat.** Maintenance and improvement of salmon habitat in the northwest is a high priority of both federal and state governments. Certain species in certain ranges have been declared endangered. Salmon are present in Kellogg Lake and would be adversely affected by proposals to significantly re-configure the lake. This factor is not adequately addressed by the SDEIS.

Please include these comments in the record of your decision and please provide me with printed and CD copies of the Final Supplemental EIS. Also, please put me on your notice list for this project, so I can be kept apprised of its status. Thank you.

Very truly yours,

HUTCHINSON, COX, COONS
DuPRIEST, ORR & SHERLOCK, P.C.

Douglas M. DuPriest

DMD/erl
Enclosure
cc: FTA, Washington, D.C.
Joel Morton, Metro Office of Legal Counsel
City of Milwaukie
Clients

to allow decisions to be made about the alignment through Milwaukie by City staff, the Planning Commission, City Council, neighborhood leaders and interested citizens. The Locally Preferred Alternative decision was the product of this process. The LPA best meets the Purpose and Need for a major transit investment in the Milwaukie-Portland corridor. This process fully complies with FTA major capital project development process requirements. Approval of the Portland-Milwaukie Light Rail Project to enter the preliminary engineering phase of project development is the FTA's acknowledgment that conceptual design, preparation of the SDEIS and selection of the LPA have complied with FTA and NEPA requirements to date, although no final decision on the project to be built can be made until the FEIS is complete. Similar, any of the LPA identifications made throughout the history of the project are preliminary steps in guiding a narrowing of alternatives to those that represent the most promising alternatives that address the purpose and need, consistent with the intents of NEPA, but they do not represent a final decision to implement a project.

The option to terminate the project north of downtown Milwaukie was also considered prior to the LPA decision and is documented on page 2-41 of the SDEIS. Downtown Milwaukie is a town center in the Metro 2040 Growth Concept, in which high quality transit service connects town centers to other town centers and regional centers. Terminating the project north of downtown Milwaukie would require a transfer just to either reach downtown Milwaukie from the end of the light rail line or reach the end of the light rail line from downtown Milwaukie; a significant degradation in what should be high quality transit service that is attractive to the greatest number of riders. The added transfer for trips originating south and east of downtown Milwaukie could encourage more driving to the light rail line terminus, with spill over from park-and-ride facilities back into downtown. Also, a goal of the Milwaukie downtown and riverfront plans is to make downtown Milwaukie a more attractive

destination for both residents and visitors. Bringing the light rail line into downtown directly supports this local aspiration.

B-008-003

The vote of Mayor Bernard at the Portland-Milwaukie Project Steering Committee was not a conflict of interest because the Mayor publicly disclosed and declared his property ownership throughout all stages of the proceedings; the Mayor's vote in the Steering Committee was as a representative of the City of Milwaukie in accordance with Milwaukie Resolution 51-2008, and not as a private citizen or as simply the Mayor of Milwaukie; and in any case the votes were unanimous in the Steering Committee and in the City of Milwaukie resolution, and the Mayor's votes did not change the outcome of any decision. It is also important to note that the City's resolution and the Steering committee recommendations are advisory to the Metro Council, which is actually the party that takes the action to identify project alternatives. Finally, all of these decisions remain preliminary until issuance of the FEIS and the Record of Decision by the Federal Transit Administration.

B-008-004

While a very important consideration for the Portland-Milwaukie Light Rail Project overall, funding did not drive the LPA alignment selection through Milwaukie. The public outreach-based processes described in response B-008-002, above, led to the alignment selection through Milwaukie. The outreach was conducted in direct response to concerns raised about the 2003 LPA alignment.

B-008-005

Alternative modes to light rail between Portland and Milwaukie were evaluated in the process of determining the 2003 LPA alignment for the South Corridor Project. The evaluation is documented in South Corridor Project Transportation Alternatives, SDEIS, December 2002 (2002 South

Corridor SDEIS). Chapter 2 of the 2002 South Corridor SDEIS describes all mode alternatives evaluated: Bus rapid transit and Busway in addition to light rail in the Portland to Milwaukie and/or I-205 corridors. Chapter 3 presents the environmental analysis; Chapter 4, the transportation analysis and Chapter 5, the financial analysis. From these analysis results, the 2003 South Corridor Project LPA was selected following extensive public outreach and local jurisdiction public hearings. The 2003 South Corridor Project LPA called for light rail in both the Portland to Milwaukie and I-205 corridors.

Prior to starting the SDEIS, a number of transportation alternatives were examined including river transit, high occupancy vehicle lanes, high occupancy toll lanes, radial commuter rail, circumferential commuter rail, busway, and bus rapid transit. Consideration of these alternatives was documented in the 2000 South Corridor Transportation Alternatives Study (SCTAS). The 2000 SCTAS was prepared as a step in the evaluation of alternatives required by the National Environmental Policy Act. As required by NEPA, the alternatives analysis process provided the opportunity for public review and comment.

B-008-006

Bus alternatives have been examined in previous analyses, including *South Corridor Transportation Alternatives Study Evaluation Report* (1999), *South Corridor Evaluation Summary* (2000), and the 2002 SDEIS. The LPA decision in 2003 selected light rail as the preferred mode over bus alternatives.

The 2008 SDEIS studied a No Build option which includes improvements to existing bus service. The full comparison against all criteria are included in the SDEIS and summarized in Chapter 5. Of note, on page 5-30, on Table 5.2-9, cites the cost per boarding ride for nine alternatives, including the No Build, Bus and various light rail alignments. The No Build is the most costly.

B-008-007

The portion of Kellogg Creek known as Kellogg Lake provides rearing and migration habitat for fall-run Lower Columbia River (LCR) Chinook salmon, LCR coho salmon, cutthroat, and winter-run LCR steelhead. These Evolutionarily Significant Units (ESUs) are listed as threatened, not endangered, under the federal Endangered Species Act (ESA). Critical habitat for LCR steelhead and LCR Chinook salmon has been designated in Kellogg Lake. The project has minimized negative effects in Kellogg Lake while providing for riparian enhancement and restoration along the shore.

The project has completed a biological assessment and conducted formal consultation with the National Marine Fisheries Service. The project determined that activities would likely adversely affect listed ESUs and adversely affect critical habitat. The National Marine Fisheries Service prepared a biological opinion that agreed with these findings. Furthermore, they determined that the project would not jeopardize the continued existence of any ESU nor adversely modify or destroy critical habitat.

These findings are discussed in Section 3.8 of the FEIS and further documented in the Biological Assessment.

From: Neil <neilh@darkhorse.com>
To: <jenn.tuerk@oregonmetro.gov>
Date: 6/17/2008 10:04 PM
Subject: In support of Light Rail from Portland to Milwaukie

B-009-001

I am writing to support the light rail line from Portland to Milwaukie. Dark Horse Comics has been located on Main St. in Milwaukie since 1988. Over this period, I have watched the gradual erosion of retail in the downtown core. I do not want to see downtown become an urban blight.

Milwaukie City Council has heard expert testimony detailing the access problems for the downtown and why a thriving retail downtown core will be difficult without mass transit. Natural and man-made barriers - the river, Kellogg Lake, and Hwy 224 make it inconvenient to go to downtown Milwaukie. As people move to the area, we will see more and more cars on McLoughlin and 224, making it harder for cars and buses to navigate these roads. Light rail will be immune to the congestion of the streets. A Park Avenue park and ride station would intercept many of the cars destined to travel down McLoughlin through Milwaukie to Portland. A downtown light rail stop would make it much easier for customers to reach downtown Milwaukie. Customers have choices. Convenience is one of them.

Since downtown Milwaukie is a small area without parking buildings, parking for both consumer and employee is difficult. A light rail line will provide a convenient solution for both groups. There currently are many retail spaces for rent in Milwaukie. Retailers do not have enough confidence in the downtown area to make the required investment to open a shop. Retailers are looking for locations with consumer traffic to ensure their success. Milwaukie cannot offer that today.

Many people are feeling the pinch at the pump. The news repeatedly mentions how rising ridership of mass transit correlates with the rising price of gas. Dark Horse's 120 employees are part of this trend. We have had increasing numbers of our employees take advantage of the subsidy provided to them by Dark Horse for Tri-Met passes as gas prices rise. Now that the weather is better, we also are having increasing numbers riding bikes to work in addition to the usual several year around riders. I have employees asking each week about when light rail will be coming to Milwaukie. When I tell them that it is still a few years away, I get comments ranging from "I wish they would hurry up" to "I can't wait - I use it in Portland all the time" to "I always take it to the airport for trips."

The June 15, Sunday Oregonian, had a major article about the expected metro region population explosion. If the population doubles in the next fifty years, I wonder how people will be able to get around in Portland/Milwaukie without a substantial investment in light rail and other mass transit options. The particular beauty of the Milwaukie alignment is that it has a major portion of the line following an underutilized existing railroad track. The light rail will not have to compete with cars for travel lanes.

Neil Hankerson
Executive Vice President
Dark Horse Comics, Inc.
Direct Line 503-905-2320

B-009-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.

From: "DuVal, Pat" <duvalp@ci.milwaukie.or.us>
To: <trans@oregonmetro.gov>
Date: 6/18/2008 7:06 AM
Subject: FW: In support of Light Rail

-----Original Message-----
From: James Bernard [mailto:bgarage@bernardsgarage.com]
Sent: Tuesday, June 17, 2008 9:03 AM
To: DuVal, Pat
Subject: FW: In support of Light Rail

FYI

-----Original Message-----
From: Neil [mailto:neilh@darkhorse.com]
Sent: Monday, June 16, 2008 8:23 PM
To: James Bernard; gchaimov@comcast.net; susan Stone; Joe Loomis; Deborah Barnes
Subject: In support of Light Rail

Dear Mayor and Councilors,

B-010-001 The Sunday Oregonian this week had several articles that caused me to think about light rail. There seemed to be two basic notes ringing over and over. First, was the price of gasoline. Second was the forecast of a huge population boom in the metro area over the next 50 years. The traffic is coming. There is no stopping it. We need to prepare for it.

Many people are feeling the pinch at the pump. The news repeatedly mentions how rising ridership of mass transit correlates with the rising price of gas. Dark Horse's 120 employees are part of this trend. We have had increasing numbers of our employees take advantage of the subsidy provided to them for Tri-Met passes as gas prices rise. Now that the weather is better, we also are having increasing numbers riding bikes to work in addition to the usual several year around riders. I have employees asking each week about when light rail will be coming to Milwaukie. When I tell them that it is still a few years away, I get comments ranging from "I wish they would hurry up" to "I can't wait - I use it in Portland all the time" to "I always take it to the airport for trips."

You previously have heard expert testimony detailing the access problems for the downtown and why a thriving retail downtown core will be difficult. Natural and man-made barriers - the river, Kellogg Lake, and Hwy 224 make it inconvenient to go to downtown Milwaukie. As people move to the area, we will see more and more cars on McLoughlin and 224, making it harder for cars and buses to navigate these roads. Light rail will be immune to the congestion of the streets. A Park Avenue park and ride would intercept many of the cars destined to travel down McLoughlin through Milwaukie to Portland. A downtown light rail stop would make it much easier for customers to reach downtown Milwaukie. Customers have choices. Convenience is one of them.

B-010-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.

B-010-001 Lastly, we all know that downtown has a parking problem. Light rail would help to eliminate some of the parking needed to support a vibrant downtown community.

Please continue your support of Light Rail.

Thank you.

Neil Hankerson
Executive Vice President
Dark Horse Comics, Inc.
Direct Line 503-905-2320

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Harold St. station Page 1 of 1

Trans System Accounts - Harold St. station

From: "Marcus Lester" <Books@harborcare.net>
To: <trans@oregonmetro.gov>
Date: 6/17/2008 1:48 PM
Subject: Harold St. station
CC: <readthebee@myexcel.com>

Dear Metro Planners,

I just read the editorial in the Bee about the proposal to add the Harold St. station to the light rail line to Milwaukie.

First, I'm a business owner in the general area - 1 block south of Powell Blvd. at 35th. Second, I have some background (from a university a bit farther north, generally held in some disrepute by folks hereabouts) in transportation planning and analysis as well as a professional background in transportation computer systems, including about 5 years at ODOT.

With all due respect to the efforts your staff has surely put into revving up the computer model you use -- it is not enough to use this model as the only reason not to include the proposed station at Harold St. So, how'd you get it to show that loss, anyway? Hmmmm...

B-011-001

1. You say you reckon ridership will go down, but not how much. Given the real congestion and choices faced by area drivers, I reckon it's effect on ridership will be very, very small.

2. You built many assumptions into your model to make it work the way you want. Change those assumptions, and the model works differently. You don't explain what your assumptions are. For example, what factors other than travel time influence your model's rider decisions, and how big or small are those influences?

3. You don't explain how your model works. Do you set fixed amounts for your variables, or do you allow for variable variation in multiple iterations of the model?

Whoa, Nellie! That's enough model mumbo-jumbo. My point is, I don't believe what your model says. I'd like to, but I don't. When I think about all the other high-priority things you must be wrestling with (choice of route, getting all the funding and resources, balancing neighborhood interests, balancing contractor interests, balancing political interests, balancing business community interests, etc.), I really don't think this model's claim of some tiny loss of ridership is important at all.

In other words, it feels like you're snowing me with this little story about the model, but there's a whole lot of really important things you're not telling me. Sorry, but that's the flavor I get, and it just doesn't wash. If there are good reasons for not placing a station at Harold St., then explain them. Otherwise, the community has a reasonable expectation for a station in the middle of the longest unserved section of the route - an area that is overwhelmingly residential. I'd think that would serve your interests admirably.

Thanks for listening to the ramblings of a deranged old man roaming the streets of SE Portland.

Marcus Lester
Harbor Care Reedwood
3540 SE Francis St.
Portland, OR 97202
Phone: (503) 232-5767

B-011-001

As identified in the Locally Preferred Alternative examined in the FEIS, the Harold Station remains a future station and is not eliminated from the project. However, it does add substantial costs to the project and ridership estimates did not warrant its development. The Portland to Milwaukie Light Rail ridership is projected to decrease by over 200 daily riders with the addition of the Harold Station, primarily due to the changes in overall travel times over the length of the corridor. The model responds to the delay and longer travel times for all riders when the train stops at Harold. This would encourage some riders from other stations to choose different modes such as auto or bus, or to choose other trips. This loss would not be offset by ridership at the Harold Station.

The Travel Demand Forecasting Methods Report contains a full description of the model and all factors influencing ridership, including trip purpose, demographic information, and the characteristics of other travel choices that are available. This document is referred to in Appendix C: Supporting Documents. All supporting documents are available upon request. The model is reviewed by the Federal Transit Administration and by modeling professionals from academia, consulting firms, and MPO agencies.

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RECEIVED
JUN 20 2008
By

June 19, 2008

Mr. Mark Turpel, AICP
Portland-Milwaukie Light Rail Project SDEIS Manager
Metro
600 NE Grand Avenue
Portland, OR 97232

Re: Portland-Milwaukie Light Rail Project Supplemental Draft Environmental Impact Statement

Dear Mr. Turpel:

Masons Supply Headquarters - Portland, Oregon

Masons Supply is a Portland family-owned and operated business, which was established in Portland in 1920. Today our Portland site, at 2637 SE 12th Avenue, which is our headquarters for 14 facilities in Oregon and Washington, employs about 50 people. (At this location we also own the properties at 2527-2529 SE 12th Avenue, 2536 SE 11th Avenue, and 1246 SE Clinton, which are part of our headquarters operation.)

Our Employees

Our Portland employees, and all our employees, earn family-support wages. Company wide we employ 150 people for a variety of jobs from truck drivers and laborers to draftsmen, project managers, and sales professionals. Masons supplies the equipment to build massive concrete construction components, such as support columns, bridge girders, and tilt-up walls for retail and office buildings. We also provide a variety of concrete products for small-scale projects.

Purpose of This Letter

We would like to remain in business at our Portland headquarters. All of our current interior and exterior space, and all the vehicle access and parking, we currently have at our Portland headquarters, is essential to our operation.

We are a growing business and a fundamental commercial/light industrial operation in Portland's Central Eastside Industrial District (CEID). Our existing central location is vital for our success. We have spent decades developing our facility and customer base at this site. Finding another location that meets our needs would be extremely difficult. We want to ensure that our business is allowed to function, including the necessary vehicular access to and from our site, as we do currently.

We support the goals and objectives of the Portland-Milwaukie Light Rail Project. One of the stated project "Objectives" in the SDEIS is: "Promote regionally agreed upon land use patterns and development in the corridor."

Our property on the west side of SE 12th is zoned, and designated on Portland's Comprehensive Plan, Central Employment; and on the east side of SE 12th the zoning and plan designation is General Employment. Our land use is allowed by these zoning and plan designations. In order for our business to continue to operate at this location, the

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SALEM • WILSONVILLE

following are required:

B-012-001 The existing on-street parking on SE 12th Avenue, adjacent to our site must be fully retained. (Most of our customers coming to the site use pick ups or larger trucks to transport our products.)
2. Our existing driveways on both sides of SE 12th Avenue must be retained.
3. Our operations must not be negatively impacted by the additional signalization/traffic controls that will be located at the intersection of SE 12th Avenue and the light-rail alignment.

These requirements include the time periods during construction of the light rail project, as well as when the project construction is completed.

One of the cited "Measures" of the objective identified above is" "Support the activity centers like Oregon Museum of Science and Industry." While we are not a regional museum, we are almost an institution in Portland, and the metropolitan area, because we are a large and long-time supplier of masonry building supplies.

The SDEIS addresses the property acquisitions that are required and identified as "Disadvantages." Should our business not be allowed to operate as described above, this should also be identified in th final EIS as a disadvantage. One advantage to the proposed project is that our land use is not likely to be negatively affected by the light rail's noise and vibration impacts. Our existing buildings will buffer some of those impacts to more sensitive land uses in the area.

Conclusion

We have been communicating with the partners of the light rail project -- Metro, TriMet, and the City of Portland on an ongoing basis since its inception to track how the project will affect our property. We understand that final engineering plans are yet to be completed. Our concerns need to be addressed in these engineering plans.

We support the proposed Portland-Milwaukie Light Rail Project. While our customers are not likely to be light rail users to access our site, our employees are.

We hope we can continue to be an active, vibrant business headquarters at this location. Our business compliments other builders' suppliers in the CEID. We are conveniently located for the many businesses and individuals who purchase our products on a regular basis.

Thank you for the opportunity to comment on the SDEIS.

Sincerely,

Nick Merriman Sr.
Nick Merriman Jr.
Owners of Masons Supply Company

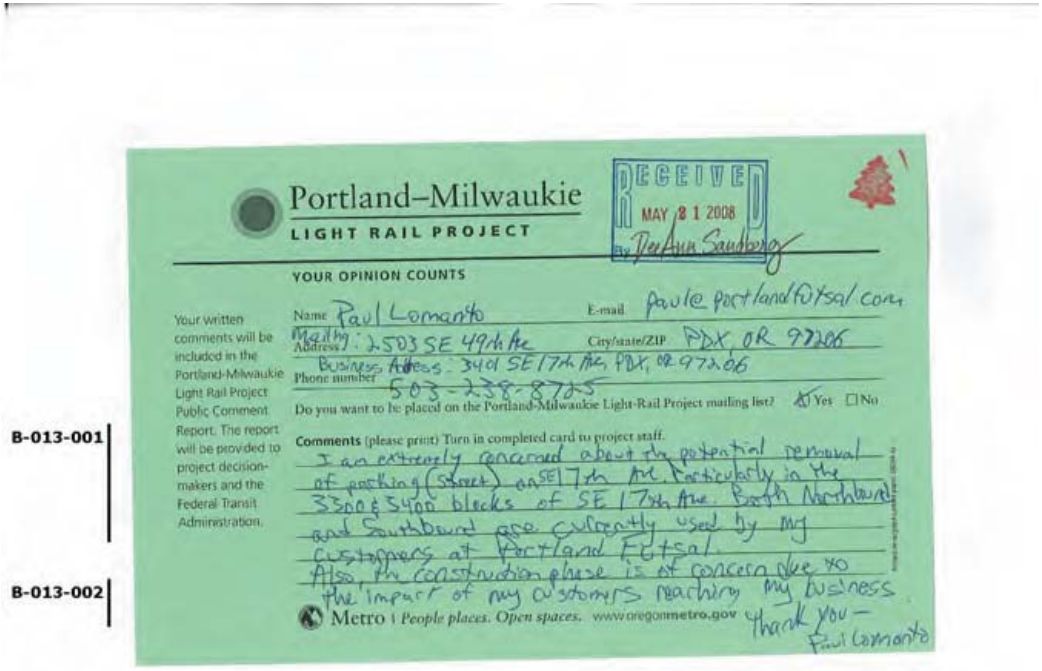
2

B-012-001

Thank you for submitting your comments for consideration. Currently the plans for the 2008 Locally Preferred Alternative do not show any impact to SE 12th Avenue north of SE Clinton St, so no on-street parking should be impacted. Current plans show this property on SE Clinton Street will not be impacted as an acquisition.

The SDEIS and FEIS address traffic and circulation in Chapter 4.

Temporary impacts to local access and traffic circulation are unavoidable during construction of a major project like this light rail project. Interruption of regional transportation facility operation is also possible. These potentials are acknowledged in SDEIS Section 4.3. The section goes on (Section 4.3.4) to list potential measures applied in advance of and during construction to address such impacts. Further information is available in the FEIS. Specific plans to mitigate construction impacts and to engage affected businesses, neighborhoods and individuals in the planning dialogue will be developed during the final design and construction phases of the project.



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 21 2008
By DeAnn Sandberg

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name Paul Lomanto E-mail paul@portlandfutsal.com
Mailing Address: 2503 SE 49th Ave City/state/ZIP PDX, OR 97206
Business Address: 3401 SE 17th Ave, PDX, OR 97202
Phone number 503-238-8705

Do you want to be placed on the Portland-Milwaukie Light Rail Project mailing list? ☑ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

B-013-001 I am extremely concerned about the potential removal of parking (street) on SE 17th Ave. Particularly in the 3300 & 3400 blocks of SE 17th Ave. Both Northbound and Southbound are currently used by my customers at Portland Futsal.

B-013-002 Also, the construction phase is of concern due to the impact of my customers reaching my business

Thank you –
Paul Lomanto

Metro | People places. Open spaces. www.oregonmetro.gov

B-013-001

Thank you for submitting your comments for consideration. Chapter 4 of the FEIS provides updated information on TriMet's approaches to addressing the project's long term and construction period impacts to parking. The Portland-Milwaukie Light Rail Project will leave 24 parking spaces on the east side of SE 17th Avenue from just north of SE Center Street to SE Mall Street. A total of approximately 160 on-street parking spaces along SE 17th Avenue will be removed between SE Powell and SE McLoughlin Boulevards. The parking impact analysis in Chapter 4 of the SDEIS finds that the parking loss along SE 17th Avenue would be offset by a combination of reduction in parking demand due to business displacements and greater utilization of remaining on-street parking spaces within one block of the light rail line. In addition, the provision of two light rail stations along SE 17th Avenue would also have the potential to reduce long term parking demand.

A current survey shows about 95 on-street parking spaces (of the 230 available spaces) being used within 1,000 feet of the Rhine Street Station, and the project would impact 50 on-street parking spaces around the Rhine Street Station. The current usage represents only 53% of the 180 available spaces in the future.

A current survey shows about 70 on-street parking spaces (of the 135 available spaces) being used within 1,000 feet of the Holgate Boulevard Station, and the project would impact 55 on-street parking spaces around the Holgate Boulevard Station. The current usage represents 88% of the 80 available spaces in the future.

B-013-002

Construction of the Portland-Milwaukie Light Rail Project along SE 17th Avenue will temporarily and unavoidably disrupt local business access. Pedestrian access to businesses will be maintained using temporary measures and traffic on SE 17th Avenue will be re-routed during some

portions of construction. Paralleling project construction will be an intensive public outreach program designed to keep businesses and people needing to travel to this area informed about temporary changes in street circulation, parking, and loading.

Trans System Accounts - Light Rail Station at Harold Street Station

From: "Jan Winkel" <jan@barbomachinery.com>
To: <trans@oregonmetro.gov>
Date: 6/3/2008 8:19 AM
Subject: Light Rail Station at Harold Street Station

B-014-001 Please include a station at Harold Street on your proposed Inner Southeast Light Rail Plan. A one minute stop to unload passengers would not be to long of a delay, many people in the Selwood area can use bikes to get to town, but a light rail station would be a welcome addition in our area, especially as the population ages. The run between Holgate and Bybee stations is to long, we need a station at Harold street to encourage more rider ship
B-014-002 om the neighborhoods, especially a neighborhood that is so conscience of pollution and one that wants to make a difference. Jeanie Mountjoy, Barbo Machinery, 4617 SE Milwaukie Ave, Portland, OR 97202, 503-232-8158.

B-014-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

B-014-002

See response B-014-001, above.

Trans System Accounts

From: "Theresa Scott" <terry@thebomber.com>
To: <trans@oregonmetro.gov>
Date: 6/18/2008 9:20 AM

Thank you for the opportunity to voice our opinions.

If I have to vote for one it would be option A Tacoma to Lake.

B-015-001 I believe that there are better options than light rail that would not disrupt the current geography of our district and would provide more economical solutions to the transportation dilemma.

Not only does option A save tax payer dollars, which is wise in these difficult times, it would be devastating for many business on McLoughlin Blvd. Customer access to a business would be very limited. Customers would have to make serious detours to get to a business of choice and might otherwise go somewhere else. Therefore, there is NO reason to plan for that increase. The bus system in our area is a much better use of our dollars and provides more direct transportation and drop off points for consumers. It does not intrude on space. We do not have to build multi million dollar tracks and bridges to accommodate it any differently than car and truck transportation and if the busses are not full then we just have to cut back on the number out on the road.

We are very concerned about the possibilities of light rail going down the center of McLoughlin Blvd. As you've seen in other business districts it has caused many challenges.

#1 Inconvenience for customers to reach a business.

If light rail goes down 99E Customers would have to travel and turn around several "country" blocks down the road to get in a driveway. In order to provide access Metro would have to pay for and ODOT would need to approve U turns and or develop the tracks so they were flush with the road way and easy to cross for the many businesses in our 4+ mile stretch. It would put many people who are hanging on by a thread out of business.

#2 Light rail provides access to our area for potential criminals and migrants. We don't need any more, THANK YOU.

#3 Light rail is a costly proposition which has not paid for itself in any of the other districts its been utilized in.

#4 Light rail has security problems. I know you'll say they are under control, but it is very easy to ride for free and the reduced rates don't currently cover the cost of running the train. See your reports.

#5 Trimet is tried and true and working fine. If anything add smaller inter rural bus lines.

Theresa (Terry) Scott
503-654-6491 x4
PR Manager The Bomber Complex
www.thebomber.com
The Wings of Freedom Showcase
Exhibits and Volunteer Manager
www.b17WingsOfFreedom.org
The "2 Sisters Trio"
www.thebomber.com/twosisterstrio

B-015-001

Thank you for submitting your comments for consideration. The southernmost point of the Portland-Milwaukie Light Rail Project is Park Avenue. An extension of light rail to Oregon City on SE McLoughlin Boulevard or any other route is not proposed as part of this project. However, the region's most recently updated High Capacity Transit Plan, and element of the Regional Transportation Improvement Plan, has identified a future high capacity transit connection to Oregon City, but no decision on a route or technology has yet been made and would be conducted in a separate process than this project level EIS review for the Portland-Milwaukie Light Rail project.

Chapter 2 of the FEIS and a Appendix L provide further background on how the region has confirmed light rail as the most appropriate transit mode to serve the corridor. Chapter 1 of the FEIS provides information on the reasons why the project has been proposed, which is not only to serve current transportation needs, but also to meet long range land use, economic, environmental quality and transportation mobility objectives.

Please see Section 3.16 for a discussion of safety and security; the FEIS analysis does not support a conclusion that crime would increase in your area as a result of the project.

cc Karen
Dave
Dana

RECEIVED
MAY 22 2008
By Jan Frank

HARDER MECHANICAL CONTRACTORS, INC.
P.O. BOX 5118 • PORTLAND, OR 97208-5118 • (503) 281-1112 • FAX (503) 287-5284

May 12, 2008

Metro
710 NE Holladay Street
Portland, OR 97232

Attn: Ms. Bridget Wieghart Project Manager

Re: Potential Milwaukie Light Rail Alignment Environmental Impact Study

Ms. Wieghart:

I am writing to provide information for the above-referenced study. Harder Mechanical Contractors, Inc. currently operates a pipe fabrication shop at 2323 SE Hanna Harvester Drive in Milwaukie. The building was purchased in December 2000. A very significant financial and labor investment was made in renovating the old Cornell Pump Manufacturing Company property into a modern fabrication shop. Large cranes and pipe handling equipment were modified and upgraded, and we erected a class-100-cleanroom fabrication area which is one of the largest in the Northwest, This allows us to fabricate pipe and other items for the most sophisticated high-tech companies in the world including Intel. To create an environment for fabrication with virtually no particulates or impurities in order to meet the exacting standards for the high-tech industry is a complicated and expensive proposition. Relocating such a facility will also be extremely difficult, if possible at all, and very expensive.

The Harder fabrication shop employs between 40 and 60 union craftsmen. The current hourly wage for a journeyman is $34.99 plus fringe benefits of $16.54 with foremen and supervisors receiving even higher pay. We have 57,000 square feet of warehouse/shop plus 8,700 square feet of office space which houses the offices of up to 10 administrative people including safety officers, quality control people, project engineers and computer aided design specialists. These are also well-paying jobs by local standards. It will be difficult, at best, to relocate anywhere near the present location, and this current economic benefit to the city of Milwaukie, Clackamas County and, probably, even the State of Oregon will be lost.

Our former fabrication shop was in Vancouver, Washington at the Columbia Industrial Park. We looked for a place to relocate for several years before finding the building in Milwaukie. It is very difficult to find suitable property due to the industrial nature of the work which creates a certain amount of noise, truck traffic, etc. Our shop in Milwaukie is ideal and we

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have had no complaints from neighbors etc. Traffic access is also good.

With industrial property in short supply it will be very difficult to replace our facility. Additionally we have been quite busy in the shop with some major projects just beginning and we anticipate remaining so. The other problem is that we are under deadlines to complete certain fabrications. A relocation and rebuilding of our current operation will inevitably cause delays and operational difficulties. Much of our equipment is such a part of the real estate that moving it is a time consuming and expensive endeavor. This will likely mean at least a six to eight week interruption in our fabrication work. We would probably have to subcontract some of the work to our competitors, work overtime, resulting in both higher costs to us and loss of profits. We will need to be very careful to meet all of our project production deadlines or face liquidated damages or other penalties or breach of contract problems without customers.

B-016-001

In summary, moving this large, busy facility will be a difficult, very expensive and somewhat financially risky proposition. We want Metro to be aware of this in the consideration of the various routes. If we are forced out, we will likely move back to Vancouver which obviously is not a good thing for the city of Milwaukie or the State of Oregon. If meetings are to take place with the business owners impacted by the light rail I would request that we be notified and invited to attend. Although we support light rail and believe it to be a benefit for the city, the serious negative consequence of choosing an alignment which would eliminate a successful high-tech facility can be equally detrimental to the city. I would ask you to please consider these impacts when making a final decision on the route of the new light rail to Milwaukie.

Very Truly Yours,

Harder Mechanical Contractors, Inc.

James E. Stilwell
Corporate Treasurer

B-016-001

Thank you for submitting your comments for consideration, and for providing more detailed information on Harder Mechanical Contractors' operations. The Tillamook branch alignment option was selected as the Locally Preferred Alternative, therefore the property will not be displaced. See FEIS Chapter 2.1 Portland-Milwaukie Light Rail Alternative for more information.

From: Chris Warner <chrisw@darkhorse.com>

Date: Tue, 17 Jun 2008 15:49:59
To:Jim Bernard <bgarage@bernardsgarage.com>
Subject: light rail

Hello Mayor Bernard,

B-017-001 Just a note to show support for the light rail plan as approved last August. Light rail is an important adjunct to the metro area's transportation needs, and the rail easement is certainly the most cost effective and least disruptive plan to bring light rail through Milwaukie. I have no doubt that the addition of rail transit will enhance downtown Milwaukie and help alleviate automobile commuter congestion, provide another less-expensive transportation alternative in a climate of skyrocketing gas prices, and contribute to a cleaner environment, lower carbon footprint, and more sustainable economy.

Thank you for your time.

Chris

Chris Warner
Senior Editor, Dark Horse Books
P: (503) 652-8815
F: (503) 654-9440

B-017-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.

Portland SPIRIT
110 SE Caruthers
Portland, OR 97214
503-224-3900
800-224-3901
Fax 503-231-9089
www.portlandspirit.com
email:sales@portlandspirit.com
Willamette Star • Portland Spirit
Crystal Dolphin

RECEIVED
JUN 20 2008
By Via email

June 20, 2008

Mark Turpel, AICP
Portland-Milwaukie Light Rail Project
SDEIS Manager
600 NE Grand Ave
Portland, Oregon 97232

Linda Gehrke
Deputy Regional Manager
Region 10
Jackson Federal Building, Suite 3142
915 Second Avenue
Seattle, WA 98174

SUBJECT: SOUTH CORRIDOR, PORTLAND-MILWAUKIE LIGHT RAIL PROJECT, SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT

Mr. Turpel and Ms. Gehrke:

The *Portland Spirit* has been an active participant in the Portland-Milwaukie Light Rail Project for many years. *Portland Spirit* representatives have participated in the process since its inception and have been actively involved with the South Corridor Steering Committee, the Citizen Advisory Committee, and the Willamette River Crossing Partnership. We appreciate this opportunity to provide comment on the South Corridor, Portland-Milwaukie Light Rail Project Supplemental Draft Environmental Impact Statement (SDEIS).

Our comments focus on four aspects of the SDEIS:

1. Support for selection of the refined Porter-Sherman alignment as the Locally Preferred Alternative (LPA) for a new Willamette River crossing.
2. Deficiencies of other alignments for a new Willamette River crossing considered in the planning process.
3. Issues related to bridge design and function that we believe should be addressed in selection of an LPA and in preparation of a Final EIS.

4. Other issues that we recommend be addressed if the EIS is to be legally defensible under NEPA and other applicable regulations.

B-018-001

1. Support for selection of the refined Porter-Sherman alignment as the LPA for a new Willamette River crossing.

Portland Spirit strongly supports the refined Porter-Sherman alignment, recommended by the Willamette River Crossing Partnership, as the most feasible alignment for a new Willamette River crossing. We endorse its selection as the LPA for this portion of the light rail project. Among the alternatives considered in the SDEIS, the refined Porter-Sherman alignment best:

- Meets the purpose and need for this project, as defined in the SDEIS. The refined alignment meets the project goals and objectives, specifically to "support land use goals," "optimize the transit system," and "reflect community values" (SDEIS p.1-4).
- Supports the Central City Plan and the South Waterfront Plan (particularly the anticipated street network), and supports OMSI and OHSU master plans. The refined alignment supports development of the vision for a Portland Science and Technology Quarter that connects OMSI, OHSU, and PSU.
- Integrates with adjacent current and proposed land uses and facilitates complementary educational, tourist, entertainment, and water based activities at Portland Community College, Portland Boathouse, OMSI, the Portland Opera, and the *Portland Sprit*.
- Preserves more living wage, jobs in the area than the other alignments considered, thus supporting the intent of the Central Eastside Industrial District and the City of Portland's industrial sanctuary policies.
- Displaces fewer businesses on the east side than other alignments considered, thus keeping more land at the eastern terminus on the public tax roles.
- Improves total transit ridership and better accommodates access and future improvement to the Greenway trail on both sides of the river.
- Provides a better connection to the bridge for the proposed eastside streetcar loop.
- Does not negatively impact cost effectiveness of the project.
- Enjoys wide-reaching support among community leadership, river users, and land owners and thus best reflects the community's values.

B-018-002

2. The deficiencies of other alignments for a new Willamette River crossing considered in the planning process.

The *Portland Spirit* believes that other Willamette River crossings being analyzed in the SDEIS are deficient in terms of meeting the project's purpose and need, functionality, and economic

B-018-001

Thank you for submitting your comments for consideration. The refined Porter-Sherman alignment option was selected as the Locally Preferred Alternative. See Chapter 2.1 Portland-Milwaukie Light Rail Alternative for more information.

B-018-002

For many of the same reasons cited, the refined Porter-Sherman alignment option was selected as the Locally Preferred Alternative. See Chapter 2.1 Portland-Milwaukie Light Rail Alternative for more information.

B-018-002

impacts. Our testimony focuses on the 2003 LPA, the Porter-Caruthers, and Meade-Caruthers alignments.

The 2003 LPA emerged as an unsatisfactory option during the 2006 and 2007 Refinement Studies, when four new alignments were developed to address changes in the community since the 2003 option was adopted. The SDEIS states that the South Waterfront has undergone dramatic changes since 2003, triggering significant public and private investment in the area. In addition, OMSI has acquired six acres south of the current museum site to create new opportunities on the east bank of the river. Due to significant changes in the community since its adoption, the 2003 LPA clearly does not meet the purpose and intent of the project and does not adequately serve the South Waterfront District, OMSI or provide the critical connections between the two. It is also not clear the 2003 LPA could be built as intended due to changes in the built environment since adoption. For these reasons, we believe the 2003 LPA is deficient and should be eliminated as an alternative.

The Porter-Caruthers and Meade-Caruthers alignments do not best fulfill the purpose and need or the goals and objectives for the project. The Porter-Caruthers and Meade-Caruthers alignments have greater negative impacts to jobs, access, parking, and connections between educational, tourist, water based and civic uses.

The Caruthers alignments would displace at least 897 jobs, which is 222 more than the Meade-Sherman or Porter-Sherman options (SDEIS p.3-25). The Caruthers options would impede access to existing businesses that are accessible from SE Caruthers Street, such as the Portland Opera and *Portland Spirit*. The Caruthers alignment would require acquisition and displacement of several businesses, including the *Portland Spirit* operations. As a water dependent use, we would have difficulty relocating in the immediate vicinity. In fact, it is our assertion that a Caruthers landing would fully displace our central city operations and cause the termination of our business.

The 2003 LPA and the Meade-Caruthers, and Porter-Caruthers alignments do not support the OMSI and OHSU master plans or the vision for a Portland Science and Technology Quarter with connections to PSU. These alignments do not have the same level of support from community leadership, river users, and land owners. In summary, none of these alignments meets the project's purpose, intent, goals and objectives as well as the refined Porter-Sherman alignment.

B-018-003

3. Issues related to bridge design and function and construction impacts.

Portland Spirit believes that there are a variety of Willamette River crossing design and function issues that must be addressed in selection of an LPA and in a Final EIS. From our perspective, the most important of these are vessel clearance and design that ensure the continuing operation of commercial traffic on the river and maneuverability at our dock/service facility.

The SDEIS states that a bridge clearance of 75 feet is proposed to match the existing clearance of the Sellwood Bridge. The SDEIS found that some ships arriving for the Rose Festival have higher clearances than 75 feet. In addition, the SDEIS notes that several industrial users may be affected because their operations use crane barges that require higher clearance (SDEIS p.4-9). We do not support a bridge height lower than 75 feet above CRD and recommend that a higher

3

B-018-003

The current design of the Willamette River bridge allows for 77.52 feet, which provides clearance in excess of 75 feet as recommended in the comment. The FEIS and Appendix O of the FEIS include updated information on the effects of the bridge on river navigation. They also identify the short term and long term impacts related to the ability of the Portland Spirit to maneuver into its dock, and identify TriMet's mitigation strategy for working with the Portland Spirit to minimize the impacts. See Appendix O, Navigation, Appendix M, Mitigation Plan, Section 4.1, Property Acquisitions and Displacements, for more information.

B-018-003

clearance be considered because the height is less than that required by one of our current vessels and other commercial vessels using this reach of the river.

We think the findings of the *River Users Survey Report,* which outlines the steps for establishing navigational clearance are inadequate. The River Users Survey undercounts impacted vessels by grouping the same class of vessel as one impacted vessel. It does not not allow room for error as it assumes a 75 foot tall vessel can pass safely under a 75 foot bridge. The Survey made no attempt to determine potential future river users. In the passenger vessel industry the high fuel costs have forced an accelerated adoption of alternative fuel technologies. Some of the proposed technologies include huge solar panels and wind turbine combinations. These technologies would significantly increase the overall height of new vessels.

The SDEIS states that more details on the design will be developed through a bridge type, size, and location study conducted following the adoption of the LPA (SDEIS p.2-10). The *Portland Spirit* believes these issues are paramount and should be carefully addressed in conjunction with navigation and maneuverability to ensure the bridge design adequately supports river operations for existing and future river users. Considering the prospects of a carbon constrained future, it is entirely likely commercial river use will increase due to the high carbon efficiency of river transport. The new bridge should encourage, not restrict this transport mode.

B-018-004

The SDEIS identifies potential short-term impacts due to construction, such as temporary lane closures, detours, and disruption of traffic. The *Portland Spirit* believes it is imperative to conduct a thorough analysis of all possible construction impacts to businesses and residents, including closures, detours, traffic disruptions, change of access, loss of parking, noise, and equipment staging.

4. Other issues that need to be addressed to ensure that the EIS is legally defensible under NEPA and other applicable regulations.

We recommend that the following issues be addressed if the EIS is to be legally defensible under NEPA and other applicable regulations:

B-018-005

- The SDEIS fails to fully analyze the impacts to the SW River Parkway/SW Moody Avenue intersection, which will experience large delays associated with the gate controlled crossing for the LRT and traffic signal phase accommodations for the streetcar and bus movements. Impacts to this intersection would fail to meet jurisdictional standards (SDEIS p.4-32).

- The SDEIS fails to fully analyze the traffic impacts to the SE Powell/SE 8th Avenue intersection.

B-018-006

- The SDEIS fails to fully analyze potential route of the Yellow LRT Line (Expo to Milwaukie) through Southeast Portland rather than downtown (As proposed by the Association of Oregon Rail and Transit Advocates).

B-018-007

- THE SDEIS needs to assess the specific economic impacts of the various alternatives, including the Willamette River crossings, to the Central Eastside Industrial District.

4

B-018-004

Temporary impacts to local access and traffic circulation are unavoidable during construction of a major project like the Portland-Milwaukie Light Rail Project. Interruption of regional transportation facility operation is also possible. These potentials are acknowledged in SDEIS Section 4.3. The section goes on (Section 4.3.4) to list potential measures applied in advance of and during construction to address such impacts. Further information is available in the FEIS. Specific plans to mitigate construction impacts and to engage affected businesses, neighborhoods, and individuals in the planning dialogue will be developed during the final design and construction phases of the project.

B-018-005

The build alternatives in the FEIS do not have a light rail crossing (or gates) at the SW Moody Avenue and SW River Parkway intersection and would have no worse traffic conditions than the No-Build conditions at this intersection.

The FEIS includes a full traffic impacts analysis of the SE Powell Blvd./SE 8th Avenue intersection for AM and PM peak hour traffic. In addition, the build alternatives carried into the FEIS do not have buses from the new transit bridge traveling south on SE 8th Avenue to access SE Powell, and therefore would not require a signal at SE Powell Boulevard/SE 8th Avenue for buses turning left onto SE Powell Boulevard.

B-018-006

Chapter 2 and Appendix L of the SDEIS and FEIS provide a detailed examination of the routes that have been identified to serve the projects purpose and need. Service connecting to downtown Portland is integral to the ability of the project to meet the purpose and need. Still, subsequent to the publication of the SDEIS in May 2008, the project did publicly assess this concept. These results were presented in a publicly

B-018-008 • The SDEIS needs to specifically assess issues of sustainability and global climate change.

We appreciate this opportunity to comment and look forward to continuing our involvement in this project.

Sincerely,



Daniel Yates, President

5

noticed meeting of the Project Steering Committee on June 4, 2008 and representatives of Portland Spirit and Association of Oregon Rail and Transit Advocates were present. It found that it would have substantially less ridership than one crossing the Willamette River. Further, it duplicates transit improvements that are now being constructed as part of the streetcar loop project. As proposed, a southeast Portland alignment would be substantially on elevated structures, a much more costly design to construct than at-grade. Alternatively, if this alignment were placed at-grade, there would be substantial issues concerning at-grade street crossings and displacements. The concept does not meet the project's Purpose and Need and the Steering Committee did not choose to pursue it.

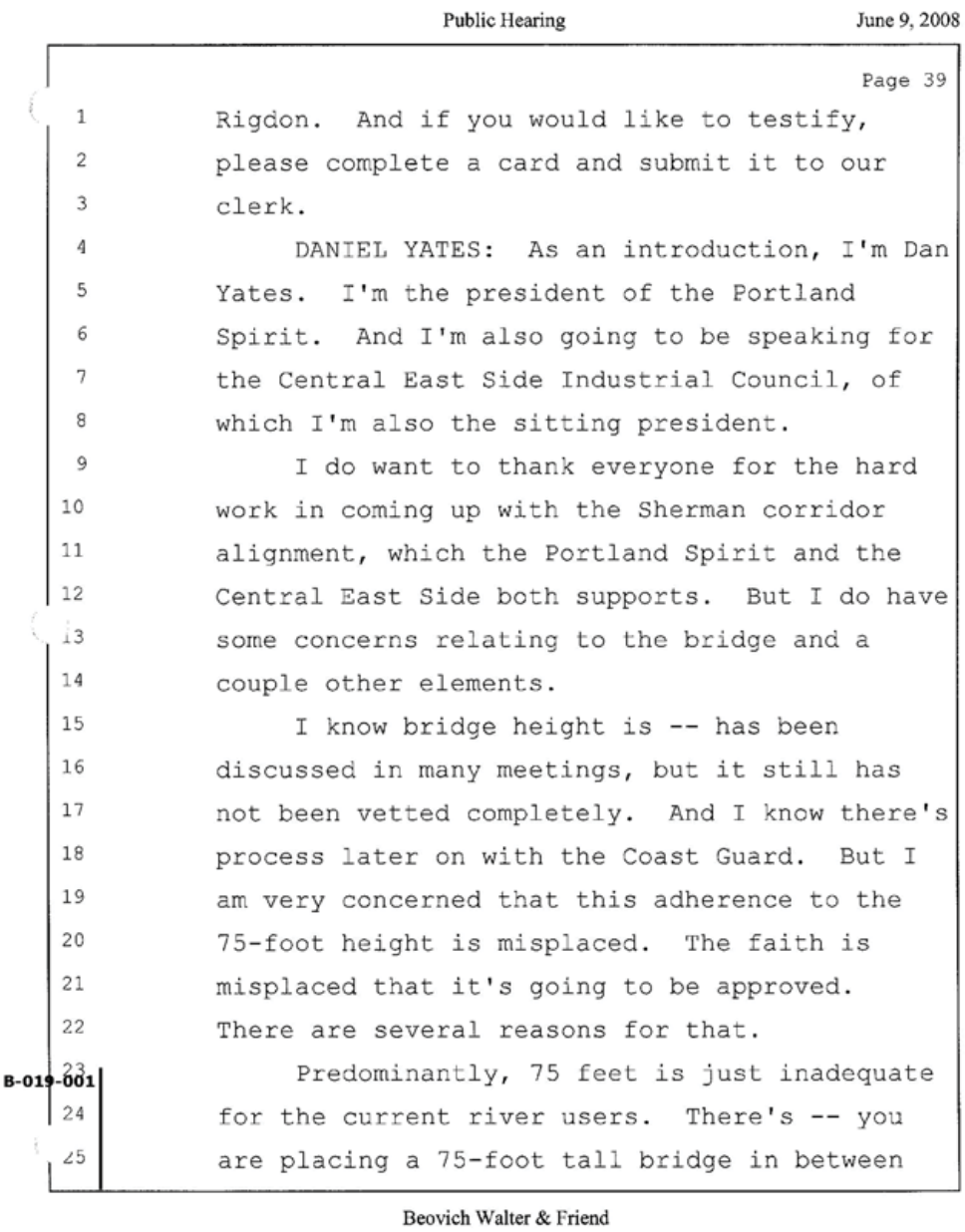
B-018-007

Section 3.2.5 of the SDEIS addressed the economic impacts of the different project alternatives, including the different river crossing design options. The economic impacts analyzed included changes in transportation, potential business displacements, job losses, decreased tax revenues, and potential job gains due to construction and operations of the proposed project. Regarding Portland Spirit, the SDEIS concluded that the SE Caruthers Street options would likely displace the business. The economic analysis also considered the results of the River Users Study regarding navigational clearance. The FEIS has updated these conclusions for the Locally Preferred Alternative in Section 3.2.5., with supporting information provided in Appendix O. Appendix O details the additional project efforts, coordination and analysis that have been conducted to determine a proposed navigational clearance and bridge design that would maintain the reasonable needs of navigation, minimize economic impacts, while also considering other environmental, project implementation and land side land use and transportation objectives.

B-018-008

The FEIS includes discussions of climate change as part of the

cumulative effects analysis for Ecosystems, Air Quality, and Water Resources. In addition, the project has conducted a review of federal guidance and best available science on the effects of climate change on river levels. This information has been summarized in Appendix O to the FEIS, and includes a discussion on the related findings for the river's navigation needs and the adequacy of the proposed navigation clearance to be provided with the new bridge. While climate change is expected to cause rising sea levels and therefore have an effect on tidally influenced river systems, the effects on the Willamette River are more limited. In addition, both the Willamette River and the Columbia River are managed river systems with a system of dams that regulate flows. These factors will help ensure that the reasonable needs of navigation will be maintained with the proposed new bridge.



Public Hearing June 9, 2008

Page 39

Rigdon. And if you would like to testify, please complete a card and submit it to our clerk.

DANIEL YATES: As an introduction, I'm Dan Yates. I'm the president of the Portland Spirit. And I'm also going to be speaking for the Central East Side Industrial Council, of which I'm also the sitting president.

I do want to thank everyone for the hard work in coming up with the Sherman corridor alignment, which the Portland Spirit and the Central East Side both supports. But I do have some concerns relating to the bridge and a couple other elements.

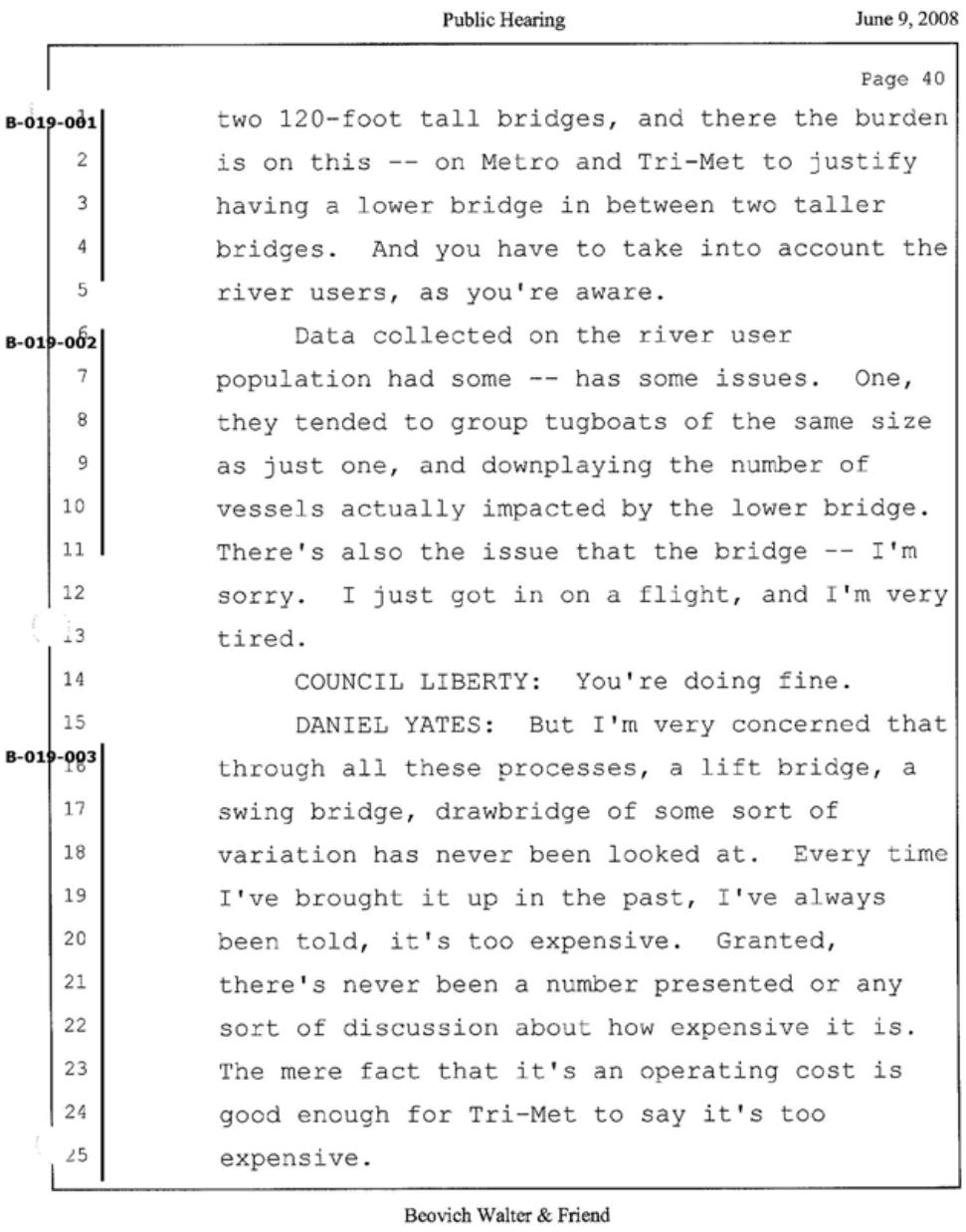
I know bridge height is -- has been discussed in many meetings, but it still has not been vetted completely. And I know there's process later on with the Coast Guard. But I am very concerned that this adherence to the 75-foot height is misplaced. The faith is misplaced that it's going to be approved. There are several reasons for that.

B-019-001 Predominantly, 75 feet is just inadequate for the current river users. There's -- you are placing a 75-foot tall bridge in between

Beovich Walter & Friend

B-019-001

Thank you for submitting your comments for consideration. The FEIS provides additional information on the project's analysis of the effects of the proposed vertical and horizontal clearances for navigation related to a new Willamette River Transit Bridge (at river mile 13.8). This information is summarized in Appendix O bound within the FEIS, and an additional detailed compilation of all related information is available as a supporting document. These data include a survey of river users and their navigational clearance needs, as well as a field test and meetings with commercial river users, the US Coast Guard and the US Army Corps of Engineers. The currently proposed bridge height of 77.52 feet has been reviewed by technical, advisory and policy committees and has been, after consideration of commercial river users needs, recommended by the technical and policy committees as a height that would accommodate the reasonable needs of navigation. Following the publication of the FEIS, TriMet will apply to the Coast Guard and the Army Corps of Engineers for permits necessary to construct the bridge.



Public Hearing June 9, 2008

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B-019-001 two 120-foot tall bridges, and there the burden is on this -- on Metro and Tri-Met to justify having a lower bridge in between two taller bridges. And you have to take into account the river users, as you're aware.

B-019-002 Data collected on the river user population had some -- has some issues. One, they tended to group tugboats of the same size as just one, and downplaying the number of vessels actually impacted by the lower bridge. There's also the issue that the bridge -- I'm sorry. I just got in on a flight, and I'm very tired.

COUNCIL LIBERTY: You're doing fine.

DANIEL YATES: But I'm very concerned that B-019-003 through all these processes, a lift bridge, a swing bridge, drawbridge of some sort of variation has never been looked at. Every time I've brought it up in the past, I've always been told, it's too expensive. Granted, there's never been a number presented or any sort of discussion about how expensive it is. The mere fact that it's an operating cost is good enough for Tri-Met to say it's too expensive.

Beovich Walter & Friend

B-019-002

Appendix O of the FEIS includes a river user survey, as well as other information that was used to help assess navigation needs and impacts in the FEIS. The number of vessels listed is that provided by survey respondents. Two companies did not provide exact information about the number of tugs, while seven other tugboats were listed in the river user survey as individual tugboats with distinct attributes.

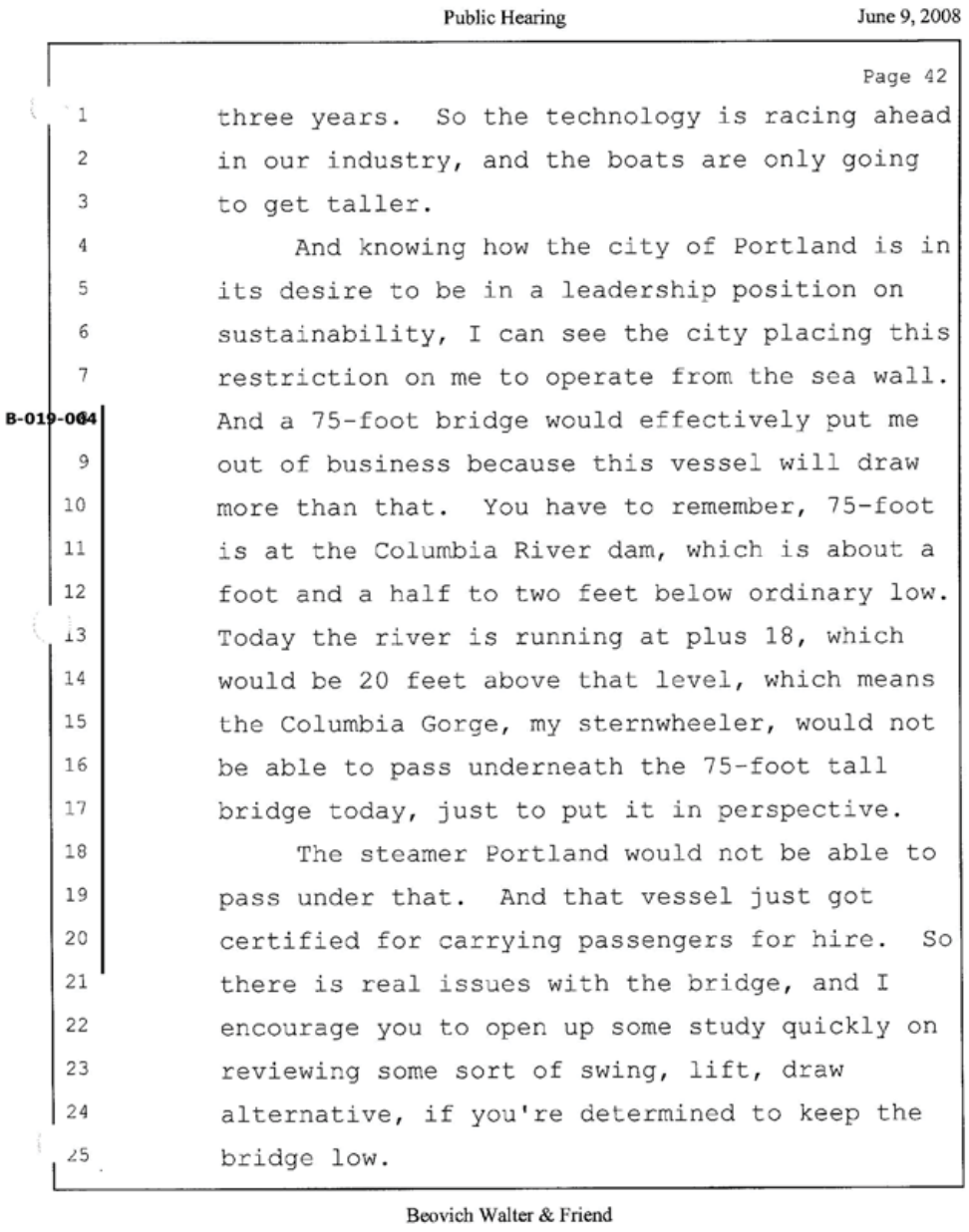
Waterborne Transportation Lines of the United States (2005 edition) lists Combined Forestry and Marine Services as having three tugboats and Larson's Marine Services is not listed. Larson's was called and a message left requesting additional information. Combined Forestry and Marine Services is not listed in Portland 2009 (DEX) phone book (white or yellow pages), and the number listed in Waterborne Transportation is a private number that does not identify itself as a business.

B-019-003

In addition to the cost of a lift or other movable bridge, another consideration in adding a lift or movable span to the bridge is the resulting loss in transit service reliability. For example, in assessing the use of the Hawthorne Bridge as a possible alignment, this alignment was ultimately rejected in large part because of the delays to transit use as a result of bridge openings as well as the fact that such openings are unpredictable and make keeping a transit schedule not possible.

I'm sorry. I think that there's a direct cost relationship to why many of the bridges on the Willamette are at 50, 60, 70 feet, and not at all at 120 feet. And I think that with the pressure from the city of Portland to have the bridge lower so that they can have and make less of a visual impact, views, with pushing the bridge up to -- well, right now, at 75 feet. I think if there is going to be a fixed bridge, it's going to be more in the area of 90 feet. I just don't see any way around that because not only does a fixed bridge have to take into account current users, it also has to take into account future uses.

And I have brought a picture of -- of a -- one of the newest green ships that's been designed, which I can pass out pictures to the council, but the bridges -- boats are now being designed with big, fixed wings or sails so they collect solar and wind. It's not that futuristic. The National Parks Service has put -- has put out a requirement for the Alcatraz run in San Francisco to be an all-solar, wind-powered, 600-passenger boat that has to be in place in the next two to



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three years. So the technology is racing ahead in our industry, and the boats are only going to get taller.

And knowing how the city of Portland is in its desire to be in a leadership position on sustainability, I can see the city placing this restriction on me to operate from the sea wall. And a 75-foot bridge would effectively put me out of business because this vessel will draw more than that. You have to remember, 75-foot is at the Columbia River dam, which is about a foot and a half to two feet below ordinary low. Today the river is running at plus 18, which would be 20 feet above that level, which means the Columbia Gorge, my sternwheeler, would not be able to pass underneath the 75-foot tall bridge today, just to put it in perspective.

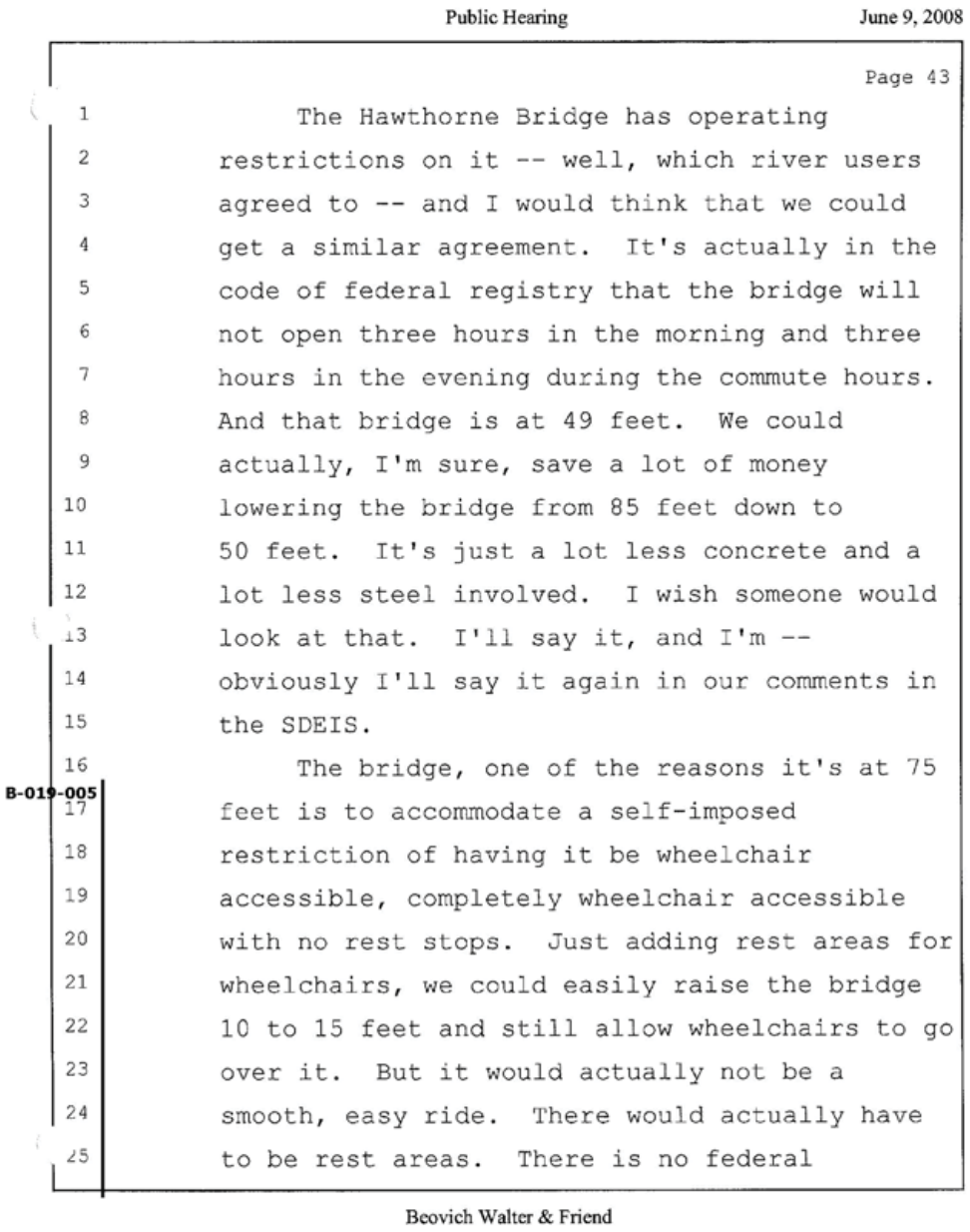
The steamer Portland would not be able to pass under that. And that vessel just got certified for carrying passengers for hire. So there is real issues with the bridge, and I encourage you to open up some study quickly on reviewing some sort of swing, lift, draw alternative, if you're determined to keep the bridge low.

B-019-004

Beovich Walter & Friend

B-019-004

The bridge height has been changed to be 77.52 feet, and passage of boats is assessed in Appendix O of the FEIS.



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The Hawthorne Bridge has operating restrictions on it -- well, which river users agreed to -- and I would think that we could get a similar agreement. It's actually in the code of federal registry that the bridge will not open three hours in the morning and three hours in the evening during the commute hours. And that bridge is at 49 feet. We could actually, I'm sure, save a lot of money lowering the bridge from 85 feet down to 50 feet. It's just a lot less concrete and a lot less steel involved. I wish someone would look at that. I'll say it, and I'm -- obviously I'll say it again in our comments in the SDEIS.

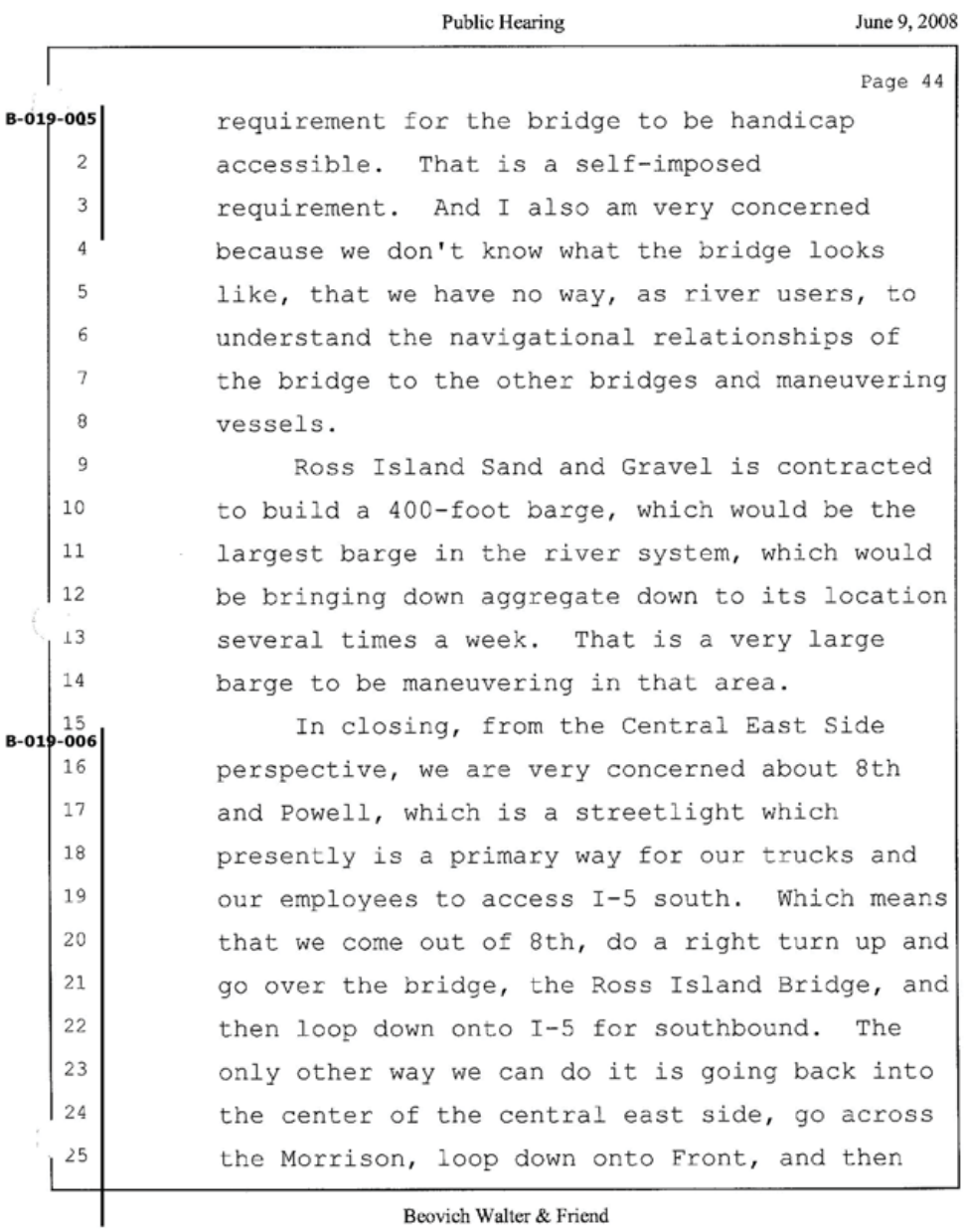
The bridge, one of the reasons it's at 75 feet is to accommodate a self-imposed restriction of having it be wheelchair accessible, completely wheelchair accessible with no rest stops. Just adding rest areas for wheelchairs, we could easily raise the bridge 10 to 15 feet and still allow wheelchairs to go over it. But it would actually not be a smooth, easy ride. There would actually have to be rest areas. There is no federal

B-019-005

Beovich Walter & Friend

B-019-005

The bridge height is now at 77.52 feet and includes a pedestrian path. A complete pedestrian network is vital to serving transit service. In addition, should there be a transit service incident, it may be that evacuation of a vehicle is needed and transit riders could include the disabled as well as pedestrians and bicyclists. When providing a pedestrian path, the project is obligated to meet the requirements of the Americans with Disabilities Act.



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B-019-005 requirement for the bridge to be handicap accessible. That is a self-imposed requirement. And I also am very concerned because we don't know what the bridge looks like, that we have no way, as river users, to understand the navigational relationships of the bridge to the other bridges and maneuvering vessels.

Ross Island Sand and Gravel is contracted to build a 400-foot barge, which would be the largest barge in the river system, which would be bringing down aggregate down to its location several times a week. That is a very large barge to be maneuvering in that area.

B-019-006 In closing, from the Central East Side perspective, we are very concerned about 8th and Powell, which is a streetlight which presently is a primary way for our trucks and our employees to access I-5 south. Which means that we come out of 8th, do a right turn up and go over the bridge, the Ross Island Bridge, and then loop down onto I-5 for southbound. The only other way we can do it is going back into the center of the central east side, go across the Morrison, loop down onto Front, and then

Beovich Walter & Friend

B-019-006

As part of the FEIS, bus routes are no longer under consideration to turn eastbound on SE Powell Boulevard from southbound SE 8th Avenue, and therefore no mitigation would be required.

B-019-006

work our way down through downtown onto I-5 south. If we put a bus turn lane on 8th, there will not be enough turn radius for trucks to make the U-turn. Basically, it's a U-turn on Woodrow, onto 8th, and up onto the Ross Island Bridge.

I encourage you to continue to look for ways to run the buses farther down through the district, deeper in 17th, 19th. I'm not sure where. But I can assure you that the Central East Side will fight very hard to maintain its limited ability to maneuver trucks and our employees in and out of our district. The 8th Street light is a very important element for us that should not have a stoplight on it.

Thank you.

COUNCIL LIBERTY: Thank you.

Any questions? Comments?

Mr. Grandy.

NEAL GRANDY: Hi. Thank you. My name is Neal Grandy. I live in Oak Grove, which is Southeast Milwaukie.

I would simply like to present a more personal perspective as an adjunct to the communal impact that has been addressed so far.


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News
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It's not easy being
GREEN
But it will become mandatory.
Companies exploring "green" solutions now — such as this solar and wind-powered hybrid electric ferry for Circle Line — will have a leg up on the competition.
solarsailor
Baytn
Cummings Calling on the Coast Guard
Great Lakes H_2O Levels are Falling

South Waterfront is where we hope to meet that demand and we hope to meet that healthcare crisis in the future. That's what the Schnitzer campus is there for, to help address the healthcare workforce crisis that we see coming and in some professions is here already.

The alignment recommended by the Willamette River Partnership offers, in our view, the greatest benefit to the greatest number in our community. OHSU is one of the community partners. We were asked to participate in this process. We did. We feel that the outcome came to the right place. There's a whole lot of things that need to be done yet to make this district work and to enable us to help carry out our mission. But we think that the alignment that's before you does the best job and we support it.

COUNCIL LIBERTY: Thank you.

Questions? Comments? No?

Thank you for your testimony.

Is it Agosti?

ELIZABETH CLARK AGOSTI: Agosti.

COUNCIL LIBERTY: Agosti.

ELIZABETH CLARK AGOSTI: I'm Elizabeth

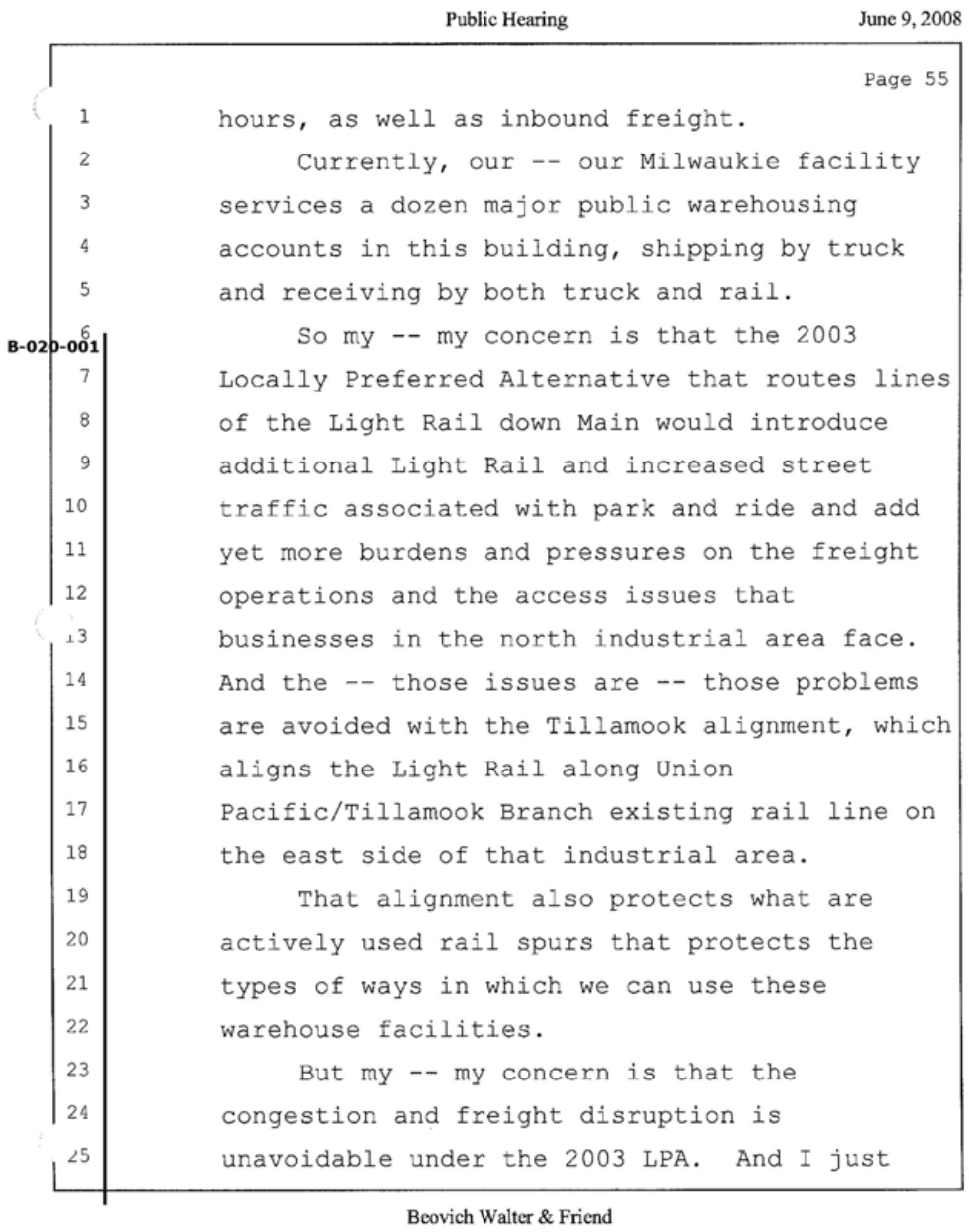
Clark Agosti. I'm a director of the Holman Distribution Center of Oregon, originally Holman Transfer Company, which has done business for over 40 years at 2300 Southeast Beta, which is on Main between Milport and Ochoco streets in Milwaukie. It's a family-owned business that has been headquartered here since the mid '80s, served hundreds of local, regional and national accounts, and public warehousing storage, handling and freight transport. Operations are based out of its 200,000-square foot warehouse, which is currently leased to a light manufacturing and distribution lessee.

I don't relish opportunities for public speaking, but I feel irresponsible to pass up a chance to at least briefly address some concerns for the alignment options held by members of the North Milwaukie industrial area.

I've tried to follow the Regional Light Rail Planning process, and the Metro, Tri-Met, city of Milwaukie and other jurisdictions have been really helpful in presenting great information, and they've shown an interest in acquainting themselves with our operations.

I guess the central principle I conveyed to them I'll reiterate here, which is that a major issue for my company and its industrial neighbors is that the -- is the -- that the under -- an issue that the underlying industrial zoning designation is arguably designed to protect is the need for flexibility in these operations over time to protect flexibility of these warehouse and distribution operations. Even accurate human and traffic analyses may not be able to address the impacts for warehouse and distribution businesses that are characterized by changing accounts, changing inventories, and changing shipping patterns over time.

Our Milwaukie facility has demonstrated these changes. Our truck staging activity can increase or decrease as a function of the accounts and the tenants that occupy our -- our facility. The building function for many years for food storage and handling and the servicing of those accounts often utilized in the -- in the course of -- of the same day or the same week all of our 40 truck bays with 100 daily outbound orders regularly shipping at peak



Public Hearing June 9, 2008

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hours, as well as inbound freight.

Currently, our -- our Milwaukie facility services a dozen major public warehousing accounts in this building, shipping by truck and receiving by both truck and rail.

B-020-001

So my -- my concern is that the 2003 Locally Preferred Alternative that routes lines of the Light Rail down Main would introduce additional Light Rail and increased street traffic associated with park and ride and add yet more burdens and pressures on the freight operations and the access issues that businesses in the north industrial area face. And the -- those issues are -- those problems are avoided with the Tillamook alignment, which aligns the Light Rail along Union Pacific/Tillamook Branch existing rail line on the east side of that industrial area.

That alignment also protects what are actively used rail spurs that protects the types of ways in which we can use these warehouse facilities.

But my -- my concern is that the congestion and freight disruption is unavoidable under the 2003 LPA. And I just

Beovich Walter & Friend

B-020-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative includes the Tillamook Branch alignment, not the 2003 LPA. For more detailed responses to the issues your raise, please see our response to your written comments (comment document B-001).

B-020-001

want to emphasize the need to protect flexibility in this industrial area.

Thanks so much.

COUNCIL LIBERTY: Thank you.

Questions, comments?

Thank you.

I received an e-mail from Eileen Murray that I would like to make part of the record of this hearing. Today, this morning, 10:24 a.m: I support the building of the Harold Street station. It will bring property values up and encourage quality development and restoration of this already good neighborhood. Don't exclude the plans for Hill Street, please. Eileen Murray.

Is there anyone else who would like to testify that has completed a card?

If not, that concludes the public hearing.

Any comments from members of the steering committee? We're adjourned.

Oops, I'm sorry. I wanted to correct something I said earlier, which is the meeting dates for the city of Portland. Let me give you those dates again.

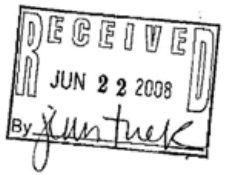
July 1 meeting is a work session; the



REED NEIGHBORHOOD ASSOCIATION 4803 SE Woodstock Blvd. Suite 503, Portland, Oregon 97206

June 18, 2008

Portland-Milwaukie LRT SDEISMetro
600 NE Grand Avenue
Portland, Oregon 97232



On behalf of the Reed Neighborhood Association, the Reed Neighborhood Association Board strongly supports the current Metro effort to extend Light Rail from Portland to Milwaukie. Since it will directly serve our neighborhood, we ask that you strongly consider retaining a station at Harold Street in the project plan.

The Reed Neighborhood has as its boundaries, Holgate and Woodstock to the north and south, and 24th through 39th to the west and east. Our constituency includes single family residences, as well as multi-unit apartments, retirement and care centers, as well as the Reed College campus.

We wholeheartedly agree that the light rail will provide an efficient and economical way for persons from our neighborhood to commute to and from Milwaukie and Portland, to points in between, and those further on. The light rail service has been anticipated for some time and is consistent with City and Metro objectives that we support—encouraging more persons to travel by means other than cars, reducing commute time and congestion on McLoughlin Blvd., and reducing traffic across the Sellwood Bridge. As it has in other areas, the SE light rail project will undoubtedly encourage housing and land improvements along the suggested rail line. In addition, it will address the issues of insufficient infrastructure for conventional transportation that is resulting from increased inner city infill.

C-001-001

The Board requests that you especially consider the placement of a Light Rail stop at Harold Street. That location is in very close proximity to the Reed College and at the gateway to our residential community. Access to the neighborhood from the light rail line at Harold, via a pedestrian bridge over the railyards, where it narrows, at Reedway, is a practical and obvious solution to making the trains easily available to residents. Stops at Bybee and Holgate are really too far a walk for most to choose. A station at Harold would provide students, elders, and those who do not choose to drive the easy option of a short walk, on a safe route, to use the line. As well, it will encourage increased ridership from those who are now driving.

As the light rail is able to accommodate bicycles, we also see this as additional safe way to make a commute to the city, bypassing areas in SE Portland which, at present, do not provide a safe corridor for bicyclists. A station at Harold would be far safer than the bike ride down Holgate to that station.

The ability afforded other areas of the community to go from doorstep to the city, or doorstep to the airport, is something that should be extended to the entire metro population. Southeast Portland is waiting for its turn.

The Reed Neighborhood Association has hosted Metro at its general meetings and looks forward with anticipation to the completion of this project. But without the Harold Station, we may be the few who are left "outside the loop."

Thank you for considering our request.

board@reedneighborhood.org

C-001-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA would accomodate construction of a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the FEIS for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridershipship, cost effectiveness, alternative funding sources, land use, zoning, infrastructure, including a pedestrian bridge, and bus routing options that would support a station at Harold Street will be evaluated. Chapter 4 provides information about bicycle access.



REED NEIGHBORHOOD ASSOCIATION 4803 SE Woodstock Blvd. Suite 503, Portland, Oregon 97206

Frank Bacciellieri, President
Reed Neighborhood Association

board@reedneighborhood.org

Trans System Accounts - Milwaukie LRT EIS comments

From: "John Charles" <john@cascadepolicy.org>
To: <trans@oregonmetro.gov>
Date: 6/23/2008 11:49 AM
Subject: Milwaukie LRT EIS comments

Dear Bridget,

I am filing the following comments on the SDEIS for the Milwaukie LRT project:

C-002-001

1. In Chapter 1, the Purpose and Need section is inadequate because if fails to define the phrase "high capacity transit" in a meaningful way. The document repeatedly refers to light rail, commuter rail, the Portland streetcar, and even the proposed Lake Oswego trolley as types of "high capacity transit" without quantifying what that means. The most objective measure would be to compare various modes in their respective potential to move a large number of people past a fixed point within a given period of time. Those modes capable of moving the most people past a given point would logically be classified as "high-capacity", while those with the lowest number would be known as "low-capacity".

   We already know that if light rail is compared to a busway, HOT lane, or even a simple highway lane, it does not perform well enough to be classified as "high-capacity transit". For example, one of the best-performing transitways in America is the Lincoln Tunnel express busway operated by PANYNJ. This 2.5 mile long facility between the NJ Turnpike and the Lincoln Tunnel carries 1,700 buses and 62,000 passenger each weekday morning, on average, from 6:00 a.m. to 10:00 a.m. This means that approximately one bus passes by a fixed point every 8 seconds on the way into Manhattan for a four-hour period.

   There is no place in the Portland LRT system, current or planned, that is capable of moving that many passengers, even in theory. The busiest point within the current LRT system is at the Chinatown Station, where passengers can cross the Steel Bridge on 3 different lines. According to the printed schedules of TriMet, there are 61 in-bound trains between 6:00 a.m. and 10:00 a.m. on a typical weekday, or one train every 3.93 minutes. Even if every train car was operating at maximum capacity for the entire 4-hour period, the observed throughput of the Lincoln Tunnel busway today is more than 7 times greater than what that number would be.

   Also, peak-period capacity is not the only issue of concern in a very expensive public facility. We also need to see comparisons across modes for 24-hour periods. The Achilles Heel of LRT or any rail transit system is that there are certain hours of the day when no passenger throughput is possible because the facility is shut down. In comparison, a road is open 24 hours per day.

   I am aware that in previous phases of the EIS process alternatives such as BRT and HOT lanes were eliminated from further consideration. However, it's not clear to me that the simple alternative of increasing express and local bus service within the corridor, on existing roads, was properly considered. The final EIS should state why a plan to run

C-002-002

C-002-001

Thank you for submitting your comments for consideration. The Purpose and Need statement in SDEIS Chapter 1 provides the basis for defining the issues that need to be addressed in the SDEIS and establishing criteria by which to evaluate alternatives designed to address the Purpose and Need.

Following is the definition of high capacity transit used in the Portland metropolitan area from the 2035 Regional Transportation plan, scheduled for adoption in June 2010:

High capacity transit includes any form of public transit that has an exclusive right-of-way, a non-exclusive right-of-way or a possible combination of both. High capacity transit vehicles make fewer stops, travel at higher speeds, have more frequent service and carry more people than local service transit such as typical bus lines. High capacity transit includes options such as light rail, commuter rail, and bus rapid transit.

C-002-002

Numerous bus alternatives including bus rapid transit and busway were reviewed in pervious project phases and did not meet the project purpose and need as well as light rail. Chapter 2 and Appendix L of the SDEIS summarize these findings. In addition, the SDEIS included a No Build alternative, which includes increased bus service. It did not meet the Purpose and Need of the project as documented in Chapters 4 and 5 of the SDEIS. Chapter 4 Section 4.2.2.3 describes the transit volumes anticipated to be carried on the Willamette River Bridge.

C-002-002 more buses without new roads or a new bridge is infeasible.

This question is especially relevant with regard to the proposed new Willamette River bridge. The final EIS should specifically list the expected passenger throughput of the proposed bridge, and compare that to both the peak and 24-hour counts of existing Willamette river bridges. The public needs to see, in direct comparative terms, how many people this new "high capacity " bridge is likely to carry on a daily basis, in order to assess whether the high cost is worth it.

C-002-003 2. Also in Chapter 1, under the "purpose" section, the draft EIS notes that one of the purposes of the proposal is to implement a major transit improvement that is "fiscally responsive." That is a meaningless phrase. It should be changed to "fiscally responsible", which would imply a much more rigorous consideration of benefits vs. cost for this proposal.

C-002-004 3. Modification of existing bus routes: the draft EIS states that after LRT is opened, the 99x bus would no longer run north of Milwaukie. This would clearly degrade transit service for current riders, both in terms of forcing a transfer to LRT, and then losing express service. The final EIS should explain how this significant step backwards is consistent with the stated purpose of the project to "provide high-quality transit service in the corridor."

C-002-005 4. Park and ride lots: The final EIS should explain how the construction of 1,475-2,600 free parking spaces is consistent with the land-use goals embedded in the 2040 plan. The obvious purpose of LRT park-and-rides is to induce suburban/exurban motorists to ride LRT. As a practical matter, this results in the largest subsidies of the new line flowing to those living the longest distance from Milwaukie or the Portland CBD. In essence, the continued reliance on free parking at LRT stations shows that rail does not help "contain" suburban growth; it actually rewards it, especially at the lowest levels of density. This fact should be central to the discussion about whether LRT is actually supportive of the 2040 plan.

Thank you for your consideration of these comments.

John A. Charles, Jr.
President
Cascade Policy Institute
4850 SW Scholls Ferry Road, #103
Portland, OR 97225

C-002-003

The project must meet Federal Transit Administration New Start standards which include meeting or bettering a cost-effectiveness rating, a type of benefit/cost analysis. The FTA cost-effectiveness method is a very rigorous method that is overseen by the FTA, and must meet their requirements for assumptions and data and results are examined in detail by the FTA. The Portland-Milwaukie Light Rail Project has received a "Medium" cost-effectiveness rating from FTA using this method. The term "fiscally responsive" in the project Purpose and Need is meant to cover the wide range of fiscal concerns a project could have -- from meeting FTA cost effectiveness criteria, to considering the specific financial requirements various partners funding the project may have, keeping project costs low. The term "fiscally responsible" could mean the same thing, but could imply a more limited definition and leads to the question, "to whom?" Since there are a number of project partners, the broader term is appropriate. The language has been in the project Purpose and Need for a number of years, through several scoping and comment periods.

C-002-004

Modification of the 99X bus is part of modeled transit network for the SDEIS analysis. Any final decisions on transit routing will be done by TriMet prior to opening the light rail line.

C-002-005

Section 3.2 of the FEIS describes how the project is consistent with a range of regional plans and policies, including the 2040 plan, and the park-and-ride facilities are an important component of maximizing the environmental, land use and transportation/mobility benefits of the project. The LPA Phasing Option would initially reduce parking capacity at Tacoma and Park Avenue Stations, which may in the future be developed to the full capacity identified in the LPA to Park Avenue. These estimates are reduced from the levels previously proposed in the

SDEIS. These park-and-ride lots provide a limited but important opportunity for riders to access the regional transit system. The stations are located along an existing major highway transportation corridor and support plans to redevelop the lower-density uses along the corridor, reduce reliance on the automobile, and encourage transit-oriented development. Park-and-ride stations play an important role in helping to provide access to high-quality transit service for riders who would not otherwise receive convenient or competitive transit connections to their destinations. Once on the system, riders can use transit to access destinations within centers and along corridors already served by the regional system, which is also consistent with the regional land use vision. The stations remain well within the boundaries of the urban growth area, and Metro's modeling information shows the majority of the riders would be traveling relatively short distances to reach stations. Finally, use of transit via park-and-ride lots comes at a premium—the added cost of owning and/or operating a car to reach the park-and-ride lot—in addition to the transit fare.

June 12, 2008

Bridget Wieghart
Project Manager
Metro
600 NE Grand Avenue
Portland, OR 97232

Re: Portland-Milwaukie Light Rail Project

Dear Bridget:

On behalf of the Hosford-Abernethy Neighborhood Development Association (HAND), we want to express strong support for the Portland to Milwaukie Light Rail Project.

HAND supports the project as a critical link in the regional transit system, connecting neighborhoods and people, and improving access across the river. The proposed Clinton Street station, which will be in the Hosford-Abernethy neighborhood, has received much consideration and support. In particular, HAND

C-003-001
- Emphasizes that pedestrian crossings and bikeways must be developed not just in the immediate station area, but in the surrounding neighborhood as well, in order to connect the neighborhood and the region. Bus lines must also be extended, particularly to the east and south, and linked to the station in order to increase accessibility to the regional transit system;

C-003-002
- Suggests that retail opportunities are developed adjacent to the station, while retaining the area's light industrial character. With services available near the station, commuters will be able to conveniently accomplish errands, increasing ridership and simultaneously enhancing the station's safety and security;

C-003-003
- Urges that parking issues are appropriately addressed. As many potential riders will wish to drive to the station, and because a park and ride facility is impractical, another solution must be found in order to mitigate impacts on neighborhood parking. This solution, perhaps a neighborhood parking permit, must be affordable for low-income residents and should not sacrifice ridership;

C-003-004
- Recommends that a strategy is developed to incorporate the neighborhood's projected residential growth into the station area plan.

In closing, we thank you for your consideration of our support and recommendations and look forward to watching the project move forward.

Sincerely,

Alex Bassos, Chair

C-003-001

Thank you for submitting your comments for consideration. The light rail project will provide bicycle storage facilites at stations including the Clinton Street Station and the project includes numerous bicycle and pedestrian improvements including two 14-foot paths on the Willamette River Bridge, new bicycle lanes on SE 17th Avenue, and the new bridge over SE Powell Boulevard. The LPA will also include rebuilt pedestrian and bicycle connections over the Union Pacific Railroad track in SE Portland. TriMet will coordinate bus service to provide access to stations wherever possible.

C-003-002

Thank you for your suggestion supporting retail adjacent to the Clinton Station while maintaining the industrial character of the area.

The light rail project relies on existing zoning to estimate future growth, but the scope of the project does not include rezoning or redevelopment proposals. However, fixed-rail projects are known to stimulate more intense development or redevelopment where the zoning allows. The City of Milwaukie and the City of Portland set the zoning for their respective communities based on the regional need for housing and employment capacity outlines in the Urban Growth Report and 2040 Regional Plan. No specific changes are proposed in the SDEIS or the FEIS. Any potential changes to zoning or to comprehensive plan designations would be required to go through the local jurisdictions land use judicial or quasi-judicial land use approval process.

In a concurrent project during the same time as the SDEIS, Metro, TriMet, and their partners conducted a station area assessment to help maximize the ability of the light rail project to help support the region's existing goal for livable communities. The "Portland to Milwaukie LRT Station Area Best Practices Assessments and Recommendations Report" (Draft, September 2009) has recommended actions for some of

the proposed light rail station areas. However, local governments control the decisions about land use, including zoning and specific development approvals. This report recommends that TriMet, Metro, and the City of Portland develop a concept development plan for the area immediately adjacent to the Clinton Station extending west to the Willamette River to fully understand the redevelopment opportunities at the station.

C-003-003

As part of the FEIS, the Transportation Impacts Results Report shows an impact to about 25 on-street parking spaces and 20 off-street parking spaces around the Clinton Station. There are about 650 on-street spaces available within 1000 feet of the station, and based on a survey from June 2009, less than two-thirds of those spaces are currently being used.

The loss of approximately 20 off-street parking spaces between SE 11th Avenue and SE 12th Avenue south of SE Clinton Street would be addressed through compensation to the property owner. Demand would also be reduced through the provision of a light rail station.

C-003-004

Thank you for your suggestion of a strategy to accommodate growth into the station area plans in Hosford-Abernethy.

"Portland to Milwaukie LRT Station Area Best Practices Assessments and Recommendations Report" (Draft, September 2009) has recommended actions for some of the proposed light rail station areas. The recommendations of this assessment act only as guidance. Local governments control the decisions about land use, including zoning and specific development approvals. The Station Area Assessment recommends several actions regarding potential redevelopment in this neighborhood, and in particular around Clinton Station. Actions include:

- Coordinate potential land use changes with recommended Inner Powell Boulevard Streetscape Plan transportation improvements along SE Powell by reconsidering existing planning and zoning designations.
- Initiate a concept development plan to explore the range of development and access possibilities for the station area.

Clackamas County Business Alliance

RECEIVED
JUN 12 2008
By

June 11, 2008

Portland to Milwaukie
Light Rail Project
600 NE Grand Avenue
Portland, OR 97232

The Board of Directors of the Clackamas County Business Alliance has voted unanimously to support extension of the Milwaukie light rail project to Park Avenue, and request that the extension be included in the project. The Board believes that the extension will:

C-004-001

- Provide light rail access into the McLoughlin Avenue corridor and act as a catalyst for redevelopment of the area. This corridor represents a major redevelopment opportunity for Clackamas County and has been identified as a significant economic engine for the County.
- Increase ridership for the project and for Clackamas County. It is our understanding that the extension will serve at least 1000 additional riders within walking distance to the Park Avenue station.
- Allow for the creation of additional parking for commuters to use the system. Parking is limited in downtown Milwaukie, and the extension would create the possibility of as many as 1,000 additional parking spaces. We believe this will help maximize use of the new light rail line.
- Provide a link for the eventual extension of the light rail system down McLoughlin Avenue and into Oregon City. This will better connect these areas to other parts of the Portland region and help reduce vehicle miles traveled.

We also strongly support the Tillamook route. That route, which is also supported by area businesses, will not require the demolition of existing companies, which currently provide hundreds of jobs. Also, the Tillamook route will provide cost savings estimated to exceed $30 million.

Thank you for your consideration.

Sincerely,

Jeff Bennett, President

148 B Avenue, Suite 100 • Lake Oswego, OR 97034
Office: 503.607.0679 • Fax: 503.607.0686 • Email: info@ccba.biz • www.ccba.biz

C-004-001

Thank you for submitting your comments for consideration. The light rail project was endorsed by all participating jurisdictions in summer 2008. The southernmost point of the Portland-Milwaukie Light Rail Project is SE Park Avenue. An extension of light rail to Oregon City on SE McLoughlin Boulevard or any other route is outside the scope of this project. However, Metro's recently completed High Capacity Transit System Plan, which represents the region's 20-year plan for HCT and has been adopted as a part of the Regional Transportation Plan, includes a connection to Oregon City.

The Tillamook Branch alignment option was selected as the Locally Preferred Alternative. See Chapter 2.1Portland-Milwaukie Light Rail Alternative for more information.

St. John the Baptist Catholic Church

- Since 1850 -

RECEIVED
JUN 23 2008
By

June 16, 2008

Bridget Wieghart (Metro)
Transit Project Manager
Planning Department
600 NE Grand Ave.
Portland, OR 97232-2736

Dear Ms. Wieghart,

Thank you for the meeting you held regarding South Corridor Light Rail on June 4, 2008. As you witnessed, the meeting was very well attended and there was substantial opposition to the proposed alignment and the proposed station locations.

C-005-001 The process Metro and the FTA have used to develop the SDEIS is flawed. Metro's South corridor Light Rail Steering Committee used an alignment recommendation provided by Milwaukie city officials. As was explained at the June 4th meeting, there are viable alternative routes, that are both technically feasible and community supported, that have never been seriously considered by the city, Metro or the FTA. Milwaukie area citizens and organizations have made repeated requests for consideration of these alternative routes. I enclose a 2008 letter to Metro from St. John's Church and school as an example of this. The only "consideration" of these alternative alignments in the SDEIS is limited to a brief statement of why Metro and FTA did not evaluate such alternatives. We continue to disagree with this approach of "inclusion-by-dismissal" and have told Metro of our disagreement (including at the meeting held June 4, 2008).

Our understanding of the South corridor Light Rail Project process is that the FTA is currently accepting public comments on the published SDEIS and that FTA will review and respond to those comments in its Final SDEIS. We may submit additional comments once we have studied the SDEIS further. Please inform us of when those comments are due (and if any extensions are grated later, the nature and extent of such extensions). Also, please notify us as to when FTA anticipates issuing the Final SDEIS.

C-005-002 Within Milwaukie, the DEIS only evaluates different termini along on route; it does not evaluate any alignments and simply accepts the City's proposed alignment. We respectfully request that, as part of your work o the Final DEIS, that FTA and Metro conduct detailed environmental impact studies on the alternative routes that have been proposed through the downtown Milwlaukie area.

When, and only when, this has been done will FTA and Metro have a project that is worthy of taxpayer investment, is NEPA compliant, and can be properly evaluated by the constituents affected by this project.

Respectfully,

Rev. Maxy D'Costa, Pastor
Pastor, St. John the Baptist Catholic Church

Dr. Julie Vogel, Principal
Principal, St. John the Baptist Catholic School

cc:

10955 SE 25th Avenue • Milwaukie, Oregon 97222 • 503-654-5449 • Fax 503-653-9567

C-005-001

Thank you for submitting your comments for consideration. Analysis of light rail alignment options in Milwaukie dates back to 1993:

- South/North Alternatives Analysis, 1993-1998
- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002
- Portland-Milwaukie SDEIS, 2008

The Portland-Milwaukie SDEIS Appendix L presents a chronicled summary of alignment studies. Routes studied are shown in Figures L-5 and L-6.

The LPA alignment is the product of two intensive, outreach-based processes discussed in detail in the SDEIS on pages 2-35 through 2-41:

- The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.
- The Refinement Study in 2007, due to concerns about the Tillamook Branch alignment through downtown Milwaukie, evaluated alignment options between Highway 224 and SE Lake Road along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the PMLRT Project Purpose and Need. For additional detail, see Chapter 2 of the FEIS.

C-005-002

Analysis of alignment and terminus options through Milwaukie for the

Mr. Joseph Ossi, Director
Department of Transportation
Federal Transit Administration
Office of Planning
400 7th Street, S.W.
Washington DC 20590-0003

Rich Krochalis
Regional Administrator for Region 10
Federal Transit Administration
Jackson Federal Building
915 Second Ave., Suite 3142
Seattle, WA 98174

David Unsworth (TriMet)
Manager of Project Development
710 NE Holladay St.
Portland, OR 97232-2168

Bridget Wieghart (Metro)
Transit Project Manager
Planning Department
600 NE Grand Ave.
Portland, OR 97232-2736

Portland-Milwaukie Light Rail Project have been conducted and documented as described in the SDEIS on pages 2-35 through 2-41. The analyses were based on criteria utilized in the SDEIS that are key to distinguishing the comparative impacts and effectiveness of the options. It also considered recommendations about the alignment through Milwaukie by City staff, the Planning Commission, City Council, neighborhood leaders and interested citizens. The Locally Preferred Alternative decision was the product of this process. The LPA process and decision is detailed in Chapter 2, Section 2.4 of the FEIS. The LPA best meets the Purpose and Need for a major transit investment in the Milwaukie-Portland corridor. This process fully complies with FTA major capital project development process requirements. Approval of the project to enter the preliminary engineering phase of project development is the FTA's acknowledgment that conceptual design, preparation of the SDEIS and selection of the LPA have complied with FTA and NEPA requirements.

RECEIVED
JUN 23 2008
By Jean Senk
rec'd via email

Date: June 23, 2008

To: Metro/Tri-Met

From: Historic Milwaukie Neighborhood Association

Public Comment on Milwaukie/Portland Light Rail

A large portion of the historic Milwaukie neighborhood residential section is situated directly to the east of the proposed Max line through Milwaukie, running approximately seven blocks through our neighborhood.

In March 2001, Milwaukie's neighborhoods outlined 14 conditions under which they would support a transportation system, including light rail. (Abbreviated form attached). This list was developed after a long period of meetings with both Metro and Tri-Met regarding light rail, and it was praised highly by both entities. It was not a legal document, but a gentlemen's agreement that gave our neighborhoods hope that we would be given every consideration if light rail were to come to Milwaukie.

C-006-001

In the SDEIS, section S.6.3, Community Impacts; it states that most of the project is located along existing transportation corridors, avoiding the division of neighborhoods. The first and most important item on the 14 points is "no light rail through Milwaukie neighborhoods." In perusing the document it can be seen that starting with the first point barring light rail through neighborhoods, most points in the agreement have been ignored.

C-006-002

With the current proposed alignment using the Tillamook line, light rail would travel immediately adjacent to three schools and within three blocks of another. The noise, vibration and undesirable social elements would be disruptive and dangerous to these schools. Furthermore, one-quarter mile is the minimal reasonable walking distance for stations *and* between stations. It should be noted that this is the exact radius the Gresham, Oregon mayor opted for extra police protection because of heightened major crime at and near light rail stations. Think of the impact on our neighborhood and schools in that same radius.

The following is a list of objections and questions from our neighborhood:

C-006-003

- Federal law requires that light rail trains traveling in the same corridor as freight trains must sound their horn. For our neighborhood, that is horns blowing for four blocks next to schools, businesses, and residences; every 3.5 minutes during rush hour, every 10 minutes the rest of the day. Tri-Met has no guarantees that they will get a federal waiver for the quiet zone. This rail line should not, cannot, be built without a quiet zone in place, this must be mandatory or "no build."

- It has been pointed out that crossing safety arms are noisy and should be part of the federal waiver for the quiet zone.

1

C-006-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative to Park Avenue follows an old railroad right-of-way that predates most of the existing adjacent development. This railroad right-of-way is still under current use as a transportation corridor. The SDEIS noted that the Oregon Pacific and Union Pacific Railroads & Trestle, near Kellogg Lake and through downtown Milwaukie is potentially eligible for the National Historic Register. The choice of the Locally Preferred Alternative does not create a new physical barrier through Milwaukie neighborhoods; it uses an existing transporation corridor.

C-006-002

The light rail alignment through downtown Milwaukie uses an existing, active railroad right-of-way. The project provides several features to help reduce potential conflicts with rail, compared to today, including constructing safety fences, crossing gates, improved visibility and sight distances, clearly established pedestrian zones and improved pedestrian facilities, and other safety treatments. All features will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include the programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety

C-006-004
- Disruption of east-west traffic along the line as the trains pass through. As presently aligned, the train will block four main intersections in town many times during the day, creating another major problem for downtown businesses, schools and residences.

C-006-005
- The study is incomplete and inaccurate. Changes have occurred since the original data was obtained beginning in 1993, prior to when the urban growth boundary was expanded East in North Clackamas County. More study is needed to account for the changes and shifting population. Light rail to the regional center of Oregon City from Southgate along Highways 224 and 205 would be much more efficient. The population shift to that area of the county practically demands it.

C-006-006
- Alternative routes through Milwaukie are being ignored. In Spring 2007, 650 signatures were gathered to support other alignments, but in August 2007 the Milwaukie City Council ruled against the inclusion of other alternative alignments in the SDEIS. Was this legal?

C-006-007
- Parking studies were conducted in August when school is out, completely skewing the accuracy of the figures. Also, the loss of 40 parking spaces on 21st Ave. are replaced by 65 spaces on a non-existent or even planned for, surface lot on Main St.

C-006-008
- A station at Southgate, which received 43% of the public vote during meetings evaluating station locations in Milwaukie, was taken out of consideration in favor of station sites with 19% and 12% support.

C-006-009
- Now that Southgate Park and Ride is out of the mix, if the line doesn't go to Park St., Lake Rd. Park and Ride should be limited to 275 cars, if any. No other Park and Rides should be considered in Milwaukie.

C-006-010
- We want full disclosure on the complete status of funding.

C-006-011
- We want to be shown another town that is only 2 blocks wide and 7 blocks long that is still thriving after being violated by light rail. The proposed line is completely out of scale for Milwaukie's small downtown.

C-006-012
- One of the more significant concerns we have is that our mayor has told the Metro South Corridor Steering Committee at least twice in open forum, and in numerous other forums, that everyone in Milwaukie wants light rail. This is a complete distortion of the facts: the last two times it was on the ballot it was defeated. Citizen attitude is still the same; we want this issue placed on the ballot.

2

education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 for more detailed information about safety.

C-006-003

The FEIS section 3.10 Noise and Vibration includes additional information on the project's analysis of the noise impacts related to operation of light rail in an existing rail corridor, where a quiet zone exemption will be sought. The section makes clear that the project assumes a successful application for a quiet zone exemption or a light rail horn waiver, and identifies TriMet's commitments to mitigate all noise and vibration impacts that exceed FTA and other applicable standards in any case if the project is to be implemented. Under the quiet zone exemption, neither the light rail nor Amtrak or freight trains would be required to sound the vehicle-mounted horns unless there was an obstruction on the tracks or in case of emergency. The waiver would exempt the light rail vehicles from sounding their horns, while the freight trains would continue to sound their horns as they do today. The comment does not specify the noise source of concern related to the operation of the crossing arms, but the bells located at the crossing arms are included in the noise analysis, and the crossing mechanisms themselves would be new equipment and are not themselves substantial noise sources.

During preliminary engineering, project staff held "pre-diagnostic" review of the intersections with the Federal Railroad Administration (FRA), Union Pacific Railroad (UPRR), Portland and Western Railroad, ODOT Rail, City of Portland, and City of Milwaukie staffs to discuss and refine designs of the shared crossings and to incorporate the appropriate supplemental safety measures in order to qualify for quiet zone consideration. The cities of Portland and Milwaukie are supportive of these supplemental safety measures and have indicated that they will support the request for the quiet zone.

C-006-013 • Furthermore, the mayor has an actual conflict of interest – the line will pass 60' from his business/other property.

C-006-014 • In the past 22 years, Tri-Met has not been able to control crime on the Max lines or its stations. Tri-Met has not demonstrated that it can sustain improvements made to address security concerns.

C-006-015 • If light rail can't be diverted from Milwaukie at Southgate, and routed southeast along Hwy 224, then it should be routed along McLoughlin or not built at all.

• "No build" is our overwhelming preference given the current alignment through the historic Milwaukie neighborhood.

Historic Milwaukie NDA

Dion Shepard, Chair
Ed Zumwalt, Vice Chair
Ray Bryan, Secretary and Treasurer
Greg Seagler, Member at Large
Ron Rasch, Member at Large

3

C-006-004

Queuing of vehicles at the light rail crossing at SE Harrison Street was reported on as part of the SDEIS. However, the FEIS will look at queuing at SE Monroe and SE Washington as well as and SE Harrison Street in downtown Milwaukie along with the average delay per vehicle in the PM peak hour, when the most light rail trains will be crossing these streets. It is estimated that in 2030 the average delay at the light rail crossings on SE Washington Street and on SE Monroe Street is between 6 and 12 seconds during the PM peak hour. By federal regulation the gates at the crossings are down (including the time it takes for the gates to come down and go back up) for a total of 50 seconds. Therefore, unlike the delay due to freight trains, no vehicle would ever be delayed by light rail longer than 50 seconds. See the FEIS Transportation Impacts Results Report for more information.

C-006-005

Metro has evaluated the ridership potential of extending light rail to Milwaukie and Clackamas County. Demographic data is available through varying sources. For each EIS, we update the current demographics we use to be current information from the census. For future demographic projections, we calculate the amount of people who will be living and working in different areas. For the Portland-Milwaukie Light Rail Project we calculated this for the year 2030. Individual cities and counties provide us with their zoning and comprehensive plans. Based on this data, the assumed population and employment growth of the region is distributed accordingly. This information is then used for our 2030 modeling and the assumptions of land use. In addition, the federal government has rigorous standards to make sure that the projects we build are cost effective. We are required to pass the Transportation User Benefit test, which calculates the cost per rider. The more current and

Milwaukie Neighborhood Associations

14 Points for Acceptance of Light Rail into Milwaukie
March 2001

1. No Light Rail through Milwaukie Neighborhoods.
2. No station community planning/social engineering.
3. Consider connectivity within and around Milwaukie for future extensions.
4. No future connections that would necessitate a Park & Ride at Linwood and Harmony.
5. Dismiss the idea of a Light Rail and bus transfer center at Safeway. Move transit center to Milwaukie.s Northern Industrial area.
6. Help Milwaukie with McLoughlin Boulevard improvements.
7. ODOT, Metro and Tri-Met should collaborate and coordinate their efforts.
8. Recognize and address the fiscal impact of long-term parking generation.
9. Consider a Light Rail station behind the Milwaukie Jr. High, and help cultivate funding to support its purchase.
10. Consider future extension to the east from the Northern Industrial area, not Downtown Milwaukie. Keep extensions along Highway 224, not through the Neighborhoods.
11. Consider future extension to the west via circumferential rail on the .forgotten bridge. that spans the Willamette River.
12. Consider future extension to the south via McLoughlin Boulevard.
13. Begin dual focus on the I-205 corridor.
14. The City should retain control of the Safeway property

future potential riders (population) in an area, the better we perform according to this test.

In addition, from 2008-2009, Metro conducted a study, called the High Capacity Transit Study, to investigate where the Metro region should invest in High Capacity Transit and in what priority order. High Capacity Transit might include light rail, bus rapid transit, or commuter rail. In June/July 2009, the Metro Council and JPACT adopted by resolution No. 09-4052 the High Capacity Transit Plan. Public workshops, stakeholder interviews and review of numerous past regional transit planning efforts were considered in developing a “long list” of 55 potential regional HCT corridors to be studied. The plan used screening criteria to analyze over 55 potential corridors to determine a prioritized set of 13 corridors. The routes that you mention in your comment response were studied in the list of 13 corridors. These include: Clackamas Town Center to Oregon City in the vicinity of I-205 Corridor and Park Ave to Oregon City in the vicinity of McLoughlin Corridor, and Clackamas Town Center to Washington Square in the vicinity of railroad ROW/Hwy 224. Then, Metro worked with local jurisdictions and regional partners and TriMet to develop and refine a set of evaluation criteria to be used to evaluate and prioritize the screened HCT corridors in the fall of 2008 and early 2009. Metro and the regional partners dedicated significant resources that enabled the team to conduct a significant level of transportation modeling. This technical analysis, combined with significant public outreach allowed decision-makers to prioritize corridors based on their technical merits and potential to achieve regional values of the citizenry. The regional high capacity transit system tiers and corridors identify near- and long-term regional HCT priorities. Regional HCT system corridors are grouped into one of four priority tiers, along with specific targets and various steps local jurisdictions could follow to advance a project to a higher tier. The four tiers relate to an HCT corridor’s readiness and regional capacity to study and implement HCT projects. Corridors within each tier would be updated with each RTP or

by RTP amendment.

- Near-term regional priority corridors: Corridors most viable for implementation in next four years. These corridors include the Portland to Gresham in the vicinity of Powell Corridor, Portland to Sherwood in the vicinity of Barbur/Hwy 99W Corridor, and Beaverton to Wilsonville in the vicinity of WES.
- Next phase regional priority corridors: Corridors where future HCT investment may be viable if recommended planning and policy actions are implemented. These corridors include Clackamas Town Center to Oregon City in the vicinity of I-205 Corridor and Park Ave to Oregon City in the vicinity of McLoughlin Corridor, which would be studied in conjunction. Clackamas Town Center to Washington Square in the vicinity of RR ROW is also included in this tier and might run in the vicinity of Hwy 224. Five other corridors are include in this tier.
- Developing regional priority corridors: Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation, but which have long-term potential based on political aspirations to create HCT supportive land uses.
- Regional vision corridors: Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation.

C-006-006

The City Council recommendation on the Locally Preferred Alternative alignment through Milwaukie was properly made following public processes. These two intensive, outreach-based processes discussed in detail in the SDEIS on pages 2-35 through 2-41 were:

- The Milwaukie Transit Working Group process in 2003

recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

- The Refinement Study in 2007, due to concerns about the Tillamook Branch alignment through downtown Milwaukie, evaluated alignment options between Highway 224 and SE Lake Road along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the SE McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the project's Purpose and Need. For additional detail, see Chapter 2 of the FEIS.

C-006-007

The parking study that was done for the Final Environmental Impact Statement (FEIS) was completed in August, as noted. A review of the latest City of Milwaukie Transportation System Plan also showed a parking study that was completed during August. The FEIS also used an updated City of Milwakie Parking Inventory that was completed on December 1, 2009. The current parking utilization rates are shown in the Parking Impacts section in Table 6-13 in Chapter 6 of the Transportation Impacts Results Report, a technical report that provides additional information for the FEIS. This report is available from Metro.

The SDEIS showed that the light rail project would remove 34 off-street parking spaces (next to the railroad tracks between SE Monroe and SE Washington) and about 12 on-street parking spaces in downtown Milwaukie. The parking impacts have been reevaluated and now show 52 on-street parking spaces being removed by the project. The City of Milwaukie no longer includes the 34 off-street parking spaces in the City's downtown parking inventory, and therefore the FEIS does not include the loss of these unofficial parking spaces as an impact of the LRT project.

Potential parking mitigation alternatives that could be implemented include replacement of on-street parking, parking management strategies and revising parking restrictions.

C-006-008

The 2003 LPA alignment included a station at Southgate. This option was eliminated in favor of the Tillamook Branch alignment through the North Industrial Area of Milwaukie. The Tillamook Branch alignment was endorsed through the 2008 LPA process, which included a recommendation from the Milwaukie City Council as well as participating jurisdictions.

C-006-009

In the FEIS, the Locally Preferred Alternative terminates at SE Park Avenue and has no park-and-ride lot in downtown Milwaukie. The Minimum Operable Segment (MOS) has a 275-space park-and-ride lot near the Lake Road Station in downtown Milwaukie.

C-006-010

Specific funding amounts and sources for all federal, regional and local funds were examined after the SDEIS was published and during preliminary engineering phase of the project. Based on these data, an updated financial analysis has been included in the FEIS in Section 5.1. However, for the purposes of developing an EIS for a project proposal, the ability to confirm funding is not a requirement. Decisions on funding at the local and federal level will be made through separate processes, following the issuance of the FEIS and subsequent final design and project development activities.

C-006-011

The project intends to improve transportation options for residents of Milwaukie, Clackamas County, and the Portland Metro region. The light

rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way which currently accommodates large freight rail vehicles. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones. For more information about the visual impacts, please see Section 3.4 of the FEIS, and for economic impacts on downtown Milwaukie, please see Section 3.2.

An example of a small, thriving downtown with light rail is Hillsboro, Oregon.

C-006-012

Thank you for submitting your comments for consideration. The project Steering Committee was apprised of the variety of public views about light rail in Milwaukie. The committee held a public hearing on June 9, 2008 and received public comment reports at most meetings. Additionally, each project Steering Committee meeting included opportunity for public comment. Prior to making their LPA recommendation, they received all comments collected during the 45-day public comment period. The LPA for the light rail project was endorsed by participating jurisdictions in summer 2008.

C-006-013

The vote of Mayor Bernard at the Portland-Milwaukie Project Steering Committee was not a conflict of interest because the Mayor publicly disclosed and declared his property ownership throughout all stages of the proceedings; the Mayor's vote in the Steering Committee was as a representative of the City of Milwaukie in accordance with Milwaukie Resolution 51-2008, and not as a private citizen or as simply the Mayor of Milwaukie; and in any case the votes were unanimous in the Steering Committee and in the City of Milwaukie resolution, and the Mayor's votes did not change the outcome of any decision. It is also important to note that the City's resolution and the Steering committee recommendations

are advisory to the Metro Council, which is actually the party that takes the action to identify project alternatives. Finally, all of these decisions remain preliminary until issuance of the FEIS and the Record of Decision by the Federal Transit Administration.

C-006-014

Based on TriMet's experience with its existing system and on national information, crime levels along light rail project corridors are typically closely related to the existing crime conditions that prevail in the surrounding community. TriMet uses a combination of design, public education, and operations measures to lower the potential for crime and to minimize potential conflicts among trains, people, and other vehicles.

TriMet's Transit Police Division (TPD) is made up of contracted law enforcement officers from police agencies in the region. The TPD currently consists of 58 sworn officers, and an additional 30 TriMet staff members are dedicated to checking fares and issuing warnings, citations, and exclusions for riders without a valid fare. Another 46 TriMet supervisors check fares as a part of their daily duties. The TriMet Code includes penalties for fare evasion and rowdy or intimidating behavior on the system. Riders can also be immediately excluded from the system for up to six hours, and can receive longer exclusion periods of up to 90 days. Juvenile detention allows for a safety hold of up to 36 hours for repeat offenders violating the TriMet code or engaged in certain criminal activity, so that officials can work with the youths and their families to stop the activity.

These officers, TriMet's Director of Safety and Security, and the TPD commander meet regularly with various community members, law enforcement agencies, and security partners to evaluate issues and collaborate on solutions. The agency also has an established transit rider security program that combines TriMet enforcement with public safety resources from other jurisdictions.

See Section 3.16 for more information on safety and security.

C-006-015

The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the Final Environmental Impact Statement (FEIS) provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published in May 2008, also discussed this on pages 2-35 through 2-41.

Previous studies covering the project corridor include:

- South/North Alternatives Analysis, 1993-1998
- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002
- Portland-Milwaukie SDEIS, 2008

In addition to the discussion in the Portland-Milwaukie SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

The Refinement Study in 2007 evaluated alignment options between Highway 224 and SE Lake Road along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the

Planning Commission and City Council during June through August 2007 were held. The evaluation based on project criteria resulted in elimination of the McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project's Purpose and Need. Results of the refinement study may be found in Downtown Milwaukie Alignments Review (June 2007, August 2007) and are summarized in Chapter 2 and Appendix L of the SDEIS and FEIS.

BROOKLYN ACTION CORPS

NEIGHBORHOOD ASSOCIATION

RECEIVED
JUN 23 2008
By

via email

Lance D. Lindahl
4904 SE 16th AVE
Portland, OR 97202

June 23, 2008

Dear Members of the Steering Committee,

As the current Chair of the Brooklyn Action Corps (BAC) neighborhood association, I am submitting this letter in support for the proposed MAX light rail extension between Portland and Milwaukie.

Our neighborhood has a strong history of support for public transportation. In fact, we already have some of the highest transit ridership rates in the region. The 2000 Census found that about 20% of all trips in Brooklyn are done by using public transportation. With the rapidly increasing price of gas and diesel, this percentage has certainly grown over the past eight years.

The introduction of MAX light rail is highly supported by a vast majority of Brooklyn residents. Most residents support alternative modes of transportation, and see this project as an excellent opportunity for the continued economic investment and revitalization of the neighborhood.

The following proposed stations are of particular importance to the future growth of the Brooklyn neighborhood:

1. **OMSI**
   This station will provide direct access from Brooklyn to OMSI, the Portland Opera headquarters, the soon to be constructed Portland City Storage facility, and the planned Oregon Rail Heritage Foundation Museum. Just as important, area residents will have improved access to both the Willamette River and the Springwater Corridor Trail.

2. **SE Clinton and Gideon**
   This station will serve the high number of transit riders that currently transfer bus lines in this area. A station in this area will also support the historic commercial center of Brooklyn at the nearby intersection of Milwaukie Avenue and Powell Boulevard. It will also promote redevelopment of the nearby Northwest Natural property to the west.

3. **SE Rhine**
A station at this location will serve workers at Winterhaven School, TRIMET, and PGE. Fred Meyer employees will be able to access this station through the reconstruction of the Lafayette Street pedestrian overpass. This overpass over the rail yards is currently in a very poor condition and should be upgraded so that it is compliant with the Americans with Disabilities Act. A station in this area will also serve the existing residential neighborhood to the west.

C-007-001

4. **SE Holgate**
A station at this location is ESSENTIAL to the redevelopment of the SE 17TH Avenue Corridor. Many existing commercial and industrial properties in this area will have to be acquired and demolished for construction of this project. Providing a station in this area is of vital importance if the surrounding area is to be rebuilt and redeveloped as a transit-oriented community.

C-007-002

5. **SE Harold**
A station at this location would provide a much needed connection to Reed College and the Reed neighborhood. This portion of the Brooklyn Rail Yards has zero legal pedestrian and bicycle crossings. Area residents must currently travel up to a mile away to use the existing crossings at Holgate and Bybee Boulevards. A station at this location would serve the southern most portion of Brooklyn, and would serve a portion of the Sellwood-Moreland neighborhood that can not easily access the station at SE Holgate.

The impacts on the Brooklyn Neighborhood will be considerable. The following issues need to be addressed in the months and years to come.

C-007-003

1. Single-family, residential properties on SE 16th Avenue should be retained and buffered from the impacts along SE 17TH Avenue as much as possible. Sound walls and landscaping should be used to shield these homes from the added light and noise that will come from an expanded SE 17TH Avenue right of way

C-007-004

2. Increased parking regulation and enforcement should be studied more closely. A significant number of regional commuters are already using neighborhood streets for park-and-ride purposes. Several local businesses have already voiced concerns about on-street parking spots near them being used by both TRIMET drivers and by people seeking to park near easy transit access. The loss of off-street parking near TRIMET's headquarters must be mitigated. Nearby residential and commercial areas may need to form a parking permit district in order to help limit the use of area streets for park-and-ride purposes.

C-007-005

3. Aesthetic and safety improvements must be made where SE Powell Boulevard travels under SE 17TH Avenue and the Brooklyn Rail Yard. The introduction of light rail to this area could make a very unattractive and dysfunctional area even more so.

C-007-001

Thank you for submitting your comments for consideration. Stations along SE 17th Avenue will be located at SE Holgate and SE Rhine Streets.

C-007-002

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

C-007-003

The visual analysis of the LPA showed that visual impacts are expected to be high for residences on 16th Street. Mitigation suggested in the FEIS includes use of elements such as landscaping or fencing to provide a buffer between the corridor and the neighborhood. As the project design is refined, mitigation will also be adapted to each location and incorporated as commitments into the Record of Decision. Section 3.4 of the FEIS details the visual quality and aesthetics. Noise and vibration impacts appear in Section 3.10.

C-007-005

4. Heavy truck access to and from the Brooklyn Rail Yard needs to be planned for and better accommodated by this project. Trucks currently have to use a very narrow and busy intersection at SE 17Th and Schiller in order to access McLoughlin. A traffic signal and a wider turning radius should be added to this intersection.

5. Increased signalization along SE 17TH Avenue would go a long ways towards calming the chaotic traffic environment that exists here currently. Heavy congestion during peak commute times makes it very difficult to access 17TH from side streets. During non-peak travel times, vehicles travel up and down SE 17TH at very high rates of speed due to there only being one signal in this mile long corridor. The placement of additional signals and/or stop signs along this corridor would go a long ways towards addressing these issues.

6. Safety improvements are desperately needed at the intersection of SE 17Th and McLoughlin Boulevard. This intersection had a fatal pedestrian accident last year, and car on car collisions are a regular occurrence. A crosswalk needs to be added to the west side of the intersection. Pedestrian crossings here are now illegal, even though by many standards this is the safest place to cross. Pedestrians currently seeking to cross McLoughlin can only cross on the east side, and must share the walk signal with cars that are turning left off of 17TH at a very high rate of speed.

Overall, the introduction of MAX light rail is a welcome addition to the historic Brooklyn neighborhood. We hope that what has long been an underutilized commercial and industrial corridor along SE 17TH Avenue will soon be an attractive and thriving mixed-use area that incorporates industrial, commercial and residential uses.

Sincerely,

Lance Lindahl
Chair, Brooklyn Action Corps

C-007-004

As part of the FEIS, the Transportation Impacts Results Report shows the Locally Preferred Alternative (LPA) has an impact to about 50 on-street parking spaces around the Rhine Street Station. Based on a survey conducted in June 2009, there are about 230 available spaces within 1,000 feet of the Rhine Street Station and the current daytime usage is about 95 spaces. Based on current usage, there would be about 180 available spaces and mitigation would not be required. The LPA also shows an impact to about 55 on-street parking spaces within 1,000 feet of the Holgate Station, and an impact of about 110 off-street parking spaces at the TriMet employee parking lot on SE 17th Street. Based on a survey conducted in June 2009, there are about 135 available on-street spaces within 1,000 feet of the Holgate Station and the current daytime usage is about 70 spaces. Based on current usage, there would be about 80 available spaces and mitigation would not be required.

The off-street parking lot is currently fully occupied and the loss of spaces due to the project would require mitigation. The Transportation Impacts Results Report states that a parking mitigation strategy will be developed for off-steet parking, and will consider other off-street parking locations for TriMet employee parking.

C-007-005

A new light rail and automobile bridge will be constructed over SE Powell Blvd, which will allow TriMet to reconstruct the pedestrian sidewalk connections on the west side to allow for improved pedestrian connections.

A traffic signal is planned for the intersection of SE 17th/Schiller. However TriMet is also working with the UPRR to relocate their main truck egress to Harold in order to help alleviate traffic concerns at this intersection.

New signals along SE 17th Ave. are planned at Rhine, Center, and Schiller Streets and a signal modification is planned for SE Holgate Boulevard.

TriMet is working with ODOT and the City of Portland whether a crosswalk on the west side of 17th/99E is feasible and a desired addition to the project.

SMILE
Sellwood Moreland Improvement League
8210 SE 13th Avenue
Portland, OR 97202

June 19, 2008

Portland-Milwaukie Light Rail Project,
Metro,
600 NE Grand Avenue,
Portland, OR 97232

Re: SMILE Support of Proposed Harold Street Station

To Whom It May Concern:

By a vote of 6-4, the SMILE Board endorsed the proposed Harold Street Light rail station for the South Corridor Phase II: Portland - Milwaukie Light Rail Project. The majority of our board believes that a station at SE Harold Street will increase light rail ridership and offer a livable alternative to driving throughout the Portland metro area. As population increases, the South Corridor Phase II: Portland – Milwaukie Light Rail project will promote greater, less congestive options to commuting or general driving.

The Board had several concerns and comments about the proposed light rail station, including:

C-008-001
- The Harold street station will require pedestrian bridges connecting both the west side and east sides to neighborhoods in order to be safe.
- If budget cuts limit the station, then building a platform now, with the option to "turn up the station" at a later date would be a compromise.

C-008-002
- Security is a big issue for Sellwood. Having Light Rail security presence, especially fare checkers and policing the stations will be a determining factor in whether the light rail is successful or increases crime.

C-008-003
- The Harold street station should not be a precursor for increasing zoning density.

The vote had a lot of emotion attached to it with those opposed bringing up valid concerns.

Thank you for your consideration.

Sincerely,

Paul Notti

Paul Notti
President, Sellwood Moreland Improvement League
Email: president@sellwood.org

C-008-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative decision called for the station at SE Harold to be a future station. The alignment will accomodate future construction of a station at SE Harold. The specific design characteristics of pedestrian improvements associated with the station would be determined in a design process for adding the station. The value of and potential for a pedestrian connection to areas east of the UPRR tracks may also be evaluated in the station design process.

C-008-002

Based on TriMet's experience with its existing system and on national information, crime levels along light rail project corridors are typically closely related to the existing crime conditions that prevail in the surrounding community. TriMet uses a combination of design, public education, and operations measures to lower the potential for crime and to minimize potential conflicts among trains, people, and other vehicles.

TriMet's Transit Police Division (TPD) is made up of contracted law enforcement officers from police agencies in the region. The TPD currently consists of 58 sworn officers, and an additional 30 TriMet staff members are dedicated to checking fares and issuing warnings, citations, and exclusions for riders without a valid fare. Another 46 TriMet supervisors check fares as a part of their daily duties. The TriMet Code includes penalties for fare evasion and rowdy or intimidating behavior on the system. Riders can also be immediately excluded from the system for up to six hours, and can receive longer exclusion periods of up to 90 days. Juvenile detention allows for a safety hold of up to 36 hours for repeat offenders violating the TriMet code or engaged in certain criminal activity, so that officials can work with the youths and their families to stop the activity.

These officers, TriMet's Director of Safety and Security, and the TPD

commander meet regularly with various community members, law enforcement agencies, and security partners to evaluate issues and collaborate on solutions. The agency also has an established transit rider security program that combines TriMet enforcement with public safety resources from other jurisdictions.

See Section 3.16 for more information on safety and security.

C-008-003

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

Trans System Accounts - light rail support

From: "Dee Walsh" <dwalsh@REACHCDC.ORG>
To: <jenn.tuerk@oregonmetro.gov>
Date: 6/19/2008 2:28 PM
Subject: light rail support

To Whom It May Concern:

C-009-001 I am writing to support the proposed light rail line to the city of Milwaukie in Oregon. Light rail is very important to our city and our region and it would be very beneficial to have the alignment built. I am supportive of a new bridge over the Willamette River. It is needed for transit to the OMSI district and South Waterfront and that will eventually support a streetcar connection around Portland's inner core.

I strongly support this project.

Sincerely,
Dee Walsh
Dee Walsh
Executive Director

Dee Walsh
Executive Director
REACH Community Development, Inc.
1135 SE Salmon
Portland, OR 97214
503.231.0652
www.reachcdc.org

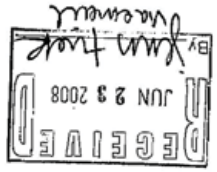
C-009-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.

P.O. Box 2252
Portland, Oregon 97208-2252
info@wpcwalks.org, www.wpcwalks.org
503- 223-1597

Working together to improve conditions for walking in the Portland region

June 23, 2008
Metro Transportation Planning
600 NE Grand Ave.
Portland, OR 97232



Dear Metro,

The Willamette Pedestrian Coalition (WPC) is a non-profit grassroots advocacy organization, founded in 1991, that works to make the conditions for walking safe and attractive in the greater Portland region.

WPC supports Portland-Milwaukie Light Rail for the following reasons; and, with the following qualifications. Reasons WPC supports Portland-Milwaukie Light Rail:

- Provides a transit alternative for more people, which enables more trips by foot.
- Provides transportation alternative for persons with disabilities who cannot drive or bike.
- Provides a new bridge allowing pedestrians to cross the Willamette.
- Includes pedestrian-scale facilities around stations.
- Includes safety features for pedestrians.
- Improves air quality in dense urban areas, where people often like to walk.

WPC has several concerns with the bridge design: adequate width for pedestrian area, height, length, access from each approach and security.

C-010-001

Adequate Width
According to page 2-10 and Figures H.2-1 and H.2-2 in Appendix H, the conceptual bridge design calls for two 12 foot shared bicycle/pedestrian lanes on the outermost side of the bridge. This width is inadequate for shared bike/ped use. The Oregon Bicycle and Pedestrian Plan calls for minimum 10' wide multi-use paths, with 12' in high use areas plus 3' shy distance on both sides. Where a path is parallel to a roadway, there should be a minimum 5' separation between the path and the edge of pavement, or a physical barrier of sufficient height. Clearly this bridge should be considered to be in a high-use area. There does not seem to be any shy distance assumed in the conceptual design.

The City of Portland's minimum and desirable bridge design standards are as follows:

- Shared use path: minimum 16' clear of obstructions for 2-way path (12' plus 2' shy distance on both sides) - desirable 20' clear of obstructions;
- Bikelane minimum 5', desirable 6.5';
- Sidewalk minimum 8' clear of obstructions (6' through zone + 2' furnishings/curb zone) - desirable 12' clear of obstructions (6' through zone + 2.5' furnishings/curb zone + 1.5' frontage zone adjacent to outside bridge rail).

WPC is part of the advisory committee for the Sellwood Bridge study. For the Sellwood Bridge, the cross-sections that were deemed to perform best from a

C-010-001

Thank you for submitting your comments for consideration.

Adequate width: These two pathways are not directly adjacent to a roadway, are physically separated from the transitway by railings and other barriers, and are also not adjacent to developed property. For these reasons, City of Portland standards are not deemed to apply directly.

Design of the pathways on the Willamette River Transit Bridge has evolved beyond the SDEIS depiction, from a multi-use style to a pathway which differentiates the space usage between bikes and pedestrians. The current design, supported by the local bike and pedestrian community, provides for a 14' pathway on each side of the bridge. The apportionment of that 14' space has not yet been completely decided.

Height: The bridge height will be the result of negotiations with river users and the U.S. Coast Guard. The current Portland-Milwaukie Light Rail Project goal is a bridge height of 77.52 feet above the river.

Length: Five alignments across the Willamette River were evaluated in detail in the 2008 SDEIS. The detailed evaluation, based on purpose and need, goals, objectives and criteria, included public comments as well as travel time, ridership, costs and impacts. The bridge and approaches, as located in the LPA, will be made as pedestrian- and bicycle-friendly as possible through the preliminary and final design phases.

Access from each approach: Pedestrian and bicycle connections to the bridge pathways from existing and anticipated pedestrian and bike ways at both ends of the bridge will be accessible and in compliance with City of Portland Greenway objectives. The design concept for these connections to the bridge will be worked out during preliminary

C-010-001

side and two 6.5' bicycle lanes, one on each side, and a cross-section consisting of a 20' shared use path on one side, 8' shared use path on the other side, and two 6.5' bikelanes, one on each side. Separation of bicycles and pedestrians was considered more desirable than shared use.

Height
A bridge that is 75 feet above the river has advantages and disadvantages for pedestrians. The advantages are:

- The bridge would be a reliable crossing without interruption from boat traffic underneath.
- The height affords a scenic viewpoint – an attractive destination for recreational walks.

The disadvantages are:

- A 4.75% grade means that pedestrians have a hill to climb much greater than the Hawthorne, Ross Island or Sellwood bridges. WPC reviewed the height and believes pedestrians would climb 40' or approximately 4 stories.
- Bicyclists will be able to travel at well over 20 miles per hour going downhill, which is a safety hazard for pedestrians unless the space is clearly separated.

Length
WPC understands that the length of the bridge is determined by the height and angle. The bridge angle is determined to be ideal for serving the most transit customers, connecting to South Waterfront and OMSI. These factors reduce the attractiveness of the bridge to pedestrians interested in destinations farther northwest, on the west side of the bridge, and farther southeast on the east side of the bridge. All things being equal, the most useful bridge to pedestrians is a shorter bridge option than the Porter-Sherman option.

Access From Each Approach
WPC did not find specific plans for pedestrian access to and from the bridge in the SDEIS. In general, pedestrian access routes that are at grade are preferred, whenever possible. Sloped access or ramps are likely preferable to stairs and elevators. WPC would like to review the bridge connections to the local street grid, Springwater Trail/Eastbank Esplanade and Willamette Greenway/Esplanade.

C-010-002

Security
The factors that may contribute to a less secure environment for pedestrians are:

- Bridge length.
- Visibility barriers.

WPC is interested in a design that allows direct law enforcement surveillance for both criminal deterrence and incident response. WPC recommends:

- 911callboxes.
- Security cameras.
- Police patrols, especially after transit operating hours.

General Comments

C-010-003

As with any construction project, the impact of closed sidewalks and paths can add substantial distance, danger and delay. WPC would like construction schedules and staging to reduce these impacts as much as possible.

engineering and evaluated in the FEIS. Refinement of design concepts will take place during the final design phase for the project.

C-010-002

The current planning for the Willamette bridge includes a CCTV system for security surveillance. Lighting of the pedestrian pathways is planned to promote safety and allow surveillance. Emergency call boxes for public use are not currently included on the bridge. Public phones with emergency 911 access will be located on the platforms at the two adjacent transit stations. Police patrols and other security procedures for this bridge are under development. After the FEIS is completed and final design commences, the safety and security features of the bridge will continue to be defined in further detail.

C-010-003

During preliminary engineering, measures to mitigate bridge construction impacts were developed to a conceptual level and are reported in the FEIS. A key component of the bridge construction phase will be a public outreach program during which schedules for construction activities and measures to minimize construction impacts will shared with all affected and interested business, neighborhood, and citizen groups.

WPC is grateful to David Unsworth of TriMet, who presented the Portland-Milwaukie Light Rail Project.

While some may suggest pedestrians could simply board the Streetcar or MAX to cross the river, WPC believes that it is essential that any bridge crossing the Willamette provide an optimum crossing for pedestrians. Walking is healthy, offers nearly unlimited capacity for people-movement strengthens the identity of Portland and the livability of the region.

C-010-004

WPC believes the bridge will be highly used by pedestrians. WPC is aware that the bridge design currently requires a supportive structure for rail, streetcar and bus in the center; therefore, pedestrian/bike facilities are placed on the outer sides of the bridge. Since a 20' shared path does not seem possible based on current engineering sketches, WPC recommends adding 2.5' to both sides of the bridge. The cross section could then include 8' sidewalk with grade-separated 6.5' one-way bike lane on both sides of the bridge.

WPC believes a bridge shorter in length and height would be more attractive and safer for pedestrians. A shorter-height bridge would slow bicyclists and therefore provide a safer environment for pedestrians. WPC would be opposed to a bridge any taller than the proposed bridge because it would pose a barrier to travel by pedestrians, especially the young, old and pedestrians with disabilities.

WPC is interested in reviewing more about the pedestrian approaches and security plans for the Willamette River bridge.

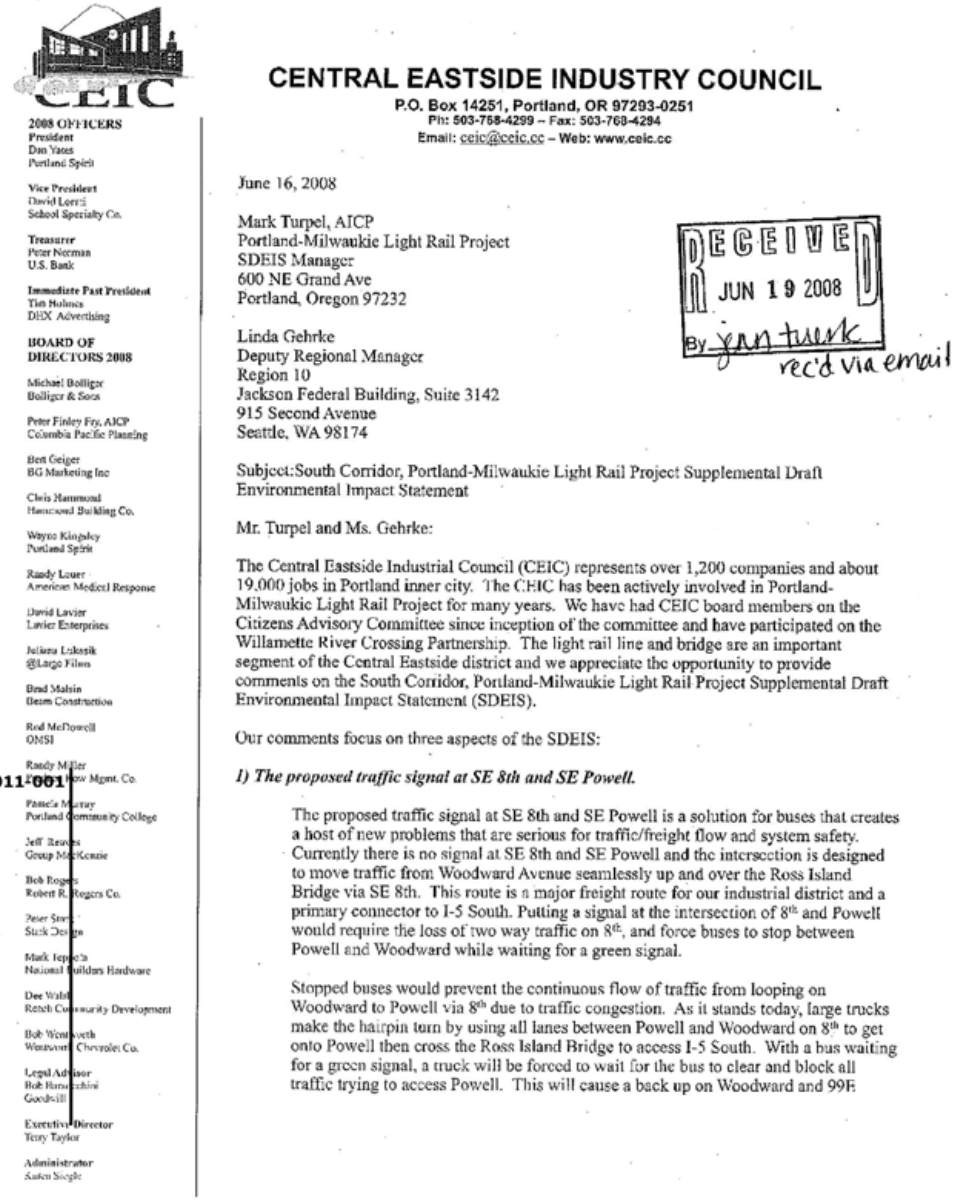
Thank you for the opportunity to review the Portland-Milwaukie SDEIS. WPC is interested in reviewing more Portland-Milwaukie Light Rail plans and designs as they become available.

Sincerely,

WPC Board
(Board comments synthesized by Caleb Winter, WPC Board Member)

C-010-004

See response C-010-001, regarding adequate width.



CEIC

CENTRAL EASTSIDE INDUSTRY COUNCIL

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June 16, 2008

Mark Turpel, AICP
Portland-Milwaukie Light Rail Project
SDEIS Manager
600 NE Grand Ave
Portland, Oregon 97232

RECEIVED
JUN 19 2008
By jan tuerk
rec'd via email

Linda Gehrke
Deputy Regional Manager
Region 10
Jackson Federal Building, Suite 3142
915 Second Avenue
Seattle, WA 98174

Subject: South Corridor, Portland-Milwaukie Light Rail Project Supplemental Draft Environmental Impact Statement

Mr. Turpel and Ms. Gehrke:

The Central Eastside Industrial Council (CEIC) represents over 1,200 companies and about 19,000 jobs in Portland inner city. The CEIC has been actively involved in Portland-Milwaukie Light Rail Project for many years. We have had CEIC board members on the Citizens Advisory Committee since inception of the committee and have participated on the Willamette River Crossing Partnership. The light rail line and bridge are an important segment of the Central Eastside district and we appreciate the opportunity to provide comments on the South Corridor, Portland-Milwaukie Light Rail Project Supplemental Draft Environmental Impact Statement (SDEIS).

Our comments focus on three aspects of the SDEIS:

1) The proposed traffic signal at SE 8th and SE Powell.

C-011-001

The proposed traffic signal at SE 8th and SE Powell is a solution for buses that creates a host of new problems that are serious for traffic/freight flow and system safety. Currently there is no signal at SE 8th and SE Powell and the intersection is designed to move traffic from Woodward Avenue seamlessly up and over the Ross Island Bridge via SE 8th. This route is a major freight route for our industrial district and a primary connector to I-5 South. Putting a signal at the intersection of 8th and Powell would require the loss of two way traffic on 8th, and force buses to stop between Powell and Woodward while waiting for a green signal.

Stopped buses would prevent the continuous flow of traffic from looping on Woodward to Powell via 8th due to traffic congestion. As it stands today, large trucks make the hairpin turn by using all lanes between Powell and Woodward on 8th to get onto Powell then cross the Ross Island Bridge to access I-5 South. With a bus waiting for a green signal, a truck will be forced to wait for the bus to clear and block all traffic trying to access Powell. This will cause a back up on Woodward and 99E

C-011-001

Thank you for submitting your comments for consideration. A traffic signal at SE 8th Avenue and SE Powell Boulevard has been eliminated from the LPA. Bus traffic will enter the transit way at SE 8th Avenue and depart the east end of the proposed transitway at SE 11th Avenue at SE Clinton Street.

SR 6/19/08

C-011-001

northbound.

This is too important a freight access point to block as there are no reasonable alternatives for freight access to I-5 South. A signal at 8th and Powell will also force eastbound traffic to be stopped on the Ross Island Bridge, backing up traffic on Front Avenue and Barbur Boulevard - both major commuting routes. The CEIC recommends that bus traffic be routed farther east to connect with Powell and avoid the 8th and Powell intersection. A comprehensive traffic analysis should be completed prior to adopting any bus route plan in the Central Eastside.

C-011-002

2) Bridge height and design

The CEIC has provided comments in the past relating to our concerns about bridge height and we reiterate that our concerns are still valid. We have enclosed a copy of our letter dated November, 19, 2007 .The CEIC would encourage a draw, lift or swing bridge to be explored as alternatives to retain valuable river capacity.

C-011-003

3) Loss of jobs and businesses in our district

Job retention and creation are major goals of the CEIC. We want to ensure "best efforts" are made to find alternative locations for all businesses displaced by the creation of this light rail project. This project will displace hundreds of living wage jobs that are difficult to replace. A disciplined and thoughtful process needs to be actively followed to retain these jobs in our region.

In closing the CEIC supports the Portland-Milwaukie Light Rail project in principle, but would like the above issues resolved in a satisfactory manner. We appreciate the opportunity to comment and look forward to continuing our involvement in this project

Sincerely,

Daniel Yates

Daniel Yates, President
Enclosure: Copy of CEIC bridge height letter dated November 19, 2007.

C-011-002

TriMet and the project partners conducted an extensive survey of river users to understand the navigational needs of Willamette River users. The project considered all types of bridge structures, including moveable span structures, as part of the Willamette River Bridge Advisory Committee (WRBAC) effort from the summer of 2008 through the summer of 2009. WRBAC ultimately proposed that the project utilize a cable-stayed bridge type as a result of those evaluations. The project Steering Committee concurred with the cable-stayed bridge type recommendation in the December of 2009. The moveable bridge type scored low on evaluation factors including horizontal navigation clearance, transit ductbank integration, initial and life cycle costs, and transit performance. More information can be found in Appendix O, Navigation.

C-011-003

Guaranteed by both Federal Law under the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970 (42 USC 4601) as amended and associated regulation in 40 CFR part 24 and Oregon State law, every business that is displaced will receive relocation assistance. That assistance is designed to help relocate a business to a new property of suitable character. The project partners are working with economic development agencies in the affected area and will make resources available to help businesses relocate and reestablish, with an emphasis in retaining jobs within the region. This effort includes Portland Development Commission, the small business program at Portland State University, the state of Oregon, Clackamas County, the City of Milwaukie, TriMet, and Metro, among other partners.

CENTRAL EASTSIDE INDUSTRY COUNCIL

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Dee Walsh
Reach Community Development

Rob Wentworth
Wentworth Chevrolet Co.

Executive Director
Patricia Fuller

Land Use Consultant
Peter Fadley Esq. Ph.D. AICP

November 19, 2007

Ms. Bridget Wieghart
Metro
600 NE Grand Avenue
Portland, OR 97232

Dear Bridget,

The Central Eastside Industrial Council (CEIC) is concerned that Metro proposes constructing a new light rail, Portland-Milwaukie bridge at mile marker 13 (the"OMSI Bridge") across the Willamette River with a height of 65-72 feet above Columbia River Datum (CRD). The eastern edge of the bridge is in our industrial district and we want to protect existing and potential river user's interests. This bridge height is unacceptable to us.

Multnomah County proposes to replace the Sellwood Bridge. We support replacing it to 72 feet above Ordinary High Water (OHW).

The CEIC wants any new bridge on the Willamette River to be built with the principle of "no loss of existing river capacity". Therefore, we support the construction of new bridges with a river height of 90 feet above OHW at OMSI and 72 feet above OHW at Sellwood.

The use of CRD for bridge height is obscure, confusing and understates river clearances. All mariners use river charts that indicate OHW for bridge clearances. CRD is about 1.8 feet lower than ordinary low water. OHW, which varies from location to location, is 15-20 higher than CRD. For 10 months of a year the Willamette River runs closer to ordinary high water (OHW). The proposed bridge heights measured by CRD will be 15 to 20 feet lower than if measured by OHW. This is completely unacceptable.

The two proposed low bridges will significantly block access to the upper Willamette to many vessels. The Willamette River has a combination of lift bridges and free standing bridges that provide vessel clearance of 90-120 foot OHW for the lower river up to the existing Sellwood Bridge. The Sellwood Bridge, as the lowest point on the river, should be rebuilt at least to its current height of 72 ft above OHW. The County is proposing a bridge between 65-75 feet (at some unknown datum).

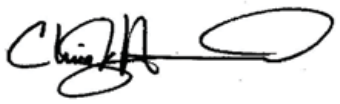
The OMSI Bridge has not been clearly explained and is the most controversial. This bridge, to be located between the Marquam and Ross Island Bridges, will be a fixed bridge with a proposed vertical clearance of about 50 to 57 feet OHW. To the North is the Marquam Bridge with vertical clearances of 120-102 feet OHW and to the South the Ross Island has vertical clearances of 120-90 feet OHW. The CEIC believes that the new bridge should be built with a clearance of at least 90 feet OHW to allow river commerce to continue to have full access to this stretch of the river.

GR
6/19/96

Many vessels need the current clearances. Several cruise ships that operate in the Willamette require clearances of more than 65 feet OHW. In the near future taller vessels will require the higher clearances to access as much of the river as they can today. This issue impacts dredges, tugs, pile drivers, sailboats and any river user that needs access to the upper Willamette now or in the future.

The CEIC, believes that a vibrant port city should support the varied industrial, commercial and recreational river users, by maintaining existing river capacity.

Sincerely,



Chris J Hammond
Central Eastside Industrial Council
Land Use Chairman

cc: File
Metro Steering Committee
David Knowles
Commissioner Sam Adams
Sue Keil, PDOT
OMSI District Property Owners

Remember, it is time that matters to people, but now also costs and environment. And in the process, spend less, save the cost of a new bridge, and get more riders. Show on this project concern for both ridership and fiscal responsibility. This, I would call win/win.

Thank you for your attention, and I hope that the fatal effort will be changed before it gets down on the ground like the mall.

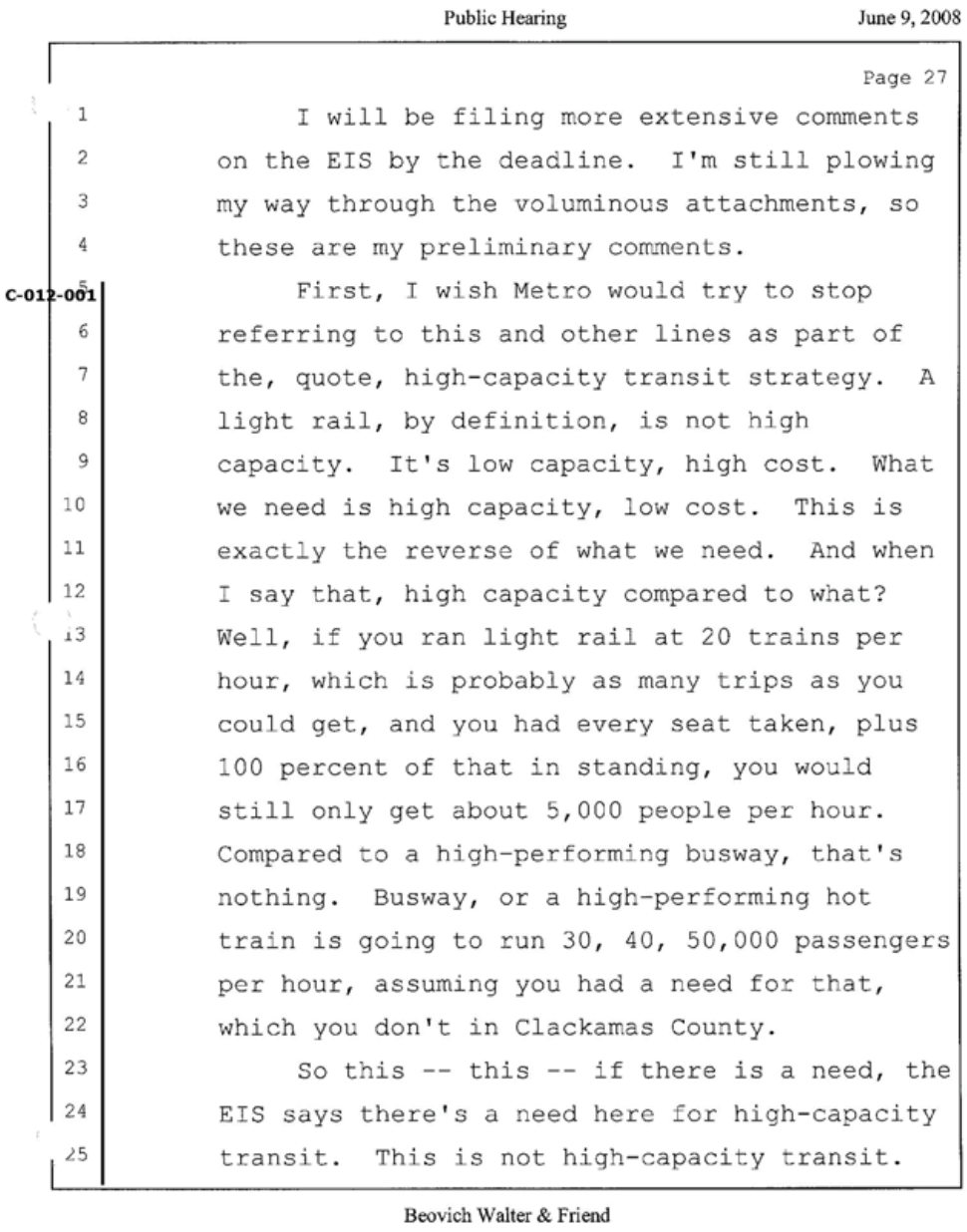
COUNCIL LIBERTY: Thank you.

Any questions of Mr. Polani?

Mr. Charles?

JOHN CHARLES: Thank you, Mr. Chairman.

My name is John Charles, president of Cascade Policy Institute, a non-profit, non-partisan research center in Portland, and I have both a professional interest in this as well as a personal interest because I'm a homeowner in Clackamas County, and I happen to like trains. Not this particular proposal, but I have ridden the east side MAX probably 15,000 times in the last 12 years. I am familiar with how rail works as a practical project, not as a theoretical construct.



Public Hearing June 9, 2008

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I will be filing more extensive comments on the EIS by the deadline. I'm still plowing my way through the voluminous attachments, so these are my preliminary comments.

C-012-001 First, I wish Metro would try to stop referring to this and other lines as part of the, quote, high-capacity transit strategy. A light rail, by definition, is not high capacity. It's low capacity, high cost. What we need is high capacity, low cost. This is exactly the reverse of what we need. And when I say that, high capacity compared to what? Well, if you ran light rail at 20 trains per hour, which is probably as many trips as you could get, and you had every seat taken, plus 100 percent of that in standing, you would still only get about 5,000 people per hour. Compared to a high-performing busway, that's nothing. Busway, or a high-performing hot train is going to run 30, 40, 50,000 passengers per hour, assuming you had a need for that, which you don't in Clackamas County.

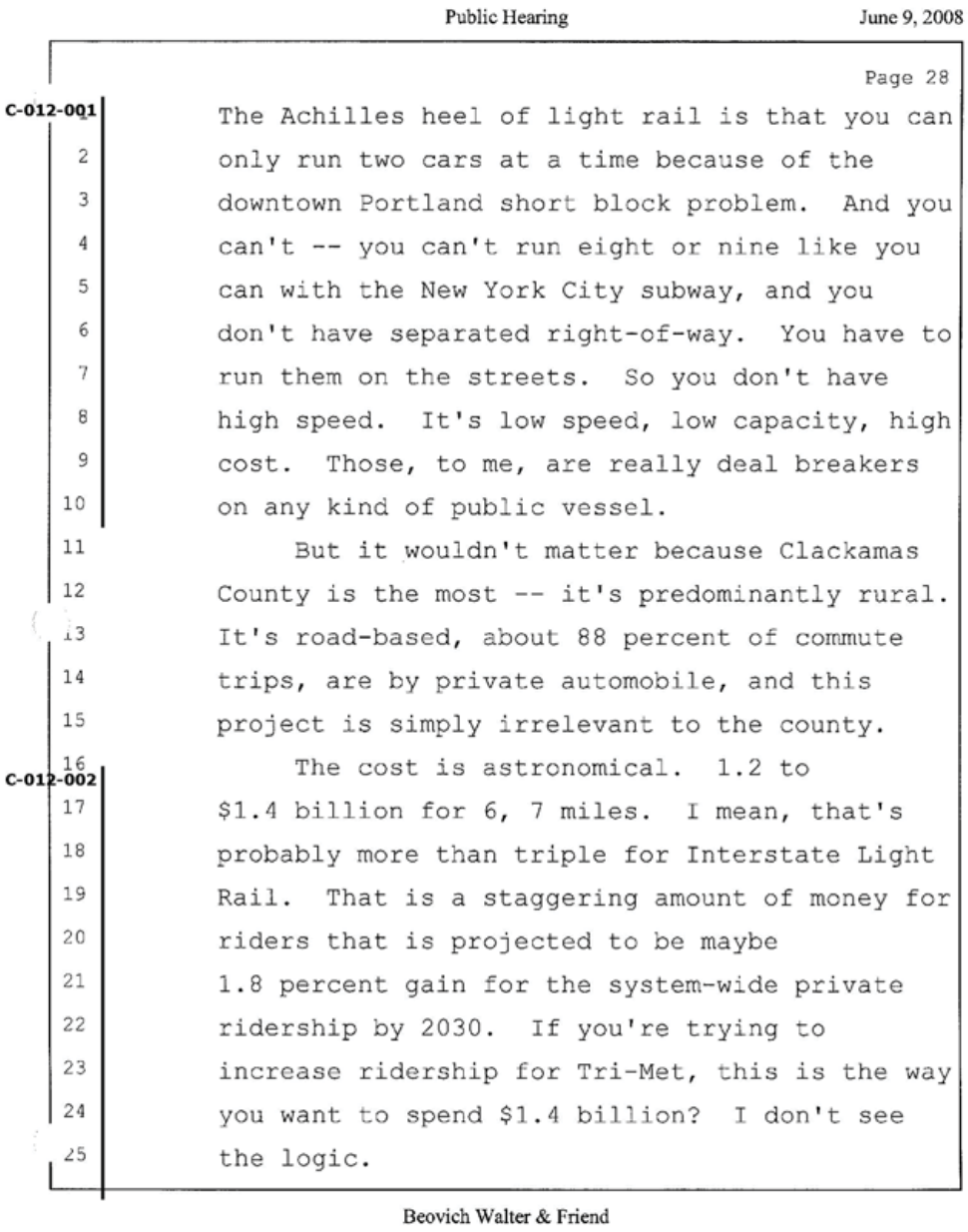
So this -- this -- if there is a need, the EIS says there's a need here for high-capacity transit. This is not high-capacity transit.

Beovich Walter & Friend

C-012-001

Thank you for submitting your comments for consideration. Following is the definition of high capacity transit used in the Portland metropolitan area from the 2035 Regional Transportation Plan, scheduled for adoption in June 2010:

High capacity transit includes any form of public transit that has an exclusive right of way, a non-exclusive right of way or a possible combination of both. High capacity transit vehicles make fewer stops, travel at higher speeds, have more frequent service and carry more people than local service transit such as typical bus lines. High capacity transit includes options such as light rail, commuter rail and bus rapid transit.



Public Hearing June 9, 2008

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C-012-001 The Achilles heel of light rail is that you can only run two cars at a time because of the downtown Portland short block problem. And you can't -- you can't run eight or nine like you can with the New York City subway, and you don't have separated right-of-way. You have to run them on the streets. So you don't have high speed. It's low speed, low capacity, high cost. Those, to me, are really deal breakers on any kind of public vessel.

But it wouldn't matter because Clackamas County is the most -- it's predominantly rural. It's road-based, about 88 percent of commute trips, are by private automobile, and this project is simply irrelevant to the county.

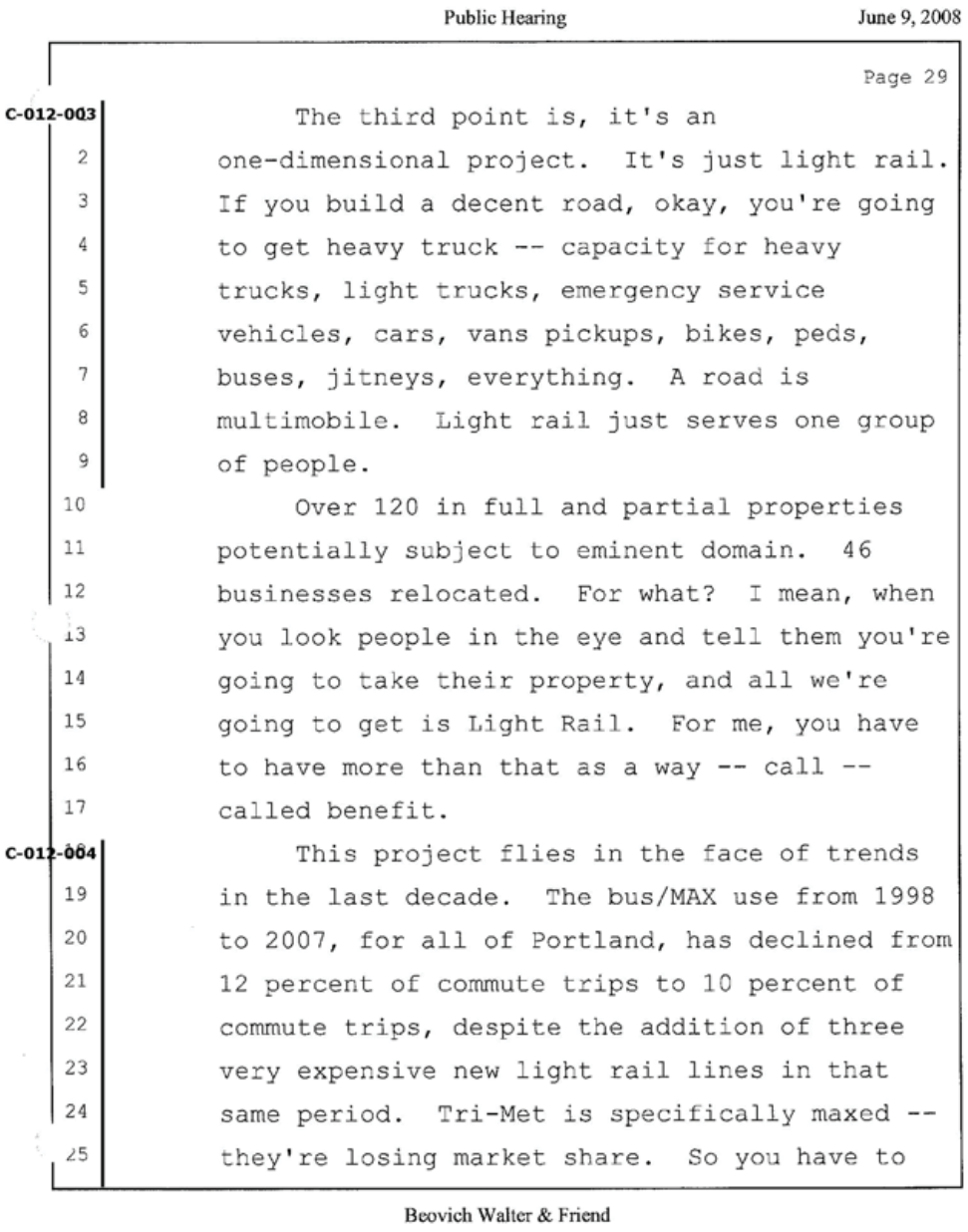
C-012-002 The cost is astronomical. 1.2 to $1.4 billion for 6, 7 miles. I mean, that's probably more than triple for Interstate Light Rail. That is a staggering amount of money for riders that is projected to be maybe 1.8 percent gain for the system-wide private ridership by 2030. If you're trying to increase ridership for Tri-Met, this is the way you want to spend $1.4 billion? I don't see the logic.

Beovich Walter & Friend

C-012-002

The Portland-Milwaukie Light Rail Project costs are based on year of expenditure - meaning that they account for the expected cost at the time of construction (years 2011 through 2015) and are considerably different and larger than costs incurred during the years 2000 through 2004. That is, project costs take into consideration between five and 15 years of inflation.

In addition, the project includes a bridge across the Willamette River, a major project element that is much more costly than construction at-grade. This bridge provides a second crossing of the Willamette River and provides a backup light rail transit route should there be any access problems on the Steel Bridge. Accordingly, this project investment improves system reliability as well as project access.



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C-012-003

The third point is, it's an one-dimensional project. It's just light rail. If you build a decent road, okay, you're going to get heavy truck -- capacity for heavy trucks, light trucks, emergency service vehicles, cars, vans pickups, bikes, peds, buses, jitneys, everything. A road is multimobile. Light rail just serves one group of people.

Over 120 in full and partial properties potentially subject to eminent domain. 46 businesses relocated. For what? I mean, when you look people in the eye and tell them you're going to take their property, and all we're going to get is Light Rail. For me, you have to have more than that as a way -- call -- called benefit.

C-012-004

This project flies in the face of trends in the last decade. The bus/MAX use from 1998 to 2007, for all of Portland, has declined from 12 percent of commute trips to 10 percent of commute trips, despite the addition of three very expensive new light rail lines in that same period. Tri-Met is specifically maxed -- they're losing market share. So you have to

Beovich Walter & Friend

C-012-003

An adopted purpose and need statement for the project identifies transit. The purpose leading to the proposed light rail investment was originally defined by the South/North Corridor Project DEIS in 1998. The purpose and need was updated with the South Corridor Supplemental DEIS in December 2002 and a subsequent South Corridor LPA decision in 2003, and was confirmed in the most recent LPA decision in 2008. The purpose is:

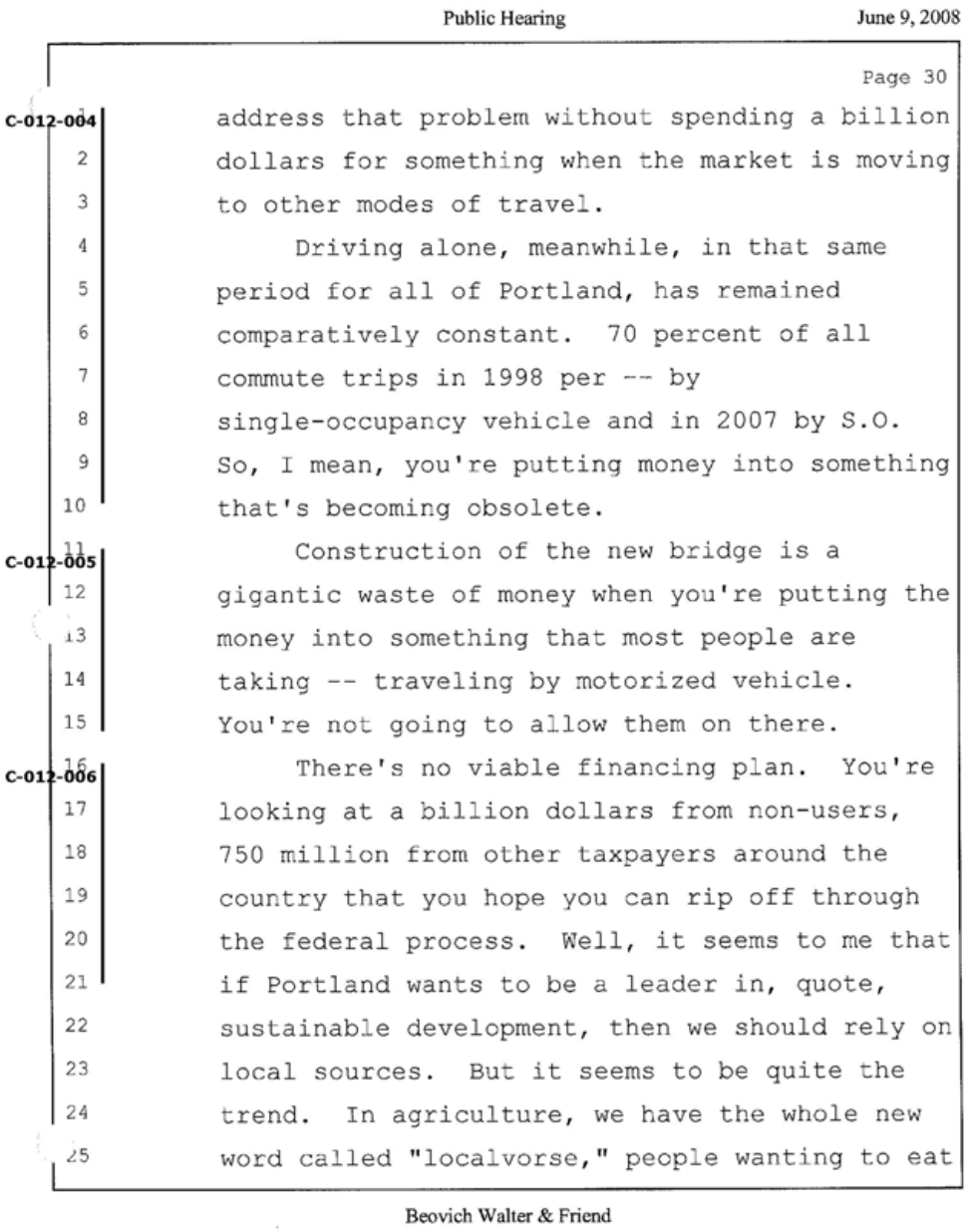
To implement a major transit improvement in the South Corridor that maintains livability in the metropolitan region, supports land use goals, optimizes the transportation system, is environmentally sensitive, reflects community values, and is fiscally responsive.

High Capacity Transit, such as light rail, provides accessibility to pedestrians, bicyclists and those that park-and-ride. Transit provides accessibility to those who choose not to or are unable to drive, such as youths, the elderly and those with disabilities. High Capacity Transit provides higher quality and more reliable transit service to these groups.

To the extent that transit attracts riders who would otherwise be driving a vehicle, especially a single occupant vehicle, the project frees up street capacity for freight movement via various types of trucks.

C-012-004

This comment appears to be based on the City of Portland Auditor's Office annual resident survey. It is a question posed to City of Portland residents regarding the primary means to get to and from work with a sample size of approximately 3,000. The margin of error is about 1.7%, meaning there may not actually be any reduction in percentage of work commute trips over that period. However, it's important to note that of the three light rail lines built over this period, two were not designed to significantly effect work commute trips for City of Portland residents. The



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C-012-004

address that problem without spending a billion dollars for something when the market is moving to other modes of travel.

Driving alone, meanwhile, in that same period for all of Portland, has remained comparatively constant. 70 percent of all commute trips in 1998 per -- by single-occupancy vehicle and in 2007 by S.O. So, I mean, you're putting money into something that's becoming obsolete.

C-012-005

Construction of the new bridge is a gigantic waste of money when you're putting the money into something that most people are taking -- traveling by motorized vehicle. You're not going to allow them on there.

C-012-006

There's no viable financing plan. You're looking at a billion dollars from non-users, 750 million from other taxpayers around the country that you hope you can rip off through the federal process. Well, it seems to me that if Portland wants to be a leader in, quote, sustainable development, then we should rely on local sources. But it seems to be quite the trend. In agriculture, we have the whole new word called "localvorse," people wanting to eat

Beovich Walter & Friend

Red Line was primarily constructed to serve the airport and most recently, a vacant industrial area east of the airport and thus, added little potential for better serving work commute trips for City of Portland residents over the time period cited. The Westside light rail primarily served Beaverton and Hillsboro, which saw dramatic increases in transit use for work commute trips that would not be reflected in the City of Portland Auditor's survey. Finally, the Interstate MAX effect on work commute mode split for City of Portland residents is documented rather well, and shows a significant increase in transit riders in the corridor, a reduction of transfers needed to complete trips, and an increase in percentage of transit riders using transit to get to work.

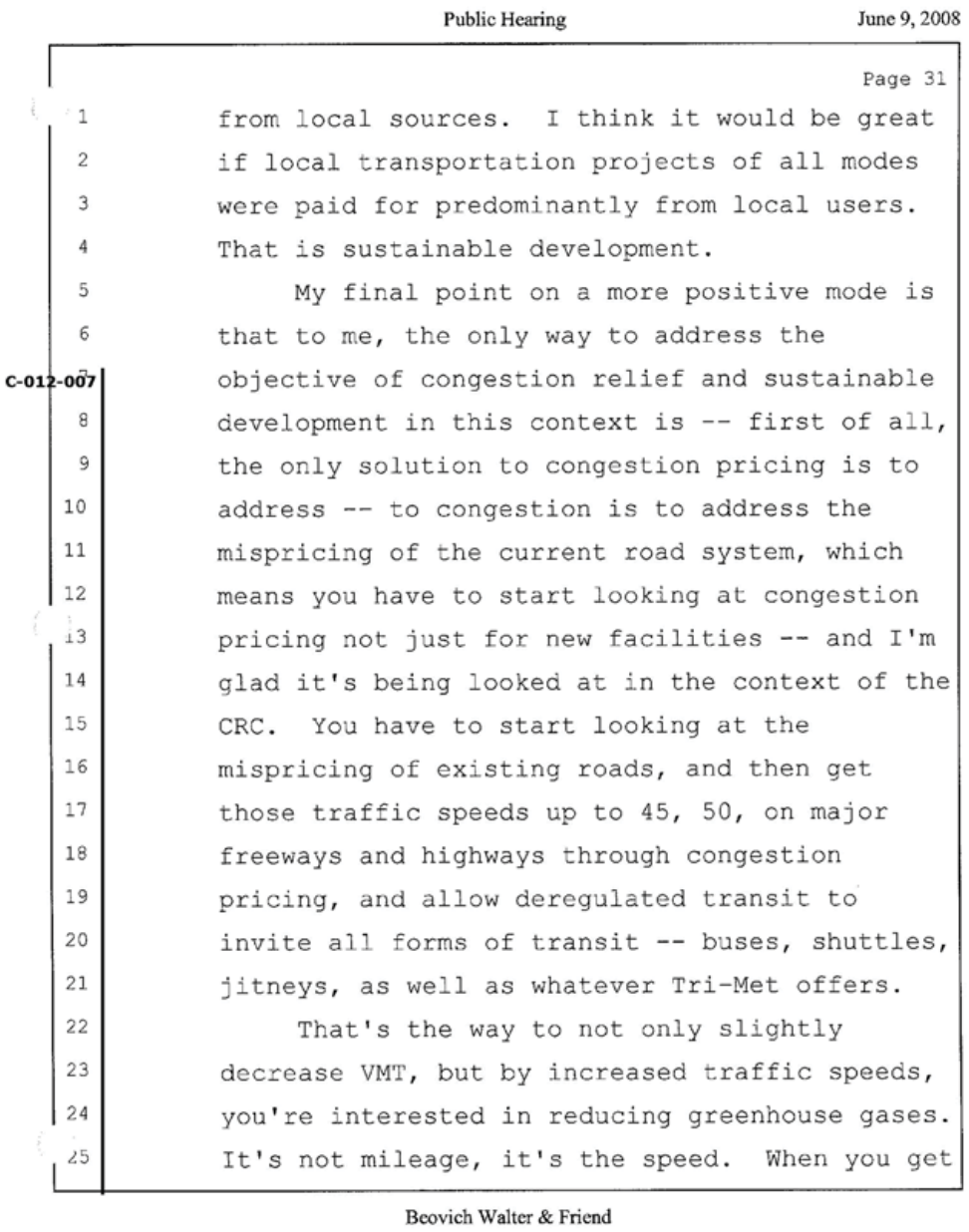
In summary, based on our experience with the Interstate MAX, which is the only line that significantly increases light rail connections between Portland neighborhoods and downtown employment, there was a significant increase in transit ridership (almost double the bus line it replaced), fewer transfers needed to make trips (meaning the light rail didn't force more transfers), and of this higher number of transit riders, a greater share was using transit to get to work.

C-012-005

The Willamette River bridge provides a path for crossing the river for transit riders using light rail, future streetcar, bus as well as for bicycle users and pedestrians. It provides an alternative to vehicular travel and is much more reliable and allows faster transit service given that it is a dedicated right-of-way. Without viable travel alternatives, one mode will prevail. With multiple modes travelers have more choice and travel is more reliable for all travelers whether they use transit or not as all travelers do not have to use one mode that likely would be highly congested and not nearly as reliable.

C-012-006

The project is working within the bounds of the federal transportation



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from local sources. I think it would be great if local transportation projects of all modes were paid for predominantly from local users. That is sustainable development.

My final point on a more positive mode is that to me, the only way to address the objective of congestion relief and sustainable development in this context is -- first of all, the only solution to congestion pricing is to address -- to congestion is to address the mispricing of the current road system, which means you have to start looking at congestion pricing not just for new facilities -- and I'm glad it's being looked at in the context of the CRC. You have to start looking at the mispricing of existing roads, and then get those traffic speeds up to 45, 50, on major freeways and highways through congestion pricing, and allow deregulated transit to invite all forms of transit -- buses, shuttles, jitneys, as well as whatever Tri-Met offers.

That's the way to not only slightly decrease VMT, but by increased traffic speeds, you're interested in reducing greenhouse gases. It's not mileage, it's the speed. When you get

Beovich Walter & Friend

C-012-007

funding system, which includes competing with all other projects around the country. Projects are rated based in large part on how cost-effective they are based on a calculation that the Federal Transit Administration carefully defines and reviews before choosing which projects to fund.

C-012-007

Roadway speed is not within the scope of the Portland-Milwaukie Light Rail Project. Congestion pricing, high occupancy vehicle and high occupancy toll lanes were studied in previous project phases. Appendix L of the SDEIS and FEIS summarizes the alternatives and why they were not carried forward.

C-012-007

cars out of stop-and-go traffic up to 40, 45 miles per hour, you're reducing the per mile CO2 emissions by 70, 80, 90 percent. That's the solution. You have to have a pricing solution to any of these congestion problems; that the train investment is simply irrelevant to most motorists stuck in traffic who are not going to switch modes, no matter even if you get bullet trains. It wouldn't matter. It's not taking them from where they are to where they want to go, especially in a county like Clackamas County.

Thank you.

COUNCIL LIBERTY: Thank you.

Any questions?

SUSAN KEIL: Yeah.

COUNCIL LIBERTY: Sue?

SUSAN KEIL: John, that figure that you gave on Tri-Met losing market share, what were you referencing specifically?

JOHN CHARLES: The annual auditor's reports from the Portland City Auditor's Office that come out in the service accomplishment reports. They do surveys every year. So I just went back and looked through the last 10

years of reports. You can also look just for the closer-in, look at the Portland Business Alliance. They do very in-depth surveys of people working just in city center. And the same trend to a lesser degree is happening there, and that's the most transit-oriented part of the whole region.

COUNCIL LIBERTY: Thank you.

Mr. Howell?

JIM HOWELL: Mr. Chairman, members of the committee. My name is Jim Howell. 3325 Northeast 45th Avenue.

I might mention that I, too, have served on the first Citizen Advisory Committee to light rail with Terry Parker here. We don't always agree on what we should be doing now, but we -- we did spend time on that committee back in 1975.

In any event, I -- I support the Tri-Met -- the Metro Tri-Met for filing a supplemental draft environmental impact statement to the FTA in order to construct a light rail line to Milwaukie and McLoughlin corridor. And I might add that I am in favor of the Tillamook option with extension to Park

Trans System Accounts - Harold St. Station letter of support

From: Jennifer Bates <batesj@reed.edu>
To: <trans@oregonmetro.gov>
Date: 6/22/2008 10:35 PM
Subject: Harold St. Station letter of support

Portland-Milwaukie LRT SDEIS
Metro
600 N.E. Grand Avenue
Portland, OR 97232

Dear Metro councilors,

I am writing to express Reed College's support of the Harold Street station on the proposed Portland-Milwaukie Light Rail Project, given the following stipulations:

The neighborhoods surrounding the station support it.
A bridge or safe pedestrian crossing is added over the Union Pacific Railway tracks, east of the station.
The station is in addition to, not instead of, the Bybee and Holgate stations.

E-001-001

Reed College has more than 1,300 students, plus an additional 450 faculty and staff. Starting this fall, 650 students will live on the northwest side of campus, just blocks from the station, bringing the total student residential population to more than 900 students.

Reed is committed to sustainability, and encourages students, staff and faculty to use alternative transportation methods other than the single-occupancy vehicle. The Harold Street station will be just a few short blocks from campus. Due to its proximity, the station is sure to be used for commuting and leisure trips by students, staff and faculty each day. However, we believe a bridge or safe pedestrian crossing over the railroad tracks is necessary to ensure safety.

Sincerely,

Colin S. Diver
President
Reed College
3203 S.E. Woodstock Blvd.
Portland, OR 97202

This letter was sent on behalf of President Colin S. Diver by,

---

Jennifer Bates
Interim Director of Public Affairs
Reed College
3203 SE Woodstock Blvd.
Portland, OR 97202
phone: (503) 777-7289
cell: (503) 927-1625
fax: (503) 788-6688
jennifer.bates@reed.edu
http://reedevents.reed.edu

E-001-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative decision called for the station at SE Harold to be a future station. The alignment will accommodate future construction of a station at SE Harold. The specific design characteristics of pedestrian improvements associated with the station would be determined in a design process for adding the station. The value of and potential for a pedestrian connection to areas east of the UPRR tracks may also be evaluated in the station design process.

Jenn Tuerk - Support for Milwaukee Light Rail

From: "Patrick LaCrosse" <placrosscor@comcast.net>
To: <jenn.tuerk@oregonmetro.gov>
Date: 6/19/2008 6:54 AM
Subject: Support for Milwaukee Light Rail

Councilor Robert Liberty
Metro,
600 NE Grand Ave.
Portland, Oregon 97232

June 19, 2008

Dear Councilor Liberty,

E-002-001 The purpose of this letter is to voice my support for the proposed Milwaukee Light Rail system.

The 60 year old Oregon Museum of Science and Industry has been located in the Central Eastside of Downtown Portland for over 15 years. During that time, OMSI has seen its attendance increase significantly. However, it has never had adequate public transportation available to it to fully accomodate its attendance.

For the past two years, OMSI has led an owner's group to examine many proposed physical changes to what we call the OMSI district. My role has been to convene that group of 12 property owners for regular meetings to discuss issues. OMSI has been pursuing the preparation of a Master Plan for its future development at the same time.

We at OMSI have worked with Tri Met staff, Metro staff, OHSU, PSU, city planning staff, and many others on Master Plan related issues these past few years.

We are pleased to see Tri Met favor the Sherman alignment which would traverse OMSI land. Such route provides great access for OMSI's growing attendance, and will facilitate the development of the OMSI property. It also supports the continued operation and development of the businesses in the area--especially those located on Caruthers which might otherwise have been negatively affected by an alternate Rail route.

We believe the Rail Planning process has been productive and complete and we believe the addition of the Milwaukee Light Rail system overall will be a great boon to the Community and to the OMSI district in particular.

Sincerely,

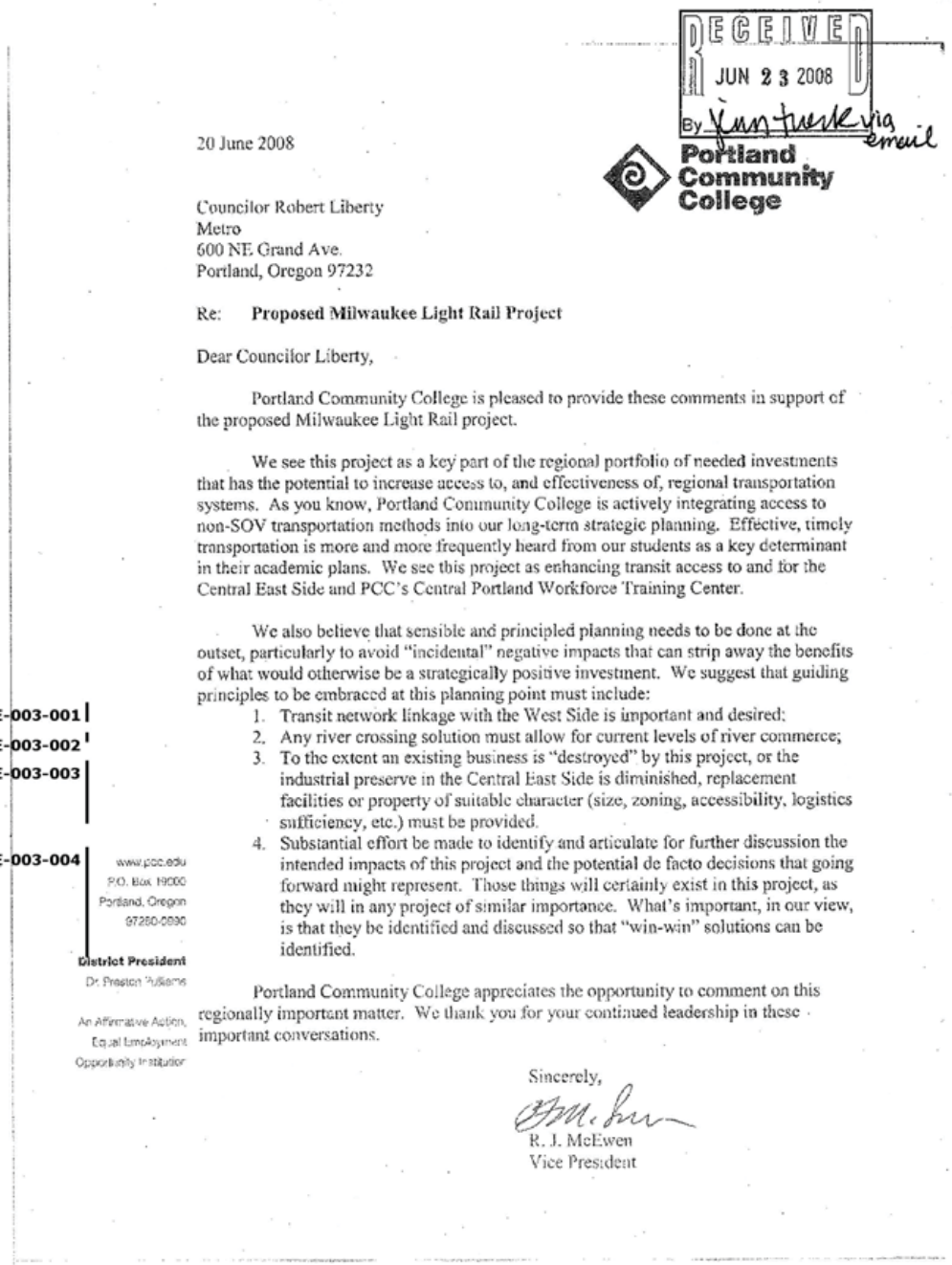
Patrick LaCrosse

OMSI Master Plan

Project Manager

E-002-001

Thank you for submitting your comments for consideration. The light rail project was endorsed by all participating jurisdictions in summer 2008. The Sherman alignment option was selected as the Locally Preferred Alternative. See Chapter 2.1 Portland-Milwaukie Light Rail Alternative for more information.



RECEIVED
JUN 23 2008
By via email

Portland Community College

20 June 2008

Councilor Robert Liberty
Metro
600 NE Grand Ave.
Portland, Oregon 97232

Re: **Proposed Milwaukee Light Rail Project**

Dear Councilor Liberty,

Portland Community College is pleased to provide these comments in support of the proposed Milwaukee Light Rail project.

We see this project as a key part of the regional portfolio of needed investments that has the potential to increase access to, and effectiveness of, regional transportation systems. As you know, Portland Community College is actively integrating access to non-SOV transportation methods into our long-term strategic planning. Effective, timely transportation is more and more frequently heard from our students as a key determinant in their academic plans. We see this project as enhancing transit access to and for the Central East Side and PCC's Central Portland Workforce Training Center.

We also believe that sensible and principled planning needs to be done at the outset, particularly to avoid "incidental" negative impacts that can strip away the benefits of what would otherwise be a strategically positive investment. We suggest that guiding principles to be embraced at this planning point must include:

E-003-001
E-003-002
E-003-003

1. Transit network linkage with the West Side is important and desired;
2. Any river crossing solution must allow for current levels of river commerce;
3. To the extent an existing business is "destroyed" by this project, or the industrial preserve in the Central East Side is diminished, replacement facilities or property of suitable character (size, zoning, accessibility, logistics sufficiency, etc.) must be provided.
4. Substantial effort be made to identify and articulate for further discussion the intended impacts of this project and the potential de facto decisions that going forward might represent. Those things will certainly exist in this project, as they will in any project of similar importance. What's important, in our view, is that they be identified and discussed so that "win-win" solutions can be identified.

E-003-004

Portland Community College appreciates the opportunity to comment on this regionally important matter. We thank you for your continued leadership in these important conversations.

Sincerely,

R. J. McEwen
Vice President

www.pcc.edu
P.O. Box 19000
Portland, Oregon
97280-0990

District President
Dr. Preston Williams

An Affirmative Action, Equal Employment Opportunity Institution

E-003-001

Thank you for submitting your comments for consideration. The light rail alignment would provide convenient transfer opportunities to west side bus, light rail transit, and streetcar lines in downtown Portland.

E-003-002

An extensive analysis of both the vertical and horizontal clearances needed to conduct commercial river travel on the Willamette River in the vicinity of the Willamette River Transit Bridge (river mile 13.8) have been completed and are compiled in Appendix O of the FEIS. These data include a survey of river users and their navigational clearance needs, as well as a field test and meetings with commercial river users, the US Coast Guard, and the US Army Corps of Engineers. The bridge height of 77.52 feet has been reviewed by technical, advisory and policy committees and has been recommended by the technical and policy committees.

E-003-003

As required by both Federal Law under the Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970 (42 USC 4601) as amended and associated regulation in 40 CFR part 24 and Oregon State law, affected businesses that are displaced by the project will receive relocation assistance and compensation. That assistance is designed to help relocate a business to a new property of suitable character, and minimize the disruption that relocation might cause.

E-003-004

The FEIS identifies in Chapters 3, 4, and 5 the environmental, transportation, and fiscal/financial implications of this project as well as proposed mitigation to minimize the impact of the project. In this way, it is believed that the project provides all of the benefits that will come with

the project, such as a reliable and convenient transportation option, as well as address impacts and concerns that have been identified in the SDEIS and FEIS.

PORTLAND WALDORF SCHOOL EST·1982

RECEIVED JUN 22 2008 By [illegible] via email

June20, 2008

Metro, Tri-Met, Federal Transit Administration
sent via email: trans@oregonmetro.gov

Re: Comments on Supplemental Draft Environmental Impact Study for the Portland-Milwaukie Light Rail Project

To Representatives of Metro, Tri-Met, and the Federal Transit Administration

The Board of Trustees of the Portland Waldorf School (PWS Board) hereby offers its comments on the recently published Supplemental Draft Environmental Impact Study (SDEIS) related to the South Corridor Light Rail Project. Portland Waldorf School is a private school helping develop the minds, wills, and bodies of children from pre-kindergarten through 12th grade. The school resides in an historic building located at 2300 SE Harrison in Milwaukie, Oregon. This site sits directly adjacent to the freight rail corridor along which the only currently considered alignment of the South Corridor Light Rail Project runs. The lone alignment being evaluated in the SDEIS runs along the western property line of the school, within 50-100 feet of the school property and its high school building and early childhood outdoor learning area.

The PWS Board has been actively involved in the process to date and its participation has included many verbal and/or written communications with Metro and Tri-Met representatives, Milwaukie city government officials, and Mr. Krochalis with the FTA. We have been consistent in our support of mass transit (including light rail) as an environmentally friendly alternative for commuters in and around the Portland area. However, the PWS Board has also been consistent in its concerns about:

1. The all too narrow focus on a single alignment through downtown Milwaukie;
2. The resulting SDEIS, that is inadequate in its study of reasonable and viable, alternative alignments, rendering the SDEIS flawed in its goal to evaluate relative impacts of alternatives in an effort to find the best transit solution. It has also been suggested that this inadequate study of reasonable and viable alternatives renders the process non-conforming to NEPA guidelines;
3. The impacts on our school should this project be built as recommended in the SDEIS.

FTA, Metro, and Tri-Met contend in Section 2 of the SDEIS that alternatives through downtown Milwaukie were considered, but warranted no further consideration in the SDEIS. This lack of consideration of previously suggested reasonable and viable alternatives significantly influences the PWS Boards' comments on the SDEIS. The primary concerns for our school arising from the possibility of having a mass transit light rail line very close to the school are safety, security (crime), noise, vibration, and visual distractions in the learning environment. The PWS Board believes these are all negative impacts that would be significantly lessened by re-aligning the project along McLoughlin, Main, or 21st or by ending light rail north of Milwaukie and

2300 SE Harrison
Milwaukie Oregon
97222-7527
E-004-001
Telephone
503-654-2200
Facsimile
503-652-5162

E-004-001

Thank you for submitting your comments for consideration.

Analysis of LRT alignment options in Milwaukie dates back to 1993:

- South/North Alternatives Analysis, 1993-1998
- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002
- Portland-Milwaukie SDEIS, 2008

The Portland-Milwaukie SDEIS Appendix L presents a chronicled summary of alignment studies. Routes studied are shown in Figures L-5 and L-6.

The LPA alignment is the product of two intensive, outreach-based processes discussed in detail in the SDEIS on pages 2-35 through 2-41:

- The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.
- The Refinement Study in 2007, due to concerns about the Tillamook Branch alignment through downtown Milwaukie, evaluated alignment options between Highway 224 and SE Lake Road along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the project's Purpose and Need. For additional detail, see Chapter 2 of the FEIS.

Analysis of alignment and terminus options through Milwaukie for the Portland-Milwaukie Light Rail Project have been conducted and

E-004-001

implementing alternative transit connections from the terminus. Conversely, the benefits of light rail to our school, such as access to the school from the broader community and vice-versa, would not be significantly degraded by re-aligning this project as described above. The SDEIS, however, does not allow an objective analysis of that belief nor does it allow us, or any other affected school, business, or individual to prove the merits of these alternatives.

E-004-002

Notwithstanding, and in addition to, our concerns about the validity of the SDEIS, the PWS Board has concerns about the criteria used to evaluate what effects are impactful to our school. We are concerned that federal guidelines are not adequate to gauge the impact on our students of incremental crime, noise, vibration, visual distractions, and safety hazards. We consider any adverse changes to our environment a potential risk to our mission of developing the intellect, spirit, imagination, and social awareness of our students. We consider the broad mitigation concepts too vague to alleviate any concerns.

The PWS Board hopes the comments contained herein will influence a decision to step back and conduct a more thorough impact study of various transit alternatives that is NEPA compliant. In this way, Portland, Milwaukie and the surrounding communities will benefit from a mass transit solution developed with transparency and consciousness.

Sincerely,
Portland Waldorf School Board of Trustees

documented as described in the SDEIS on pages 2-35 through 2-41. This discussion was updated for the FEIS, along with the discussion of environmental impacts in Chapters 3 and 4. The selection of the alternatives and the LPA were based on criteria utilized in the SDEIS that are key to distinguishing the comparative impacts and effectiveness of the options. It also considered recommendations about the alignment through Milwaukie by City staff, the Planning Commission, City Council, neighborhood leaders, and interested citizens. The Locally Preferred Alternative decision was the product of this process. The LPA process and decision is detailed in Chapter 2, Section 2.4 of the FEIS. The LPA best meets the Purpose and Need for a major transit investment in the Milwaukie-Portland corridor. This process fully complies with FTA's major capital project development process requirements.

E-004-002

The SDEIS and the FEIS identify and address significant environmental impacts as required by NEPA, and identifies the methods that were applied to conduct the analysis and identify the need for mitigation where significant impacts occur. These methods incorporate best available science and engineering information, and also incorporate applicable regulatory requirements and guidance available from FTA, USDOT, the Council on Environmental Quality, and other agencies. The methods have been reviewed and approved by FTA, Metro, TriMet and state and local jursidictions, including the City of Milwaukie. These methods were provided for public review in the Results Reports accompanying the release of the SDEIS. The comment does not identify questions about a specific method or type of analysis, and does not propose other standards that should be used. However, federal standards and other regulatory guidance used by the project represent reasonable means to identify the potential for adverse effects to the environment, including properties such as the Waldorf School.

The design of the project and the analysis of environmental impacts

were developed using all applicable federal standards and guidance, and they incorporate other technical standards and resources that represent decades of experience with light rail projects nationally and internationally. This includes the latest engineering standards, guidance and specifications applying to rail operations and traffic safety, including the USDOT's Manual of Uniform Traffic Control Devices and the standards of the Federal Railroad Adminstration, which apply to this corridor because it has existing freight rail operations and street crossings. The project's design and environmental information also reflect the experience of TriMet, FTA and others with similar light rail projects.

For the areas the Trustees identify as concerns, including crossing safety, traffic impacts, visual effects, and noise and vibration, the standards for analysis, the identification of impacts, and the standards used to develop mitigation, were defined in detail in the SDEIS and its accompanying Results Reports. The Final EIS updates these environmental findings and includes additional detail developed through the advanced engineering conducted for the LPA and in response to public comments. It also provides further definition of the project's mitigation commitments in Chapters 3, 4 and Appendix M. Chapter 2 also provides updated descriptions of the design features of the project that minimize environmental impacts.

The comment does not provide specific questions on effects or potential mitigation for the areas identified as concern including incremental crime, visual distraction, or safety hazards. For example, potential safety hazards related to light rail operation or the potential for incremental crime are described in detail in Section 3.16, Safety and Security. This includes gates, signals and other devices and measures to provide safe crossings of the existing rail corridor near the school, and accompanying measures to ensure safety along the rest of the rail corridor and around stations. Section 3.4, Visual Quality and Aesthetics, identifies the level

of impact on land uses throughout the corridor, and noted that in downtown Milwaukie the visual changes are limited because the project will be within an existing rail corridor and in a dynamic urban environment.

In response to the more specific comment about noise and vibration, Section 3.10 of the FEIS provides updated information on effects and areas requiring mitigation. The SDEIS and the FEIS identify the Waldorf School as a noise- and vibration-sensitive property with specific impact thresholds that must be met by the project. The SDEIS and FEIS include the results of the detailed noise and vibration analysis conducted consistent with FTA's Noise and Vibration Manual, which is the result of decades of technical study of transit systems and the sensitivity of people to noise and vibration. The FEIS identifies TriMet's commitments to mitigate all impacts that exceed FTA's established thresholds for sensitive properties such as the Waldof School. The analysis is consistent with the FTA manual, which states, "the impact criteria and descriptors depend on land use, designated Category 1, Category 2 or Category 3. Category 1 includes uses ***where quiet is an essential element in their intended purpose, such as indoor concert halls or outdoor concert pavilions or National Historic Landmarks where outdoor interpretation routinely takes place***. Category 2 includes residences and buildings where people sleep, while Category 3 identifies other sensitive land uses such as ***institutional land uses with primarily daytime and evening use such as schools, places of worship and libraries***." FTA defined these three land use categories of noise-sensitive properties and designed specific impact and mitigation criteria required to maintain the properties' ongoing qualities and functions when transit projects are proposed nearby. Waldorf school meets the FTA criteria for the Category 3 land use, and those standards were applied in the FEIS.

OREGON HEALTH & SCIENCE UNIVERSITY

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RECEIVED
JUN 20 2008
By Jean Kuerk
Via email

June 20, 2008

Robert Liberty, Metro Council
METRO
600 NE Grand Avenue
Portland, Oregon 97232-2736

Subject: Portland-Milwaukie Light Rail Project Testimony

Dear Councilmember Liberty:

Oregon Health & Science University is pleased to submit written testimony regarding the Portland-Milwaukie Light Rail Project.

Oregon Health & Science University, with over 12,000 employees and 2,400 students, is one of the many property owners that will be directly impacted by the proposed light rail project. Metro, Tri Met, the City of Portland and all of the other public agencies have done an outstanding job of seeking and listening to diverse public input.

We wish to acknowledge that each of the local jurisdictions and public agencies involved in the decision making process have a difficult task ahead of them. Not only do they have to make sure that the project meets all of the criteria outlined by the Federal Transit Administration, but they are accountable to a higher community standard: to insure that the new light rail alignment offers the greatest public and economic benefit to the citizens of this region.

OHSU is not a transportation agency, and does not propose to know the answers to the multitude of challenging questions that will need to be addressed during this process. For this reason our testimony will only address the segment of the proposed light rail line which impacts OHSU as a property owner.

OHSU's role in the community is to remain focused on fulfilling our mission as a public corporation: OHSU is dedicated to health and quality of life for all Oregonians through excellence, innovation and leadership in health care, education and research. OHSU is a public university and like other public universities in Oregon it does not make any profit. As Oregon's only health and research university, OHSU provides care to those with the most difficult health challenges.

OHSU also has a unique responsibility to help Oregon address another very serious challenge, and that is a critical shortage of health care workers. The demographic bulge of aging baby boomers will produce an exponential increase in demand for health care services. The same demographic bulge also means greater numbers of physicians, nurses, dentists and other health care workers are retiring themselves – a double whammy. The educational system is not keeping up with the demand for health care workers. OHSU does not have the physical infrastructure it needs to adequately respond to the health care workforce crisis. Addressing the health care workforce crisis will require new partnerships and working with the community to leverage existing resources and investments.

The Schnitzer family's generous gift of 19 acres of land in the south waterfront area has allowed OHSU to begin planning a unique integrated health care teaching facility that, over time, will help increase the number of health care workers. Campus master planning efforts were accelerated to accommodate the light rail planning needs. The vision incorporates green building methods that maximize view corridors, solar potential and greenway enhancement.

As one of the property owners potentially affected by the Light Rail bridge crossing OHSU was asked to participate in the Willamette River Partnership Committee chaired by former Mayor Vera Katz. The process took an objective look at the 2003 LPA and the four alternative crossings and evaluated all of the options. The primary consideration of this committee was to determine which alignment offers the greatest public benefit. The options on the west side of the Willamette showed the alignment and new bridge crossing in one of two places; either through the middle of the campus on Meade Avenue, or on the southern edge of the campus along the Schnitzer-Zidell property line.

The "Sherman Porter" alignment (south of OMSI on the east side and on the Zidell and OHSU shared property line on the west side) emerged as the crossing that did the best job of maximizing transit connections, providing Science and Technology Quarter linkages between the east and west side of the Willamette, enabling expansion by OMSI and the Opera on the east side and preserving the river's fish habitat – and therefore offered the greatest public benefit.

Metro determined that all four of the new options being looked at as part of the SDEIS would cost more than the original LPA alignment selected in 2003; depending on the alignment, between $20 million and $30 million more.

A property swap, of equal sized parcels of land, between OHSU and Zidell, emerged as one solution. The property swap would allow the bridge length to be shortened by moving the bridge landing on the west side of the Willamette River slightly north, closer to Meade. The alignment would then angle to the south so that transit station offers riders the best connection to the Tram. We are also hoping that the "refined Sherman-Porter crossing" will also reduce the cost slightly compared to the original Sherman-Porter crossing studied in the SDEIS.

Other modifications were made in the OHSU revised Schnitzer Campus Master Plan to accommodate the City Planning Bureau's preferred street alignment, enhance urban design by moving parking underground, and increasing sustainability by maximizing solar gain and incorporating stormwater and regenerative landscape.

As planning proceeded another potential partnership has emerged. Next month the Board of Higher Education will consider a proposal for a Collaborative Life Sciences Project between the Oregon University System and OHSU. If approved, the OUS Capital Budget Request to the Oregon Legislature will include funds for a new building to be built on the south edge of the Schnitzer Campus close to the light rail station. If funding is approved, the building construction is expected to coincide nicely with the building of the Portland- Milwaukie light rail line.

OHSU recognizes that building the Portland-Milwaukie Light rail project will be a costly venture but we believe one which has the potential to benefit the community for years to come and supports our commitment to a healthier, greener environment. In light of our public mission, OHSU does not have the financial means to contribute to the project but will continue to work in partnership with the public agencies to see that the OHSU resources devoted to the development of the Schnitzer campus take the light rail development into consideration. With all of the property owners committed to working together, we anticipate opportunities for shared costs and mutual benefit to emerge.

E-005-001

In conclusion, OHSU agrees with the Willamette River Partnership Committee recommendation; the "refined Sherman-Porter crossing" offers the greatest public benefit to our community. It is projected that it will increase transit ridership by 10,000 to 12,000, which is important to our community.

This alignment maximizes transit connections and public investment in the Tram. Although light rail won't serve OHSU's direct needs like the Tram does, light rail will provide broad public benefits. It will link the community with the educational resources that will be developed on the Schnitzer Campus and will provide additional attractive transit options for the patients and 12,000 employees who travel to OHSU.

Sincerely,

Joe E Robertson

Joseph E. Robertson, Jr., M.D., M.B.A.
President

E-005-001

Thank you for submitting your comments for consideration. The LPA includes a Willamette River bridge that is on the "refined Sherman-Porter" alignment, and that will have a light rail station providing direct, regional transit access to the OHSU Schnitzer Campus. The LPA will support OHSU and Zidell developments at the west end of the bridge and OMSI and Portland Opera developments at the east end of the bridge.

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JUN 23 2008
By via email

OMSI
OREGON MUSEUM OF SCIENCE AND INDUSTRY

1945 SE Water Avenue
Portland, OR 97214-3354
503.797.4000 www.omsi.edu

June 23, 2008

Councilor Robert Liberty
Metro
600 NE Grand Avenue
Portland, Oregon 97232

Dear Councilor Liberty:

E-006-001

I am writing to give my support for the proposed Milwaukie Light Rail system and the Sherman alignment.

The Oregon Museum of Science and Industry (OMSI) has made a major commitment to the eastside with its location south of the Hawthorne Bridge. The Milwaukie Light Rail system will give OMSI and the district an enormous increase in access that can spur major development for the central city. OMSI is currently working on a master plan for our future development in cooperation with the district property owners, Metro, TriMet, Oregon Health & Science University, Portland State University, the City of Portland and others.

OMSI currently serves over one million visitors per year. The addition of light rail and the Sherman alignment will make the area much more successful for OMSI and local businesses.

We believe that the proposed light rail system and Sherman alignment will have great benefit for the community.

Sincerely,

Nancy Stueber

Nancy Stueber
President

E-006-001

Thank you for submitting your comments for consideration. The Sherman alignment option was selected as the Locally Preferred Alternative. See Chapter 2.1 Portland-Milwaukie Light Rail Alternative for more information.

Trans System Accounts - Comment from PSU

From: Dan Zalkow <zalkowd@pdx.edu>
To: <trans@oregonmetro.gov>
Date: 6/23/2008 11:30 AM
Subject: Comment from PSU

E-007-001

Portland State University has been actively monitoring the progress of this project, and we are extremely excited about it. I recently learned that the South Corridor Steering Committee will be making a decision to eliminate the Harbor station as part of the LPA with the understanding that the station will be consolidated with the Lincoln Station during Preliminary Engineering. This "new" station may be sited between the currently proposed Lincoln and Harbor stations.

Over the past year, I have continuously made sure that there was no consideration to eliminate or move the Lincoln station since PSU plans to redevelop its 4 acre site to the south of the proposed station (University Place) as a transit oriented development where the stations and development are planned together or at least planned in strong consideration of one another. This site could house up to 3000 PSU students.

We are open to discussing the idea of moving the Lincoln station, but this discussion as well as additional public processes including discussions with property owners at RiverPlace should occur before making a decision that nearly guarantees that the Lincoln station is moved. Leaving both stations in the LPA seems to be the prudent decision at this time, with the evaluation of the stations to occur during Preliminary Engineering.

We are very interested in continuing a dialogue regarding these stations and we would be happy to meet with members of the committee or agency representatives to discuss the future station locations west of the Willamette River.

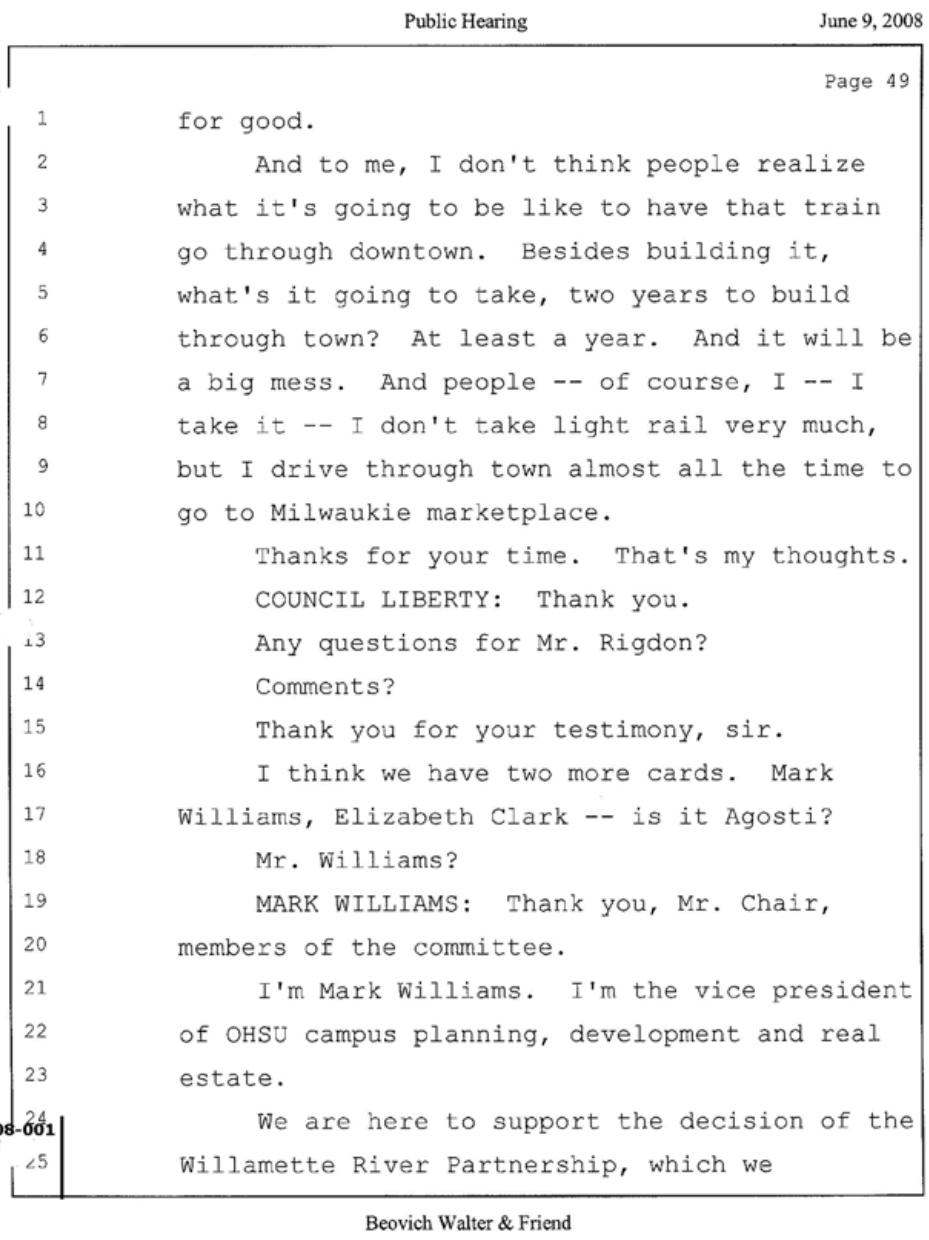
--

Dan Zalkow, AICP
Associate Director & Planner
Housing & Transportation

Portland State University
Phone: (503) 725-5466
www.hats.pdx.edu

E-007-001

Thank you for submitting your comments for consideration. Exhibit C of the City of Portland's LPA adoption resolution contained a request for additional outreach and technical analysis to optimize the location of the Lincoln Station. Based on this work, the stakeholder group confirmed its support for the Lincoln Station location. The Project Management Group, comprised of directors and high-level managers from project partner agencies, followed with its recommendation for assuming the Lincoln Station in the project. Preliminary engineering is proceeding with this assumption.



Public Hearing June 9, 2008

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for good.

And to me, I don't think people realize what it's going to be like to have that train go through downtown. Besides building it, what's it going to take, two years to build through town? At least a year. And it will be a big mess. And people -- of course, I -- I take it -- I don't take light rail very much, but I drive through town almost all the time to go to Milwaukie marketplace.

Thanks for your time. That's my thoughts.

COUNCIL LIBERTY: Thank you.

Any questions for Mr. Rigdon?

Comments?

Thank you for your testimony, sir.

I think we have two more cards. Mark Williams, Elizabeth Clark -- is it Agosti?

Mr. Williams?

MARK WILLIAMS: Thank you, Mr. Chair, members of the committee.

I'm Mark Williams. I'm the vice president of OHSU campus planning, development and real estate.

E-008-001

We are here to support the decision of the Willamette River Partnership, which we

Beovich Walter & Friend

E-008-001

Thank you for submitting your comments for consideration. The refined Porter-Sherman alignment option was selected as the Locally Preferred Alternative. See Chapter 2.1 Portland-Milwaukie Light Rail Alternative for more information.

E-008-001 participated in, on the alignment issues that are before you today. In particular, on that piece, we want to commend the public process that we were invited to participate in. Former Mayor Vera Katz did a terrific job chairing that committee. There were a lot of different interests in the room with different ideas, and somehow or another we all wound up more or less in the same place, and that was no small feat. So we appreciate both being invited to participate in that and also the way the process was run.

Just very briefly, you all know who we are, but a few words about OHSU and what our role is in this community.

We're not a transit agency, we're not a general purpose government. We have a core mission as a public corporation to provide healthcare, healthcare education, research discoveries and community outreach, not just to Portland, not just to the region, but to the entire state of Oregon and Southwest Washington. We are the only academic medical health center in this whole wide area, and that's what we do. Like any public university,

and we are a public university, even though we're not part of the Oregon university system, we're just like everybody else. We're struggling through budgets, we're trying to figure out how to make our mission work in a constrained climate. The fact that Oregon is 46th in the nation at last count on funding of higher education is not a small part in that.

Additionally, we're a major part of the economic fabric of this state and this region. With over 12,000 employees, we are the largest employer in the city of Portland, we're the fourth largest employer in the entire state of Oregon.

But the future is really what concerns us. We have dramatic healthcare worker shortages coming at us. Many of you have seen this before. I'm not going to bore you with all the details. But those of us who are in that Baby Boomer generation, we're going to need more healthcare. And our providers are all in that same generation. And they're leaving the workforce while their healthcare needs go up.

Why do I mention that? Because the Schnitzer campus located in the north of the

South Waterfront is where we hope to meet that demand and we hope to meet that healthcare crisis in the future. That's what the Schnitzer campus is there for, to help address the healthcare workforce crisis that we see coming and in some professions is here already.

The alignment recommended by the Willamette River Partnership offers, in our view, the greatest benefit to the greatest number in our community. OHSU is one of the community partners. We were asked to participate in this process. We did. We feel that the outcome came to the right place. There's a whole lot of things that need to be done yet to make this district work and to enable us to help carry out our mission. But we think that the alignment that's before you does the best job and we support it.

COUNCIL LIBERTY: Thank you.

Questions? Comments? No?

Thank you for your testimony.

Is it Agosti?

ELIZABETH CLARK AGOSTI: Agosti.

COUNCIL LIBERTY: Agosti.

ELIZABETH CLARK AGOSTI: I'm Elizabeth

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

June 23, 2008

Reply To: EPTA – 088

Ref.: 98-028-FTA

Linda Gehrke, Deputy Regional Administrator
Federal Transit Administration
Jackson Federal Building, Suite 3142
915 Second Ave.
Seattle, WA 98174

Dear Ms. Gehrke:

The EPA has reviewed the fourth Draft Supplemental Environmental Impact Statement (SDEIS) for the proposed **South Corridor Portland-Milwaukie Light Rail Project** (CEQ No. 20080180) in accordance with our responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act. Section 309 specifically directs EPA to review and comment in writing on the environmental impacts associated with all major federal actions. Under our policies and procedures, we also evaluate the document's adequacy in meeting NEPA requirements.

The SDEIS evaluates potential environmental impacts of a proposal to develop a light rail transit system connecting downtown Portland, the City of Milwaukie and north Clackamas and Multnomah Counties, OR and Clark County, WA. Because of higher concentration of population and facilities (public and private) within the project corridor, there is need to provide a dependable way for people to travel conveniently, safely, and economically in the area. When complete, the project will improve the quality of transit service and help to meet significant travel needs expected within the project corridor due to projected high population and employment growth in the near future. In South Portland area, for example, there will be 221% change in forecasted households from 2005-2030 (p. 1-11), and the percent change in employment will be 59% over the same period.

In analyzing the impacts of the Light Rail project, the Federal Transit Administration (FTA) and its partners, Metro and Tri-County Metropolitan Transportation District of Oregon, considered a No-Build Alternative and Light Rail Alternatives based on the Locally Preferred Alternative (LPA) that was identified in the 2003 SDEIS. In addition to the LPA, FTA developed two alternatives for Light Rail corridor alignments (Fig. 2.1-3), four Willamette River crossing alternatives (Fig. 2.1-2), and three bridge designs (Fig. 2.1-4). Data presented in this document and resulting public comments will be used to identify a Preferred Alternative for the proposed Portland-Milwaukie Light Rail project.

F-001-001

In general, EPA supports mass transit services that reduce pollution, conserve energy, and minimize environmental degradation, while ensuring safety and security, so we are generally supportive of the project. However we have concerns about aspects that have potential to further degrade water quality, impact fisheries, and disturb and release pollutants from hazardous material sites and sites with contaminated sediments. We recommend selection of a bridge design with as few piers as possible to minimize disturbance of potentially contaminated sediment and minimize the impact to fisheries. We encourage FTA and project partners to continue to work with the Oregon Department of Environmental Quality (ODEQ) to obtain the Clean Water Act Section 401 Certificate and assure that the state of Oregon water quality standards are met. FTA should also coordinate with ODEQ as contaminated sites in the project area are identified and remedial actions are developed and implemented. Detailed comments are attached.

Because of concerns about water quality, hazardous materials and sites, and missing or unclear information, we have assigned a rating of EC-2 (Environmental Concerns - Insufficient information) to the draft EIS. This rating and a summary of our comments will be published in the *Federal Register*. For your reference, a copy of our rating system used in conducting our review is enclosed.

EPA commends FTA for working with a variety of stakeholders, coordinating with affected Tribes, establishing and working with a Citizen Advisory Committee for the project, and considering other public comments in developing and analyzing the impacts of the proposed project.

If you have questions or would like to discuss our comments in detail, please feel free to contact Theo Mhabaliye at (206) 553-6322 or me at (206) 553-1601.

Sincerely,

/s/
Christine Reichgott, Manager
NEPA Review Unit

Enclosure

cc:

EPA Oregon Operations Office
The US Coast Guard in Portland, OR
Oregon Department of Environmental Quality

F-001-001

This EPA comment includes several considerations. Accordingly, the response below is separated into sections dealing with each topic.

Water Quality

The first Project approach to stormwater runoff was to limit the amount of additional impervious surfaces. Wherever tie and ballast system design could be used (outside of structures and some urban areas where local officials urged, for urban design reasons, paved track design), the LRT track is pervious and allows stormwater to percolate into the ground. Similarly, where park and ride lots are needed, structured parking which reduces the amount of impervious surface to number of parking spaces was used in all instances.

For those elements of the project where impervious surfaces are required, the Project is applying the City of Portland Stormwater Manual (2008) as a standard for treating all stormwater runoff from the project (in Ruby Junction the City of Gresham stormwater requirements are used and these requirements are equal to City of Portland requirements.) Accordingly, the Project will treat stormwater runoff from the paved track and structures, including bridges, directing water to bioswales and other stormwater treatment designs prior to connection to municipal stormwater facilities and/or into water bodies.

In addition, the Project has submitted an application for a Clean Water Act Section 401 Certificate to demonstrate Project compliance with the Clean Water Act and related regulations and standards.

Impact to Fisheries

The potential impact of the project to fisheries was addressed in a number of ways and is addressed according to the seven water body

EPA Detailed Comments on the Proposed
Portland-Milwaukie Light Rail Project

Water quality and hydrology

F-001-002

Water quality degradation is one of EPA's primary concerns. Section 303(d) of the Clean Water Act (CWA) requires States (and Tribes with approved standards) to identify water bodies that do not meet water quality standards and to develop water quality restoration plans to meet established water quality criteria and associated beneficial uses. The SDEIS indicates that the project would cross up to eight waterways, including the Willamette River, Kellogg Lake and, depending on the alignment option selected, six more creeks (p. 3-122). Most of these waterways are on the state of Oregon most current EPA-approved 303(d) list of impaired waterbodies due to their exceedances of water quality criteria such as temperature, mercury, and bacteria. Nearly all the waterways in the project corridor support populations of anadromous and resident fish species, some of which are listed as threatened under the Endangered Species Act or are species of concern. For example, the Willamette River and Kellogg Lake/creek support both Coho salmon and Steelhead, which are listed as threatened by the federal government and as endangered by the state.

The project is expected to result in an increase of about 31-34 acres of impervious surfaces and almost 2-3 acres of potential floodplain fill. Such an increase could result in greater stormwater volumes and higher pollutant loading to 303(d)-listed streams. The project would also create in-water new structures (piers and bridge footings). We are concerned that construction of these structures could disturb and re-suspend contaminated sediment. We are also concerned that the structures, once constructed, could serve as cover for predators of listed fish species, thereby exacerbating threats to these species.

Recommendations:

1. We encourage FTA to select options to minimize the extent of impervious surfaces and consider use of Low Impact Development (LID) techniques that reduce the volume of stormwater and mimic natural conditions as closely as possible. Information about LID practices can be found at: http://www.psat.wa.gov/Programs/LID/lid_cd/brochure.pdf and http://www.epa.gov/smartgrowth/stormwater.htm.
2. We recommend selection of a bridge design with as few piers as possible to minimize disturbance of potentially contaminated sediment and minimize the impact to fisheries.

The final EIS should also include information about the status of the Clean Water Act Section 401 Certification process, and if possible, specific requirements to meet state water quality standards and Water Quality Monitoring Plan to address water quality problems. FTA should also coordinate with ODEQ as the TMDL for the Willamette River is implemented and other plans to restore water quality in other water quality limited waterbodies are also developed and implemented.

crossings.

Willamette River Bridge

Extensive Project revisions were made to address potential impacts to fish. These included:

- Reduced the number of in-water piers from as many as four to the final design which has two in-water piers;
- Revised the bridge design by relocating the west piers to reduce the impact on scarce shallow water habitat;
- Revised the in-water construction periods to conform with Oregon Department of Fish and Wildlife in-water work window – eliminating all in-water work other than during the period July 1 to October 31 of any year so that fish passage, rearing and other fish activities are not disturbed;
- Reconfigured construction methods to use cofferdams with sheet piling vibrated rather than pile driven into place (though proofing with bubble curtains would be needed) and drilled shafts rather than placing shafts that are pile driven to greatly reduce underwater noise and vibrations that can be injurious to fish and other aquatic species.
- Provided shoreline restoration with native plantings from the ordinary low water point landward to points between 45 and 100 feet land side of the top of bank;
- Designed mitigation to place sand and cobble to improve fish habitat and reduce the impact of pier and cofferdam scour protection intended to secure existing hazardous materials on the river bottom;
- Removed derelict remnant pilings that leach contaminants and which can provide fish predator cover;
- Agreed to adhere to best management practices, including SLOPES IV, to minimize the chance of contaminant spills or other adverse impacts to water or habitat important to fish.

Hazardous materials

F-001-003

The SDEIS indicates that construction of the Light Rail project may encounter 80-95 contaminated sites within the project corridor, of which 35-42 would be of high concern. During construction, petroleum products may be accidentally spilled to the ground and contaminate soils and groundwater. Paint, acids, solvents, asphalts, and other chemical pollutants may also be used at construction sites and be carried in stormwater runoff. Removal of structures containing contaminants such as lead, polychlorinated biphenyls (PCBs), and asbestos may also be necessary. Construction of river and stream crossings has the potential to stir up in-water sediments and riverbank soils contaminated with metals, PCBs, and polycyclic aromatic hydrocarbons. EPA is concerned about the project potential to mobilize contaminants currently in soils and sediments, impeding ongoing and planned remedial actions for the contaminated sites. As a result, the project would possibly exacerbate water quality problems within listed waterbodies, resulting in impacts to aquatic life and fish.

Recommendations:

1. FTA should coordinate with ODEQ as contaminated sites are identified; and cleanup plans are developed and implemented to minimize impacts resulting from possible release of hazardous materials in the environment and disturbance of contaminated sites.
2. The final EIS should include detailed information regarding specific measures that will be taken to reduce impacts of potential release of hazardous materials in the environment and disturbance of contaminated sites by the project. As an example, the final EIS could include information addressing Spill Prevention, Control, and Countermeasure (SPCC) plans for the project.

Monitoring

F-001-004

The proposed project has the potential to impact a variety of resources for an extended period of time. As a result, we recommend that the project be designed to include an environmental inspection and mitigation monitoring program to ensure compliance with all mitigation measures and assess their effectiveness. The EIS document should describe the monitoring program and how it will be used as an effective feedback mechanism so that any needed adjustments can be made to the project to meet environmental objectives during the project operation and maintenance.

Crystal Springs Creek

In order to avoid disturbance of existing conditions on this Creek, the project was designed to bridge this Creek – that is currently within a culvert. This design would allow future culvert removal or rebuilding to more fish friendly design. Nearby wetlands that will be impacted by the Project are mitigated through offsite wetland restoration of equal value.

Johnson Creek

In association with this crossing, the project has redesigned the bridge so that there is no in-water work as well as to narrow the footprint of the structure crossing the Creek as well as determined that floodplain enhancement and wetland/streambank restoration will be provided.

Crystal Creek

The Project will replant areas disturbed during construction with native plantings that provide shade, habitat for species that fish feed on and which improve water quality thereby improving fish habitat.

Spring Creek

The Project has designed the crossing of the culvert containing Spring Creek so that disturbance of fish passage and of the existing culvert is keep to a minimum.

Kellogg Lake

The Project has created a design which limits in-water work to one set of in-water piers and will include streambank restoration to improve the fish habitat.

Courtney Creek

Because the Creek has been directed into a culvert about 30 feet below existing grade, the Project has limited ability to improve fish habitat with this crossing. However, stormwater generated from the Project at this site, including the park and ride structure as well as stormwater from adjacent properties and streets will be directed to an at-grade stormwater bioswale that will be planted with native plants and which will slow water flows, reduce contaminants in the water and cool the water – all actions that help promote better fish habitat.

Hazardous Materials/Contaminated Sediments

(There is another section of this response which deals in detail with the other specific questions from EPA about how the Project has determined how it will handle hazardous wastes.)

In regard to the EPA concerns noted in this paragraph about hazardous materials, the project investigated earlier samplings as well as completed additional samplings of the Willamette River bottom. These samples indicated that there are sites with varying contaminants and varying levels of contamination in the vicinity of the Project. The PMLR project design recognizes these existing conditions and has designed its structure and construction methods to contain these hazardous materials in place. Prior to construction, geotechnical borings were completed in the Willamette River. In order to address disturbing hazardous materials, boring holes will be sealed with bentonite approximately five feet below the mudline.

Further, the temporary work bridge on the west bank has been redesigned to span the hazardous material containment cap to be constructed by the property owner (Zidell). This design reduces the number of temporary piers. In addition, the Project will be placing a

layer of one foot of sand over this cap as well as over the location of the west bank temporary work bridge so that setting the temporary piers does not disturb existing sediments and contaminants (called the Sediment Management Area by Oregon Department of Environmental Quality).

For the permanent piers, a design was selected that reduced the number of in-water piers from as many as four to the final design which has only two in-water piers. Further, one foot layer of sand will be laid on the river bottom to contain any hazardous materials and then a cofferdam composed of vibrated in sheet piles will be constructed. A scour analysis was completed assessing the potential river bottom scour that could occur as a result of placing the coffer dam and permanent piers. Scour protection for the piers (placed on top of the sand layer) was designed to protect against the 500 year flood event for the permanent piers and the ten year event for the cofferdam, again to ensure that existing hazardous materials are not re-suspended into the water or otherwise transported as a result of Project actions.

On the west bank land side, the Project has coordinated with Oregon Department of Environmental Quality as well as the property owner (Zidell), who is under court order to complete site remediation, as well as other contaminated sites that the Project will construct upon. The PMLR project redesigned the LRT alignment to avoid more of the identified hazardous material sites and will conduct its construction consistent with the knowledge of hazardous materials and best management practices. (see the specific hazardous material handling response.)

F-001-002

The SDEIS and Water Quality & Hydrology Results Report discuss the 303(d) listings and the species known or suspected to occur in the streams affected by the project. Locally Preferred Alternative would cross the Willamette River, Kellogg Lake and five additional waterways.

The Minimum Operable Segment would not cross Kellogg Lake or Courtney Springs Creek. Future phases of the project would also expand the Ruby Junction Operations and Maintenance Facility in Gresham within the 100-year floodplain of Fairview Creek. Stormwater treatment for the LRT alignment is following City of Portland requirements, which should address increased stormwater volumes and pollutant loadings into project area streams. Where feasible, low-impact development (LID) is being integrated into the design. The Willamette River bridge and the Kellogg Lake bridge will have piers installed in the water column. The number and size of the piers have been reduced to extent practicable while still providing structural integrity. Investigations into effects to known in-water contaminants are still being conducted. Further information on effects and minimization measures are discussed in Section 3.8 Ecosystems of the FEIS and the Biological Assessment for the project.

The FEIS provides an update on the permitting requirements and processes, including the Section 401 WQ certification. Communication with DEQ water quality staff has occurred during the preliminary design and NEPA stages, and will continue to occur through advanced design, NEPA, and permitting efforts.

F-001-003

This comment had multiple points. Responses to each point made in the comment follow.

1) Regarding accidental spills and stormwater runoff during construction, the PMLR project team acknowledges that project construction activities can have an adverse effect on environmental media such as soil, sediment, surface water and groundwater from the release of hazardous substances and petroleum products. Construction activities will be conducted in a manner that is consistent with State of Oregon Revised Statue (ORS) Chapter 466, the City of Portland Charter and Code (CPC)

Chapters 10 and 21, and/or other relevant or applicable rules or regulations. Actions would include preparing site specific spill control and prevention plans (SCPC), construction stormwater control and pollution prevention plan (SWCPP), health and safety plans (HASP), and implementing best management practices (BMPs).

2) Regarding removal of structures, buildings and structures that have lead or asbestos containing materials (ACMs) will need to have proper abatement conducted prior to any demolition, renovation, or repair activities. Abatement must follow state guidelines and be conducted by licensed abatement firms (Oregon Administrative Rules [OAR] 248). Abatement materials must be properly disposed of at authorized solid waste facilities. In general, building and structures that were built prior to 1980 have a higher likelihood of containing asbestos. EPA issued a ban and phase out rule of asbestos in 1989.

3) Regarding river and stream crossing impacts, the PMLR project team recognizes that potential adverse impacts to the environment could occur from the installation of the Willamette River Crossing. The project team has been and continues to discuss these issues with Keith Johnson at Oregon Department of Environmental Quality (ODEQ), the City of Portland, and other potentially responsible parties (PRPs) including Zidell Realty Company (ZRZ) (ESCI No. 698), Portland General Electric (PGE) Station L (ESCI No. 51) and Oregon Health and Sciences University (OHSU) Former Schnitzer Property (ESCI No. 875) that are undergoing cleanup. This discussion will help in the determination of avoidance, minimization and mitigation strategies. These strategies will be developed as the remedial actions at these sites are finalized and the preliminary design for the crossing is completed.

EPA Recommendations

EPA Recommendation: FTA should coordinate with ODEQ as

contaminated sites are identified; and cleanup plans are developed and implemented to minimize impacts resulting from possible release of hazardous materials in the environment and disturbance of contaminated sites.

The PMLR project team has coordinated with ODEQ, especially on the existing hazardous materials located on the Zidell property and on the Willamette River bottom, as well as the hazardous waste users and known contaminated sites along the alignment. The Project will continue to coordinate through Project construction, and believes this will result in further protection to the environment and potential savings to the project in terms of costs and schedule.

EPA Recommendation: The final EIS should include detailed information regarding specific measures that will be taken to reduce impacts of potential releases of hazardous materials in the environment and disturbances of contaminated sites by the project.

The PMLR project team agrees with EPA's recommendation. The FEIS contains a number of detailed avoidance, minimization and mitigation strategies to reduce adverse effects to the environment noted in Chapter 3.13. These include, but are not limited to a contaminated media management plan (CMMP), phase 1 and phase 2 environmental site assessments, SCPP, SWCPP, HASP, and NPDES permitting.

F-001-004
Monitoring
Following are the monitoring activities that the PMLR Project will be completing:

- The Federal Transit Administration will be monitoring compliance with the list of project mitigation measures so that all mitigation is completed prior to commencement of Project operation;
- The Project has agreed to monitor both land and limited in-water pile proofing for underwater noise and vibration levels and to promptly report to the National Marine Fisheries Service;
- The Project has an Inadvertent Discovery agreement with the State Office of Historic Preservation so that if any underground historic or prehistoric resources are discovered there are agreed upon procedures for next steps, including possible preservation;
- The Project has agreed to provide for Native American tribal monitoring of below ground excavation;
- The Project has agreed with the State Office of Historic Preservation through a Memorandum of Understanding, that the Project will coordinate with the SHPO on yet to be determined design details for treatments in the immediate vicinity of historic resources to ensure compatibility;
- The Project has agreed to monitor the health of all native plantings and streambank restoration areas for a period of five years to ensure that such plantings are well established;
- The Project has agreed to monitoring of all LRT bridges crossing water bodies to ensure that stormwater runoff systems and TriMet maintenance and operations methods successfully manage the potential for spills and surface water contamination.

(6/24/2008) Sid Rothstein - FW: Comments for South Corridor of Portland-Milwaukie Light Rail Project Page 1

From: "Yballe, Dominic P NWP" <Dominic.P.Yballe@usace.army.mil>
To: "Bridget Wieghart" <wieghartb@metro.dst.or.us>, "Mark Turpel" <turpelm@m...
CC: "Carrubba, Sheryl A NWP" <Sheryl.A.Carrubba@usace.army.mil>
Date: 6/23/2008 3:34 PM
Subject: FW: Comments for South Corridor of Portland-Milwaukie Light Rail Project

Good Afternoon,

Comments from Corps regulatory included in this e-mail. Thank you!

Dominic Yballe
CENWP-OD-G
P.O. Box 2946
Portland, Oregon 97208-2946
Office: 503-808-4392
fax: 503-808-4375

-----Original Message-----
From: Holm, James A NWP
Sent: Monday, June 23, 2008 3:29 PM
To: Yballe, Dominic P NWP
Subject: Comments for South Corridor of Portland-Milwaukie Light Rail Project

Mr. Yballe,

I am interested in this project because I am the Corps Regulatory Project Manager for Multnomah and Clackamas Counties and this project includes both of those counties. My first comment has to do with the justification for another bridge across this section of the Willamette River. This would result in a fourth major river crossing in less than one river mile. Surely, it is feasible to tie into one of the existing three bridges to cross this water body.

F-002-001

My second comment is the height restriction on navigation of the Willamette River. Any new crossing (or bridge retro-fit) should not lower the height of vessels using the river. The new bridge clearance should be 120 feet or greater, just like the Ross Island and Marquam Bridges.

F-002-002

Please feel free to contact me regarding clarification of the two comments.

James A. Holm
Project Manager, Regulatory Branch
U.S. Army Corps of Engineers - Portland District
333 S.W. First Avenue
Portland, OR 97204
Tel: 503-808-4385
Fax: 503-808-4375
james.a.holm@usace.army.mil

F-002-001

Thank you for submitting your comments for consideration. Federal Transit Administration staff as well as light rail project staff met with James Holm and Sheryl Carrubba, U.S. Army Corps of Engineers on September 30, 2008 to address the issues raised in the U.S. Army Corps of Engineers email dated June 23, 2008.

Project staff reviewed the alternative alignments, especially documentation that use of existing bridges, including the Hawthorne Bridge, the Ross Island Bridge and the Marquam Bridge would result in substantially poorer transit service than a new bridge. This information is included in the SDEIS as well as in the FEIS (Chapter 2 and further information in the appendix). In the September 30 meeting, Mr. Holm further noted that his concern was that the bridge height not restrict onshore uses in the area. The project continued to provide updated information and briefings with the USACE, including an adminstrative review draft of the FEIS prior to its publication.

After further discussion, including comments from the US Coast Guard and the review of the administrative review draft of the FEIS, USACE indicated that the FEIS effectively describes its justification for the proposed new bridge, and that the U.S. Coast Guard would be conducting additional proceedings subject to NEPA that would include bridge height permitting, as would the USACE for other permits required by the project.

F-002-002

As noted in the response to the first comment by the U.S. Army Corps of Engineers (F-002-001), a meeting was held on September 30, 2008 with representatives of the Federal Transit Administration, U.S. Coast Guard and PMLR project staff.

After discussion of the PMLR process to consider bridge dimensions

including bridge height and horizontal clearances, and considering further coordination, briefings and the information provided in the FEIS, USACE has indicated that the project has addressed the concerns raised in this comment, including those related to the appropriate height of the bridge and the effects on navigation. USCACE has noted that the U.S. Coast Guard will be holding proceedings to consider all public comment on the proposed bridge dimensions, especially bridge height.

Trans System Accounts - Objection to Max

From: <delana3@aol.com>
To: <trans@oregonmetro.gov>
Date: 6/23/2008 5:21 PM
Subject: Objection to Max

I-001-001 Portland to MilwaukieLight Rail We don't need max light rail at all. It's a waste of our money and too dangerous to ride with no police on the train. the biggest waste Iv'e ever heard of. Put the money in our bumpy roads around Milwaukie.
Thank you Delana Alford.

Get the Moviefone Toolbar. Showtimes, theaters, movie news, & more!

I-001-001

Thank you for submitting your comments for consideration. The light rail project was endorsed by participating jurisdictions in summer 2008.

Money dedicated to the cost of constructing the light rail project may not be used for other purposes, such as roads. See Chapter 2.3 Capital Costs for more information.

See Chapter 3.16 Safety and Security for information about measures to provide for safety on and around light rail and its facilities.

June 16, 2008

To Decision Makers:

My name is Frank Amato and I and my family have lived in Milwaukie since 1952. I strenuously oppose the extension of light rail into Milwaukie proper! And I especially oppose crossing
I-002-001 Washington and Monroe Streets with a stop site in between. There are four schools in the immediate area and hundreds of small children. It is simply too dangerous for them, and will only
I-002-002 create vandalism and the threat of physical harm. Plus the traffic stoppage on Monroe and Washington streets will create a mess!

I am also a business owner with a building in the Milwaukie industrial area along International Way employing about 20 local persons who feel exactly the same way I do!

Please keep light rail away from the heart of Milwaukie! It should end where the old Hanna Car Wash Plant used to be: north of King Road.

Sincerely,

Frank W. Amato

I-002-001

Thank you for submitting your comment for consideration. The Locally Preferred Alternative includes a single station in Milwaukie at Lake Rd.

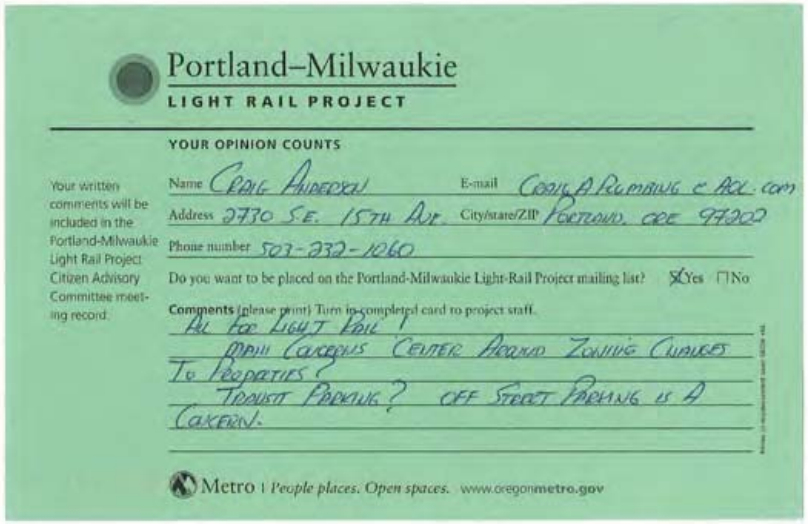
The light rail alignment through downtown Milwaukie lies within the existing, active railroad right of way. The project will improve existing conditions by constructing safety fences, crossing gates and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-aged children near the Westside Express Service Commuter Rail line. See Section 3.16 for more detailed information about safety.

I-002-002

The Transportation Impacts Results Report for the Final Environmental Impact Statement shows that in 2030 during the PM peak hour the average delay for vehicles at the LRT crossings on SE Monroe Street and SE Washington Street would be between 6 and 12 seconds. The maximum amount of time that the gates would stop a vehicle at these LRT crossings would be 50 seconds (including time for the gates to

come down, time for the LRT vehicle to cross, and time for the gates to come back up).



Portland–Milwaukie
LIGHT RAIL PROJECT

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name CRAIG ANDERSON E-mail CRAIGAPLUMBING@AOL.COM
Address 2730 S.E. 15TH AVE. City/state/ZIP PORTLAND, ORE 97202
Phone number 503-232-1060
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☒Yes ☐No
Comments (please print) Turn in completed card to project staff.
ALL FOR LIGHT RAIL!
MAIN CONCERNS CENTER AROUND ZONING CHANGES TO PROPERTIES?
TRANSIT PARKING? OFF STREET PARKING IS A CONCERN.

Metro | People places. Open spaces. www.oregonmetro.gov

I-003-001

I-003-002

I-003-001

Thank you for your comments. The light rail project relies on existing zoning to estimate future growth, but the scope of the project does not include rezoning or redevelopment proposals. However, fixed-rail projects are known to stimulate more intense development or redevelopment where the zoning allows. The City of Milwaukie and the City of Portland set the zoning for their respective communities based on the regional need for housing and employment capacity outlines in the Urban Growth Report and 2040 Regional Plan. No specific changes are proposed in the SDEIS or the FEIS. Any potential changes to zoning or to comprehensive plan designations would be required to go through the local jurisdictions land use judicial or quasi-judicial land use approval process.

In a concurrent project during the same time as the SDEIS, Metro, TriMet, and its partners conducted a station area assessment to help maximize the ability of the light rail project to help support the region's existing goal for livable communities. The "Portland to Milwaukie LRT Station Area Best Practices Assessments and Recommendations Report" (Draft, September 2009) has recommended actions for some of the proposed light rail station areas. However, local governments control the decisions about land use, including zoning and specific development approvals.

I-003-002

The Locally Preferred Alternative shows an impact of about 110 off-street parking spaces at the TriMet employee parking lot on SE 17th Street. The off-street parking lot is currently fully occupied and the loss of spaces due to the light rail project would require mitigation. The Transportation Impacts Results Report suggests developing parking mitigation strategies for on-street parking, and consider other off-street parking locations for TriMet employee parking.

Jenn Tuerk - SUPPORT: Light Rail to Milwaukie Oregon

From: Denise Hawley <dhawley@pacificstar.biz>
To: "jenn.tuerk@oregonmetro.gov" <jenn.tuerk@oregonmetro.gov>
Date: 6/19/2008 1:37 PM
Subject: SUPPORT: Light Rail to Milwaukie Oregon

To Whom it may Concern

I-004-001 I am writing to support light rail to Milwaukie Oregon. This line continues the region's transit and rail network. More importantly, it means that people are able to get to work and offers an alternative to cars. This makes perfect sense and this alignment is a good one. Finally, it provides a new and needed crossing over the Willamette that will have a number of beneficial affects including streetcar.

Please fund it and build it.

Sincerely,

Joe Angel

Denise Hawley
On behalf of Joseph Angel
Executive Assistant to Joseph W. Angel
1001 SE Water Avenue, Suite 450
Portland, OR 97214
(503) 525-9100 voice
(503) 296-5996 fax
dhawley@pacificstar.biz

please consider the environment before printing this email

I-004-001

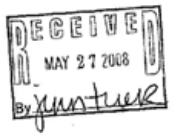
Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.

I-005-001

May 23, 2008

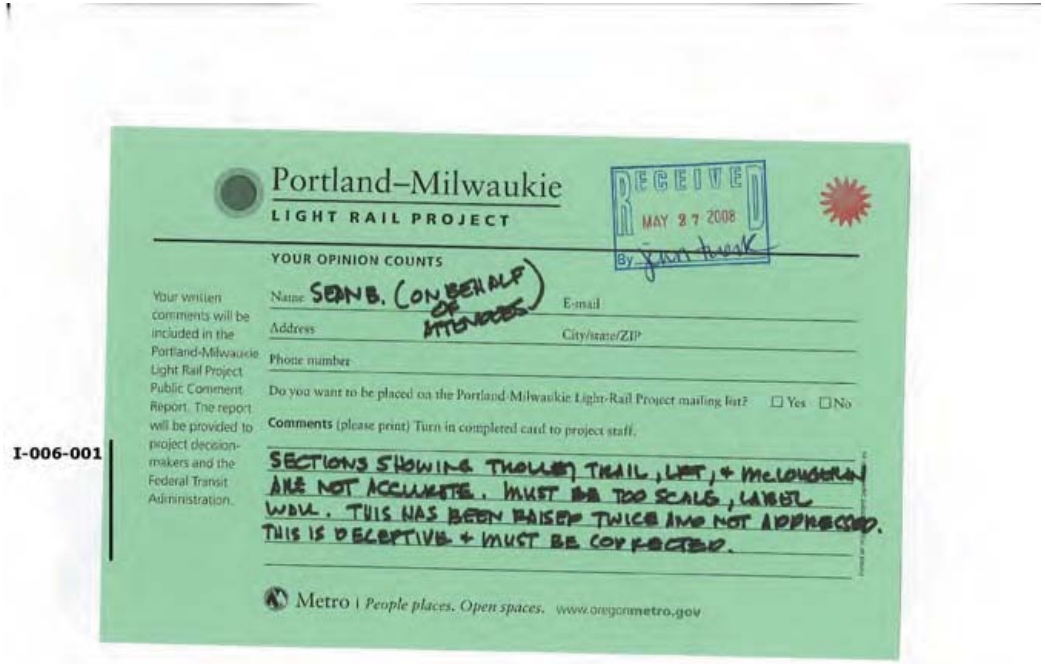
I am very much against putting light rail through Milwaukie. It will ruin our little town. I own where I live. I live one block from McLoughlin. I have lived here for 40 yrs. I feel Metro is invading our privacy. I vote no to not going through here.

A concerned citizen



I-005-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 27 2008
By

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name SEAN B. (ON BEHALF OF ATTENDEES) E-mail

Address City/state/ZIP

Phone number

Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

I-006-001

SECTIONS SHOWING TROLLEY TRAIL, LRT, + McLOUGHLIN ARE NOT ACCURATE. MUST BE TO SCALE, LABEL WBL. THIS HAS BEEN RAISED TWICE AND NOT ADDRESSED. THIS IS DECEPTIVE + MUST BE CORRECTED.

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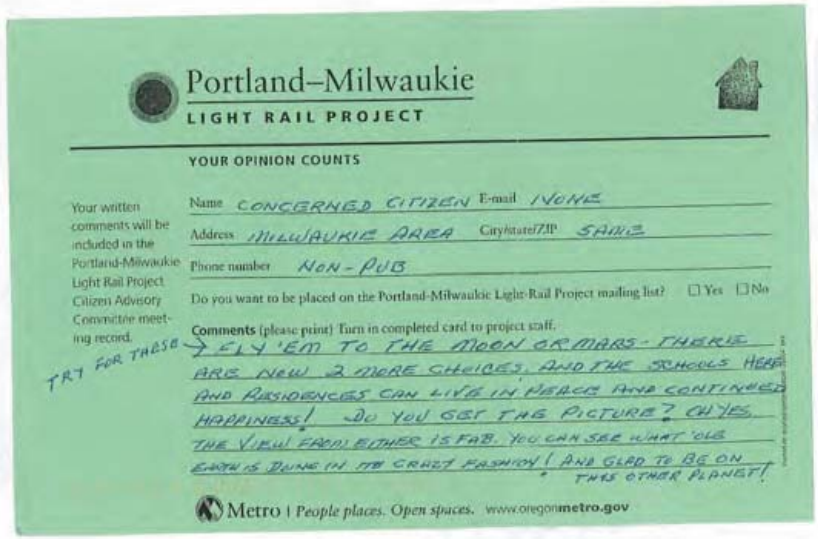
I-006-001

Thank you for submitting your comments for consideration. Through preliminary engineering and further coordination with Clackamas County, the proposed design for the Trolley Trail in relation to McLoughlin Boulevard and light rail have been advanced since the SDEIS. The FEIS appendices include a plan and profile view of the currently proposed design, as well as selected visual simulations of the proposed facility with light rail. A complete design set is also available at TriMet and can be reviewed upon request (see the FEIS information availability sheet at the front of the FEIS). TriMet has also provided additional information and updates at community meetings and project open houses since the SDEIS comment period. Appendix K Final Section 4(f) evaluation, also provides additional description of the design as developed through collaboration with Clackamas County.

I-007-001



Portland–Milwaukie
LIGHT RAIL PROJECT

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name CONCERNED CITIZEN E-mail NONE

Address MILWAUKIE AREA City/state/ZIP SAME

Phone number NON-PUB

Do you want to be placed on the Portland-Milwaukie Light Rail Project mailing list? ☐ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

TRY FOR THESE → FLY 'EM TO THE MOON OR MARS - THERE ARE NOW 2 MORE CHOICES, AND THE SCHOOLS HERE AND RESIDENCES CAN LIVE IN PEACE AND CONTINUED HAPPINESS! DO YOU GET THE PICTURE? OH YES, THE VIEW FROM EITHER IS FAB. YOU CAN SEE WHAT 'OLE EARTH IS DOING IN ITS CRAZY FASHION! AND GLAD TO BE ON THIS OTHER PLANET!

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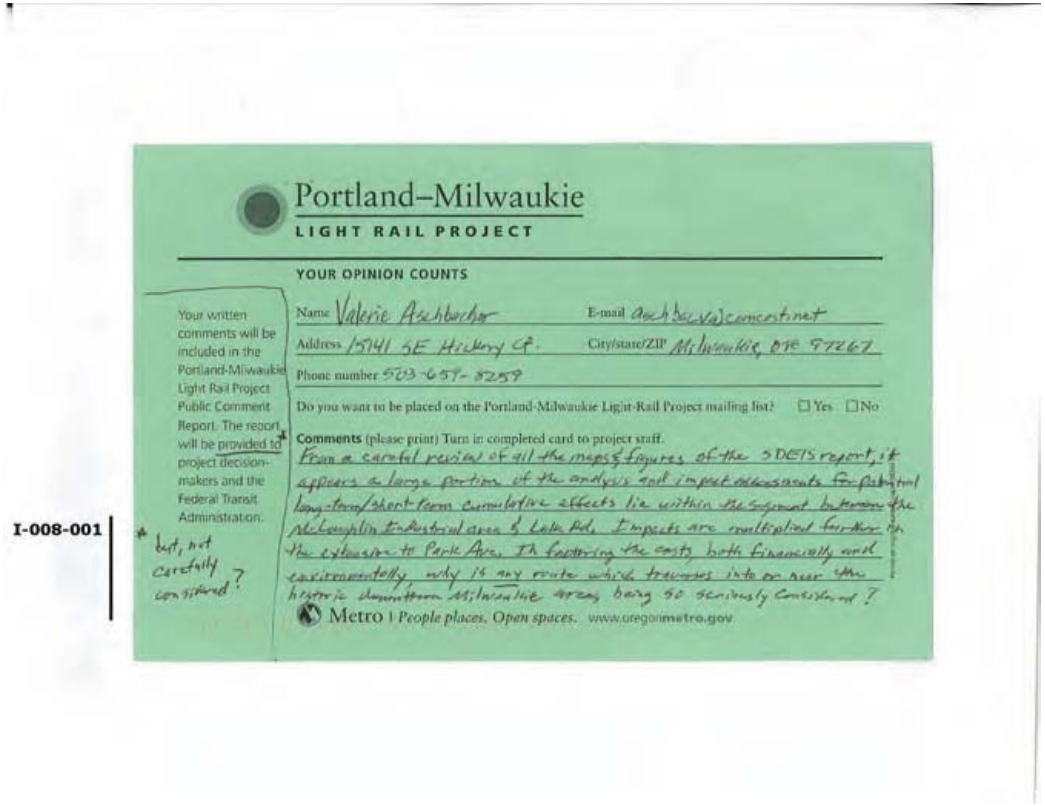
I-007-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.



Portland–Milwaukie
LIGHT RAIL PROJECT

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name Valerie Aschbacher E-mail aschbacv@comcast.net

Address 15741 SE Hickory Ct. City/state/ZIP Milwaukie, OR 97267

Phone number 503-659-8259

Do you want to be placed on the Portland-Milwaukie Light Rail Project mailing list? ☐ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

From a careful review of all the maps & figures of the SDEIS report, it appears a large portion of the analysis and impact assessments for potential long-term/short-term cumulative effects lie within the segment between the McLoughlin Industrial area & Lake Rd. Impacts are multiplied further in the extension to Park Ave. In factoring the costs both financially and environmentally, why is any route which traverses into or near the historic downtown Milwaukie areas being so seriously considered?

but, not carefully considered?

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I-008-001

I-008-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the Final Environmental Impact Statement (FEIS) provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published in May 2008, also discussed this on pages 2-35 through 2-41.

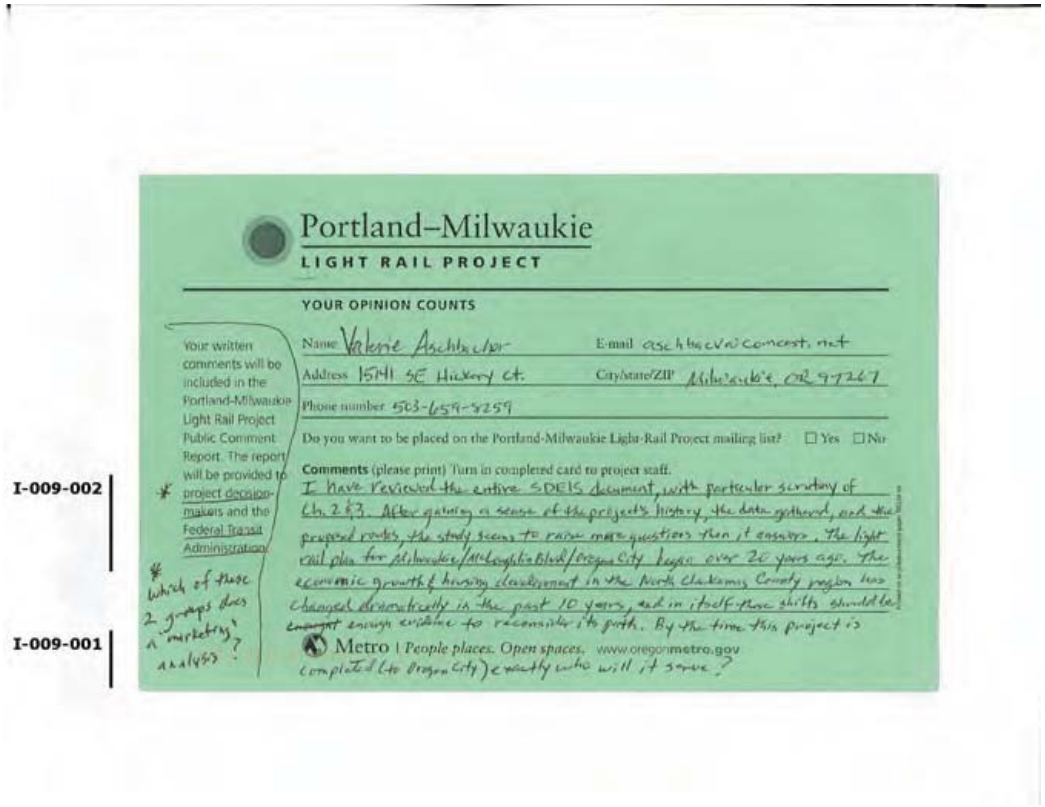
Previous studies covering the project corridor include:

- South/North Alternatives Analysis, 1993-1998
- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002

In addition to the discussion in the 2008 SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

The Refinement Study in 2007 evaluated alignment options between Highway 224 and SE Lake Road along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 were held. The evaluation based on project criteria resulted in elimination of the McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-

Milwaukie Light Rail Project's Purpose and Need. Results of the refinement study may be found in Downtown Milwaukie Alignments Review (June 2007, August 2007) and are summarized in Chapter 2 and Appendix L of the SDEIS and FEIS.



Portland–Milwaukie
LIGHT RAIL PROJECT

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name Valerie Aschbacher E-mail aschbacv@comcast.net

Address 15141 SE Hickory Ct. City/state/ZIP Milwaukie, OR 97267

Phone number 503-659-5259

Do you want to be placed on the Portland-Milwaukie Light Rail Project mailing list? ☐ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

I-009-002 * I have reviewed the entire SDEIS document, with particular scrutiny of Ch. 2 & 3. After gaining a sense of the project's history, the data gathered, and the proposed routes, the study seems to raise more questions than it answers. The light rail plan for Milwaukie/McLoughlin Blvd/Oregon City began over 20 years ago. The economic growth & housing development in the North Clackamas County region has changed dramatically in the past 10 years, and in itself those shifts should be enough evidence to reconsider its path. By the time this project is completed (to Oregon City) exactly who will it serve?

I-009-001 * Which of these 2 groups does "marketing" analysis?

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I-009-001

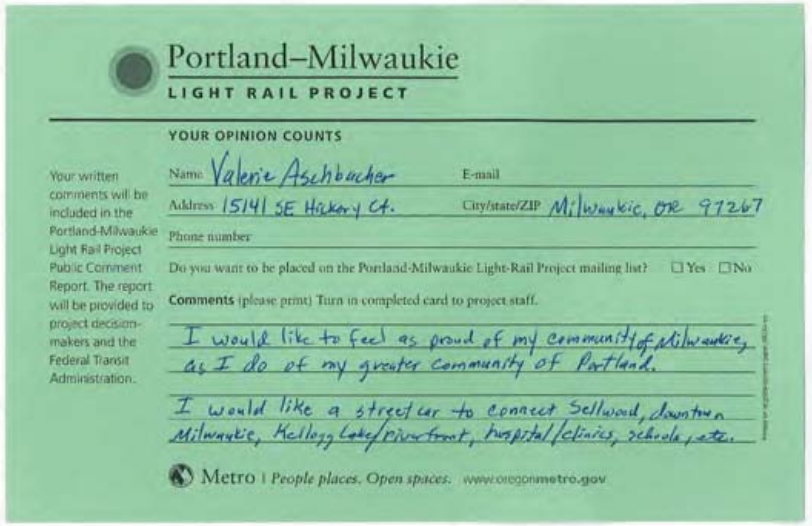
Thank you for submitting your comments for consideration. The southernmost point of the Portland-Milwaukie Light Rail Project is SE Park Avenue. An extension of light rail to Oregon City on SE McLoughlin Boulevard or any other route is outside the scope of this project. However, Metro's recently completed High Capacity Transit System Plan, which represents the region's 20-year plan for high capacity transit and has been adopted as a part of the Regional Transportation Plan, includes a connection to Oregon City. For a description of the Portland-Milwaukie Light Rail Project's scope see Chapter 2.

I-009-002

One of the fundamental questions Metro and TriMet answer during the EIS process is: who does the light rail serve? This demographic data is available through varying sources. For current demographic information, we use census data. For each EIS, we update the data we use to be current information.

For future demographic data, we calculate the amount of people who will be living and working in different areas. For the Portland-Milwaukie Light Rail Project we calculated this for the year 2030. Individual cities and counties provide us with their zoning and comprehensive plans. Based on these data, the assumed population and employment growth of the region is distributed accordingly. This information is then used for our 2030 modeling and the assumptions of land use.

In addition, the federal government has rigorous standards to make sure that the projects we build are cost effective. We are required to pass the Transportation User Benefit test, which calculates the cost per rider. The more current and future potential riders (population) in an area, the better we perform according to this test.



Portland–Milwaukie
LIGHT RAIL PROJECT

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name: Valerie Aschbacher E-mail

Address: 15141 SE Hickory Ct. City/state/ZIP: Milwaukie, OR 97267

Phone number

Do you want to be placed on the Portland-Milwaukie Light Rail Project mailing list? ☐ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

I would like to feel as proud of my community of Milwaukie, as I do of my greater community of Portland.

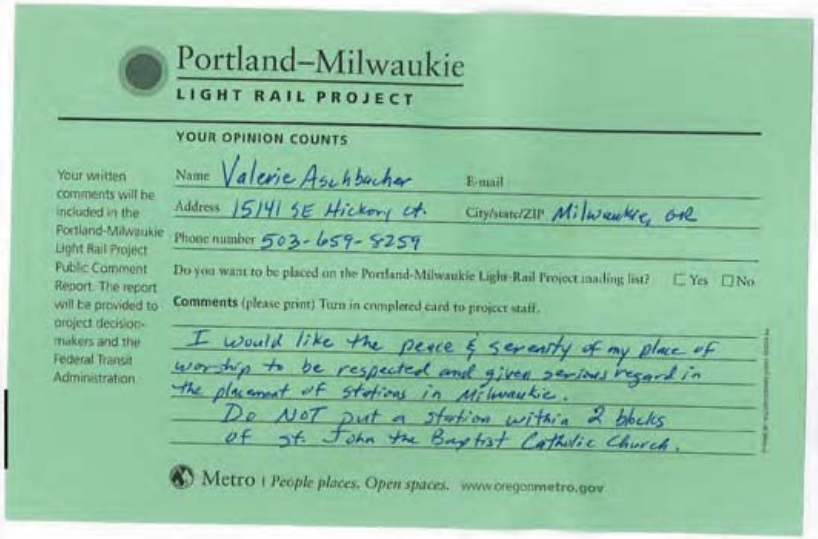
I would like a streetcar to connect Sellwood, downtown Milwaukie, Kellogg Lake/riverfront, hospital/clinics, schools, etc.

Metro | People places. Open spaces. www.oregonmetro.gov

I-010-001

I-010-001

Thank you for submitting your comments for consideration. Streetcar connections south of downtown Portland and the Central Eastside Industrial District are not within the scope of this project.



Portland–Milwaukie
LIGHT RAIL PROJECT

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name Valerie Aschbacher E-mail

Address 15141 SE Hickory Ct. City/state/ZIP Milwaukie, OR

Phone number 503-659-8259

Do you want to be placed on the Portland-Milwaukie Light Rail Project mailing list? ☐ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

I would like the peace & serenity of my place of worship to be respected and given serious regard in the placement of stations in Milwaukie.
Do NOT put a station within 2 blocks of St. John the Baptist Catholic Church.

Metro | *People places. Open spaces.* www.oregonmetro.gov

I-011-001

I-011-001

Thank you for submitting your comments for consideration. The light rail project, including a station location at Lake Road in downtown Milwaukie, was endorsed by all participating jurisdictions in summer 2008.

Trans System Accounts - Portland-Milwaukie Light Rail proposal, and subsequent confusion.

From: Nathan Aschbacher <nathan@cellsixtyone.com>
To: <trans@oregonmetro.gov>
Date: 6/17/2008 12:12 PM
Subject: Portland-Milwaukie Light Rail proposal, and subsequent confusion..

Hello,

I've recently moved back to Portland after ten years in Spokane, WA. I grew up in Milwaukie/Oak Grove, and remember when I was ~8 years old of the exciting prospect of getting the MAX to run south near where I lived.

Recently, I was alerted to the revival of this project with the proposed expansion of the MAX and Streetcar systems.

I currently live on Park Ave. downtown between the Portland Art Museum and PSU. Since moving here just over two months ago I have not once had to drive my car. A combination of Streetcar, MAX, Tri-Met bus, and bicycling has allowed me to conveniently and quickly reach every corner of the city; except one. I have friends in Northwest, some in North Portland, and still more off East Burnside. Portland has created a way for me to get from the heart of the city to each of these areas with little fuss.

However, most all of my family lives in Milwaukie/Clackamas/Oak Grove. Currently the most convenient way to reach them without resorting to driving has been to ride my bike all the way down along the river using the Springwater Corridor trail. I appreciate it as a cyclist, but as a route for daily commuting or weekend shopping it's hardly a tenable solution.

I've looked over the documentation for this project available at http://www.metro-region.org/index.cfm/go/by.web/id/223

After having done so I'm left with a few questions.

I-012-002 Why is the purpose of the MAX being conflated with the Streetcar? There seems to be a lot of pressure to integrate South Waterfront along the MAX, but there seems to be no recognition that it already is. With the Mall Transit line going in; the existing MAX line running East/West through downtown makes it a single train transfer to go all the way down to the South Waterfront. For that matter, both the existing Streetcar and the Mall Transit provide this function.

I-012-001 So, what do you gain by running a MAX line almost entirely disconnected from the rest of the MAX infrastructure? It seems like what you gain is the expense of a bridge, an inability to use the MAX as a complete sub-urban commuter rail (as you create a disjoint for getting *from* North and East *to* South without making at least two train transfers), and an inability to easily shuffle trains between operating lines.

The South Waterfront is a district of Portland, and that's what the Streetcars are designed to connect; Districts and neighborhoods, or at least that's the apparent condition; regardless of the intent. South Waterfront will soon have two such lines running through Portland to service that area. Running the MAX through there seems dubious at best (considering the construction expense and

I-012-001

Thank you for submitting your comments for consideration. The Portland-Milwaukie light rail line will connect North Clackamas County, Milwaukie, and Southeast Portland to the regional light rail system. The light rail line will run along the Portland Transit Mall, facilitating connections to the Red, Blue, Yellow, and Green Lines. A light rail connection that does not serve downtown would not meet the purpose and need, and an eastside-only line would duplicate a connection now being developed by the Eastside Portland Streetcar Loop project, which began construction in 2009.

Further, an additional bridge across the Willamette River provides capacity beyond the Steel Bridge, currently the only light rail crossing of the Willamette River. If the project were confined to use the Steel Bridge, not only would the capacity of the entire rail system be further constrained, it would require out-of-direction travel.

I-012-002

While both light rail and streetcar would serve South Waterfront, there would be distinctions between the service provided by each. The Portland-Milwaukie light rail would provide a fast rail connection between the Milwaukie corridor and downtown Portland and would travel along the transit mall on SW 5th and 6th Avenues. The streetcar extends further south into South Waterfront but would not connect to the Milwaukie Corridor, and travels on SW 10th and 11th Avenues downtown.

With the Green and Yellow Lines now routed along the transit mall, this new light rail line would be connected to much of the existing light rail infrastructure. The route could be interlined with the existing Yellow Line, providing a transfer-free connection between north and south, though a rider would have to travel through downtown Portland. For a traveler wishing to stay on the east side, the streetcar would provide a

transit/transfer snafus).

I-012-001 Why not build the MAX line heading south as a continuation of the path taken by the yellow-line that runs north; using the Rose Garden Transit Center as the branch point? This appears to be the idea behind the I-205 corridor line extension from Gateway to Clackamas/Sunnyside. It's a reasonable course. It leverages existing infrastructure, services the growing East Bank restoration, and provides rail access to an area currently only supported by Grand Ave. & MLK Blvd. Not to mention you put OMSI and the Opera House on the line. More importantly it doesn't pervert the role of the MAX system in the overall landscape of Portland's public transit initiatives.

Why is the population growth along Hwy 224 and the economic downturn along south 99E being ignored? McLoughlin Blvd is already serviced well by the Tri-Met system, and most of the population growth and retail expansions have moved away from the Willamette toward 224. Why run the new line through a ghost-town? The time to run the MAX down McLoughlin was 20-years ago. Along 224 you have the industrial parks, local attractions like Bob's Red Mill, and growing retail land use, not to mention ample land for Park-and-Ride centers. The industrial parks alone seemingly drive the conclusion to run the MAX along 224; being that it is a commuter train, yet it is ultimately ignored.

Lastly, I'd like to make a suggestion. Keep the MAX as a long-distance city commuter that is the cardinal direction backbone for mass-transit. Connect neighborhoods with Streetcars. You could connect Hollywood to Downtown Milwaukie Waterfront through a multi-phase Streetcar project that individually serviced the unique districts that stretch along the way (Burnside, Belmont, Hawthorne, Division, Brooklyn, West Moreland, and Sellwood).

It seems like the MAX needs to be the backbone, the Streetcars are the ribs, and the buses ought to be the last-mile service that fills in the gaps.

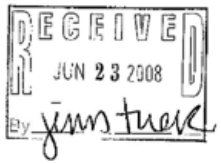
Thanks so much for your time,

Nathan Aschbacher
Cell Sixty-One | Field Marshal | ☎ 509.290.2528 | ✉ nathan@cellsixtyone.com

P.S. Thank you for all your hard work making Portland the wonderful place it is. Portland is the most progressive and forward thinking city I've witnessed in the United States, and I appreciate all you have done in playing a part in creating that reality. This city has become a model for others nationwide.

connection between the Portland-Milwaukie light rail at OMSI and all other light rail lines at Rose Quarter.

June 18, 2008



Cyndia Ashkar
15790 S. Springwater Rd.
Oregon City, OR (residence-no mail delivery here)
PO Box 1634, Clackamas, OR = mailing address)

Joseph Ossi
Department of Transportation
Federal Transit Administration
Office of Planning
400 7th Street, S.W.
Washington, DC 20590-0003

Dear Mr. Ossi

Thank you for your work for public transportation for our country.

I am, however, extremely dismayed by how the work is being done here in Milwaukie, Oregon. I and countless others have attended numerous Milwaukie City Council and Metro/ TriMet sessions and sent emails informing and expressing the need for alternative alignments in the SDEIS to meet the purpose and need set forth for the proposed South Corridor Portland-to-Milwaukie project. Yet the published SDEIS contains only one alternative alignment through central Milwaukie, the Tillamook Branch Railroad Line.

This is unfortunate because, as Milwaukie's Community Involvement liaison, Kenny Asher stated at last Tuesday's City Council Meeting, "this proposed project through Milwaukie is unusual and unique...hasn't been done before."

I am opposed to the Tillamook branch railroad right of way alignment through central, Historic Milwaukie because of the way it impacts:

I-013-003 1. The health of children and adults
a. Frequent crossing bells/train horns stress cardiovascular system (see "Health Effects of Transportation Noise" at http://www.fra.dot.gov/downloads/RRDev/ Health_Final.pdf)

I-013-002 b. Increased pollution of air, Spring Creek, soil of gardens, play, and learning environment, and a freshwater spring's source

I-013-001 c. Heightened sense of danger and possibility of witnessing a violent death in close proximity = psychological stress.

2. The safety of students
a. Such close proximity light rail becomes an "attractive nuisance"for students. (RR right-of-way comes 6' from High School Bldg)
b. Diverse and multiple mitigation needs compete with each other (eg., a wall could help reduce health impacts, but "open sightlines" are needed for safety and security...establishing a "quiet zone" helps protect children's cardiovascular health, but increases danger for pedestrians and motorists...)

I-013-001

Thank you for submitting your comments for consideration. The light rail alignment through downtown Milwaukie uses an existing, active railroad right-of-way. The project provides several features to help reduce potential conflicts with rail, compared to today, including constructing safety fences, crossing gates, improved visibility and sight distances, clearly established pedestrian zones and improved pedestrian facilities, and other safety treatments. All features will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include the programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 for more detailed information about safety.

I-013-002

As documented in the SDEIS in Table 3.11-2, page 3-151, levels of Carbon Monoxide, Volatile Organic Compounds, and Oxides of Nitrogen would be less region-wide with the Portland-Milwaukie Light Rail project than with the No-Build. This is because the Portland-Milwaukie LRT Project will allow more trips to be made by light rail than by motor vehicles. Light rail is powered by electricity and as such, does not emit

I-013-004

c. The existing active freight train track may be moved closer to the school's building (RR right of way is 6' from the building)

I-013-003

d. Current freight train pass by is 1x per day on average. Teachers often stop their lessons, both indoors and out, until it is gone because of the noise. Light rail would increase this impact dramatically.

3. The security of students and adults

a. The Portland Waldorf School (PWS) has an unusual set of many impacts circumstances that will be very difficult to mitigate sufficiently. There is an agreement with the city to share the grounds with the community when school is not in session.

I-013-005

b. The possibility still exists that a station would be built too close, despite the city's recommendation that it be blocks away.

I-013-006

4. The financial health of the Portland Waldorf School

a. PWS depends on tuition for it's revenue. Loss of new kindergarten students (before, during, and after construction) would have long-reaching effects as that class moves up to 12th grade.

b. Many parents are very concerned already, and some would leave the school.

c. It would be very expensive to adequately mitigate this setting for this K-12 school.

5. There are as yet many other unrevealed future and cumulative impacts along this line that affect more than people...

I-013-007

I respectfully request that you include the following viable alternatives for the Milwaukie section in the SDEIS study in a comparative form, such as a table:

- McLoughlin Blvd. (Hwy 99E) light rail
- Milwaukie Expressway (Hwy 212/224) light rail (and bus service in Historic Milwaukie)
- Bus Rapid Transit on McLoughlin (as the Riverfront Board doesn't want light rail there)
-Van Pools
- No Build

These requested alternatives would benefit Milwaukie through

1. Offering enhanced public transportation options in already established public transportation corridors.

a. The Historic Milwaukie downtown area stays quieter, safer, with less disruption (no train horns/crossing bells/frequent vibration)

b. The Historic Milwaukie Neighborhood stays whole.

2. Providing for those less able

a. The disabled could ride Max to Milwaukie's most impressive Riverfront Park, and light rail there would cause fairly minimal impact to the park

3. Serving the downtown plan created for Milwaukie's Historic Downtown district

a. The City's plan shows the Tillamook branch line with a bike path along the seldom

the air pollutants listed above that motor vehicles do.

Further, a more localized analysis of roadway intersections has been made concerning auto congestion and potential localized concentrations of Carbon Monoxide. This analysis, summarized on page 3-151, concludes that the most congested intersections affected by LRT would not exceed the federal or state air quality standards for Carbon Monoxide. In fact, because of a variety of factors, levels of Carbon Monoxide as well as the other air pollutants listed above, will be much lower than current levels.

I-013-003

Light rail vehicles are far quieter than diesel-electric heavy rail locomotives, which depend on large diesel engines to power the train. Light rail vehicles are all electric and have no combustion engines. The high energy, low-frequency sound from locomotives has the ability to penetrate windows and walls far more effectively than noise generated from a typical light rail vehicle. As part of the SDEIS we performed a detailed analysis of potential noise and vibration and we always pay special attention to noise and vibration sensitive buildings and uses, such as schools and residences. This information is updated as a part of the FEIS (see Section 3.10). Also, the FTA criteria for noise and vibration are based on years of study and found to be a very effective criteria to address noise and vibration related to high capacity operations. If impacts are identified, we have several methods of potential mitigation that will be investigated and included with the project where applicable.

I-013-004

The existing Tillamook Branch freight track location is not expected to be altered by the Portland-Milwaukie Light Rail Project within downtown Milwaukie. North of Highway 224, the freight tracks will be modified to accommodate the light rail bridge over the Tillamook Branch Line and to keep an industrial spur access to industrial users.

I-013-007

used, single active freight train track. Avoiding placing light rail there would leave room for the bike path.

b. One of the most important 4 of the "14 Points" agreed upon by citizens with local government was "no light rail in neighborhoods"

As the eventual goal (missing from this SDEIS) is to terminate in Oregon City, any one of these options make more sense. And, they fulfill NEPA's request for avoidance as the first priority for mitigation.

*avoids impacting neighborhoods, including the Historic Milwaukie Neighborhood.
*avoids impacting two K-12 schools, and one 9-12 school.
*avoids impacting financial viability of Portland Waldorf School (PWS).
*avoids impacting children's health and well-being.
*avoids vibration impacts to Milwaukie's two most significant historic and visually beautiful buildings.
*avoids impacts of Federal Train Horn Rule (inc. possible future impacts if Quiet Zone is granted, but later the Horn Rule is reinstated).
*avoids the annoyance caused by crossing bells.
*avoids impacting a fresh water spring
*avoids future significant impact to Kronberg park and it's habitat with endangered salmonoid species.

Thank-you in advance for your consideration of this matter,

Cyndia Ashkar

cc
Rich Krochalis
Metro
Milwaukie City Hall

I-013-005

The Locally Preferred Alternative includes a single Milwaukie station at SE Lake Road, and was endorsed by participating jurisdictions in summer 2008.

I-013-006

The light rail alignment through downtown Milwaukie lies utilizes an existing, active railroad right-of-way. The project features several safety-related features, including safety fences, crossing gates, and improved pedestrian facilities. TriMet also offers classroom assistance to educate students about safety around and on light rail vehicles.

Construction could cause localized impacts including noise, vibration, traffic delays, and dust, which could affect nearby businesses and institutions such as the Waldorf School, but the most intensive construction activities would be focused within the linear alignment where light rail would be located and on the adjacent streets that would be improved at the light rail crossings. Access routes to the school would be maintained. Chapter 3.2 of the FEIS provides additional information on construction period mitigation measures that would help minimize impacts. These include communication and outreach programs to assist affected businesses about the periods of time that construction may occur, as well as programs and marketing efforts to help promote affected businesses.

I-013-007

The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the Final Environmental Impact Statement (FEIS) provides a summary of the alignments,

including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

Previous studies covering the project corridor include:

- South/North Alternatives Analysis, 1993-1998
- South/North DEIS, 1998
- South Corridor SDEIS, 2002

In addition to the Chapter 2 discussion, the 2008 SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

The Refinement Study in 2007 evaluated alignment options between Highway 224 and SE Lake Road along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 were held. The evaluation based on project criteria resulted in elimination of the McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project Purpose and Need. Results of the refinement study may be found in Downtown Milwaukie Alignments Review (June 2007, August 2007) and are summarized in Chapter 2 and Appendix L of the SDEIS and FEIS.

Trans System Accounts - Porland to Milwaukie Light Rail Comments

From: gregory baartz-bowman <baartzbowman@yahoo.com>
To: <trans@oregonmetro.gov>
Date: 6/23/2008 11:52 AM
Subject: Porland to Milwaukie Light Rail Comments

Portland to Milwaukie SDEIS

Questions, Comments and Concerns About the Tillamook Alignment Through Historic Milwaukie

I-014-001 Why are other reasonable and viable alternatives not studied in the detailed manner given the Tillmook Alignment? The area between Highway 224 to the north and Lake Road to the south is negligent in the SDEIS and in violation of NEPA regulations in the regard of the study of alternatives, such McLoughlin Blvd., Main St./21st Ave couplet, and Hwy. 224.

The citizens of Milwaukie have TWICE rejected Metro/Trimet plans to bring light rail to Milwaukie, a event which will change the character of this small city forever. NEPA regulations require SDEIS this information be included for study in SDEIS. Why has this information been omitted?

I-014-002 The conflict-of interest of Mayor Jim Barnard, a landowner of adjacent property to Light rail tracks and possible LR station in Historic Milwaukie. Mayor Barnard sits on Milwaukie City Council, which charts, directs and implements Milwaukie's Light Rail policy. Mayor Barnard also sits on the South Corridor Steering Committee which recommends to Metro how the Portland to Milwaukie Light Rail Corridor should be built. The Mayor's participation in his present form is illegal. Why allow the Mayor this conflict of interest?

I-014-003 The close proximity of freight and light rail increases the riders of light rail safety. Incidents in Littleton, Co and San Diego, Ca light rail vehicles highlight the Federal Railroad Administration warning that Light Rail Vehicles are NON-COMPLAINT in crash worthiness

with Freight Trains. Light Rail will run within 16.5 feet of Freight in Historic Milwaukie, well within the danger zone for a collision. This reason alone merits the inclusion of viable alternatives in the SDEIS. Why is this danger not studied in the SDEIS.

I-014-004 The impact on schools, churches, and homes will be significant and permanent. Viable alternatives exist that will place the Light Rail line along commuter corridors, such as Hwy. 224 or McLoughlin Blvd. or along the commercial/mixed use area of Main St./ 21st ave. Again why have viable alternatives been

I-014-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the Final Environmental Impact Statement (FEIS) provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published in May 2008, also discussed this on pages 2-35 through 2-41.

Previous studies covering the project corridor include:

- South/North Alternatives Analysis, 1993-1998
- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002

In addition to the discussion in the 2008 SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area. Further, on July 15, 2008, the Milwaukie City Council approved Resolution no. 69-2008, recommending approval of light rail to Milwaukie using the Tillamook Branch alignment, a station at Lake Road and a terminus at Park Avenue.

The Refinement Study in 2007 evaluated alignment options between Highway 224 and SE Lake Road along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the

SR 6/23/08

I-014-004 omitted or ruled out without significant study?

Thank you for your time.

Stephanie and Gregory Baartz-Bowman

10677 se 28th Avenue

Milwaukie, Oregon 97222

503.654.8141

Planning Commission and City Council during June through August 2007 were held. The evaluation based on project criteria resulted in elimination of the McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project's Purpose and Need. Results of the refinement study may be found in Downtown Milwaukie Alignments Review (June 2007, August 2007) and are summarized in Chapter 2 and Appendix L of the SDEIS and FEIS.

The two previous statewide referenda would have provided a source of local funding for the original South/North light rail project, but voters were not asked to approve a specific light rail alignment. As described in Chapter 2 of the SDEIS and the FEIS, Metro and TriMet, working with FTA, the state, its local partners, and the region have since conducted an extensive public process leading to decisions to develop the South Corridor program in two phases. The South Corridor program includes the current Portland-Milwaukie light rail proposal as well as the I-205 and Downtown Transit Mall light rail improvements that are now in operation. The project development history, including decisions to move forward with the development of light rail in the South Corridor in two phases was extensively discussed in Chapter 2 of the SDEIS. The 2002 SDEIS for the South Corridor and the FEIS for the I-205/Portland Mall project provided information about the prior votes, and the votes are again presented in Appendix L of the current FEIS. It was also included in many of the background documents identified in the 2008 SDEIS.

I-014-002

The vote of Mayor Bernard at the Portland-Milwaukie Project Steering Committee was not a conflict of interest because the Mayor publicly disclosed and declared his property ownership throughout all stages of the proceedings; the Mayor's vote in the Steering Committee was as a representative of the City of Milwaukie in accordance with Milwaukie Resolution 51-2008, and not as a private citizen or as simply the Mayor

of Milwaukie. The votes were unanimous in the Steering Committee and in the City of Milwaukie resolution. It is also important to note that the City's resolution is a recommendation to the Metro Council, which is actually the party that takes the action to identify project alternatives. Finally, all of these actions remain preliminary until issuance of the FEIS and the Record of Decision by the Federal Transit Administration.

I-014-003

The centerline of freight and the nearest light rail track will be off set by 25-feet and will include a 6-foot high safety wall in locations setback 250-feet from intersections. This requirement exceeds FRA standards for freight and light trains operating in a shared corridor.

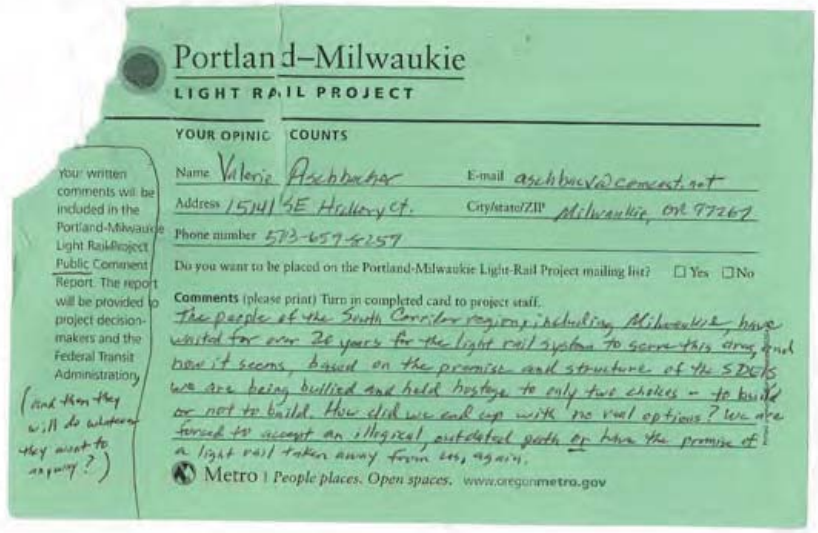
The light rail alignment through downtown Milwaukie lies within the existing, active railroad right of way. The project will improve existing conditions by constructing safety fences, crossing gates and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as zee crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-aged children near the Westside Express Service Commuter Rail line. See Section 3.16 for more detailed information about safety. This was also evaluated in the SDEIS.

I-014-004

See response I-014-001, above.

I-015-001



Portland–Milwaukie
LIGHT RAIL PROJECT

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name Valerie Aschbacher E-mail aschbacv@comcast.net

Address 15141 SE Hillcrest Ct. City/state/ZIP Milwaukie, OR 97267

Phone number 503-659-6259

Do you want to be placed on the Portland-Milwaukie Light Rail Project mailing list? ☐ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

The people of the South Corridor region, including Milwaukie, have waited for over 20 years for the light rail system to serve this area, and now it seems, based on the promise and structure of the SDEIS we are being bullied and held hostage to only two choices – to build or not to build. How did we end up with no real options? We are forced to accept an illogical, outdated path or have the promise of a light rail taken away from us, again.

(And then they will do whatever they want to anyway?)

Metro | People places. Open spaces. www.oregonmetro.gov

I-015-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the Final Environmental Impact Statement (FEIS) provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published in May 2008, also discussed this on pages 2-35 through 2-41.

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Milwaukie Light Rail Project's Purpose and Need. Results of the refinement study may be found in Downtown Milwaukie Alignments Review (June 2007, August 2007) and are summarized in Chapter 2 and Appendix L of the SDEIS and FEIS.

(6/23/2008) Trans System Accounts - Public Hearing June 9 5:30-8:30 p.m. Page 1

From: Valerie Aschbacher <aschbacv@comcast.net>
To: <trans@metro.dst.or.us>
Date: 6/9/2008 8:26 PM
Subject: Public Hearing June 9 5:30-8:30 p.m.

Dear Metro Portland-Milwaukie Public Hearing Committee

I-016-001

Yesterday, I became increasingly interested in the proposed light rail lines as a result of my parish community being directly impacted by the proposed Washington OR Monroe St. Station stops. I spent all of early afternoon, evening and into the early morning reading and analyzing the downloaded versions of the Supplemental Draft Environmental Impact Statement, including portions of the expanded version, and other prior reports referenced in the document. I printed many chapters to study further and prepared both questions/ comments to present to the Public Hearing.

I took enough interest, as a public citizen, to review facts, make notes, and did not retire for rest until about 3 a.m. Then today I worked from 9 - 6 p.m., grabbed a bite to eat and then drove my car into PDX from my home southeast of Milwaukie - consumed high cost fuel, added to pollution, contributed to commuter traffic congestion, until I located the building of the public hearing. Then, I circled the building twice, paid to park, walked up/down the perimeter sidewalks to find the open entrance - only to be greeted by the security guard who told me the meeting had disbanded.

When I stated, the website says the public hearing is from 5:30 - 8:30 p.m., and it is now 7:03.....he interrupted by telling me "only 10 people showed up to testify, when they were done, everybody left". This is the first time in my life I have taken such an interest in presenting my concerns, as a citizen in a public hearing, and there is nothing on the website to indicate, the meeting ends after nobody else is left to testify. This is very discouraging and upsetting, and costly to me in time and money.

I guess what I was told is correct - you really don't want to hear what "the people" have to say about it.

Disgusted, and now also angry -

Valerie E. Aschbacher

I-016-001

On Jun 10, 2008, at 11:13 AM, Dana Lucero wrote:

Valerie, Thank you for your email. I am terribly sorry you were turned away when you arrived last night. We very much do want to hear from you. We owe you both another opportunity to share your comments and an explanation of what happened.

It is by no means too late to let us know what you think. The comment period runs until noon on June 23. All comments received by Metro--including testimony from last night, emails, letters, comment cards--will be included in the Comment Record and will receive a written response in the Final Environmental Impact Statement.

The decision-making process moves through the project Steering Committee, then goes to the local jurisdictions, and then to Metro. This is also an important time to make your voice heard. Last night's hearing was before the project Steering Committee. **This group will meet again on June 26 (12:00-2:00 at Metro, 600 NE Grand Ave.) and will take public comment at the meeting.** There will also be opportunities to testify before your local jurisdiction. The Milwaukie City Council will take testimony on July 14 and 15. Clackamas County will take testimony on July 17.We had only 9 people testify at last night's hearing. When the hearing closed early, the Chair of the Steering Committee made himself available to listen personally to testimony if anyone else arrived to share their thoughts and opinions. We then called the front desk to alert them about what to do if anyone arrived but you had already come and gone at that point. I am so sorry we missed you and I know our Metro Councilors and Steering Committee members would regret it as well.

If you are interested, I can arrange a meeting for you to share your comments directly with a Metro Councilor working on this project. We

can come to a location convenient for you. If another meeting is not an option for you, please share them in any of the following ways. email: trans@oregonmetro.gov mail: Portland-Milwaukie Light Rail project, Metro, 600 NE Grand Ave., Portland, OR 97232 phone: 503-797-1900, option 6 Please contact me at 503-797-1755 to talk through the best way for us to hear from you.

Sincerely,

Dana Lucero

Dana Lucero, public involvement specialist
Portland-Milwaukie Light Rail Project
Metro503-797-1755
dana.lucero@oregonmetro.govwww.oregonmetro.gov

Metro | People places. Open spaces.

From: Carlotta Collette
Sent: Tuesday, June 10, 2008 12:08 PM
To: aschbacv@comcast.net
Cc: Robert Liberty; Dana Lucero; Bridget Wieghart; Ina Zucker
Subject: your comment on Milwaukie light rail

Dear Ms. Aschbacher, I am so sorry to hear the trouble you went through last night to testify on the Milwaukie Light Rail project. I would be happy to meet with you in Milwaukie or wherever you'd feel most comfortable to talk about the project. You clearly did your homework and should have had the opportunity to talk with us last night. I am copying my policy

coordinator, Ina Zucker, on this email so she can find a time when you will be available. She will be following up with you ASAP. My apologies again,Carlotta
Carlotta Collette, CouncilorMetro District 2Metro503-797-1887carlotta.collette@oregonmetro.gov www.oregonmetro.govMetro | People places. Open spaces.

From: Valerie Aschbacher [mailto:aschbacv@comcast.net]
Sent: Wednesday, June 11, 2008 10:03 AM
To: Dana Lucero
Cc: Carlotta Collette
Subject: Re: Public Hearing June 9 5:30-8:30 p.m.

Thank you for your prompt response and sincere effort to acknowledge my voice, as a concerned citizen. I appreciate you clearly outlining all future opportunities to present my questions/statements to Metro. Carlotta Collette also responded to me via email. At this point, I would like to have a meeting arranged with a Metro Councilor who is working on the project. My son, Nathan, who was involved with a task force in Spokane to explore light rail options would like to join me. He is leaving the country for a bicycle trip in Spain on June 19. With the end of the comment period fast approaching, also - we would prefer, if possible for both of us to meet with someone. He was also planning to attend the hearing, traveling from downtown PDX on his bicycle, I contacted him by cell phone about it no longer going on, and he returned disappointed to his apt. on the South Park Blocks, where he works out of his dwelling as a software engineer. When he moved back to PDX a few months ago, he parked his car in our driveway in Milwaukie, and has not used it once. He is very proud of the light rail system, mass transit in PDX - and made it his personal goal to be able to get around without a car. He uses his feet, three different bikes, Tri-Met bus, streetcars and light rail, with an

occasional ride from friends in a car. Unfortunately, he can't find a good way to get out to visit his family in Milwaukie! He has expressed an interest in getting more involved in local government, and is very impassioned about this project. We are both in agreement about what should happen with the light rail in Milwaukie area, but he has more to say about the bridge proposals. I have copied Carlotta Collette into this message as well. Again, thank you for your response and restoring my faith in the leadership of Metro. Valerie Aschbacher

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From: Carlotta Collette
Sent: Friday, June 13, 2008 9:49 PM
To: Dana Lucero; Bridget Wieghart; Karen Withrow
Cc: aschbacv@comcast.net
Subject: comment on Milwaukie Light Rail from Valerie Aschbacher

I met this afternoon (Friday, June 13, 2008) with Valerie Aschbacher. You may recall that Valerie is the woman who tried to testify before the steering committee on Monday and was turned away because the evening guard didn't realize Councilor Liberty was staying late to hear any testimony that arrived. Ms. Aschbacher said that she'll also be submitting written testimony, so this is intended as a summary of our conversation, not her complete comments on the issue of Milwaukie Light Rail.Ms. Aschbacher explained that she has spent most of her life in Clackamas County and was upset when light rail did not come to Milwaukie when it was first proposed. She is not an opponent of light rail, but after reading the DEIS on the project she has concerns. She is a parishioner at St. John's Church and questions whether a streetcar wouldn't be a better fit with Milwaukie's "quaint small town" character. She didn't realize until recently that the stations under consideration in Milwaukie were close to the schools. After studying the DEIS, she said she had an "epiphany" that the entire project rests on projections of traffic growth to the south in the McLoughlin corridor. She questioned the

basis of these projections, noting that McLoughlin has changed and is not what it used to be. She no longer uses McLoughlin, taking either Riverroad or Oatfield instead because McLoughlin is so rundown.She believes that the real business and population centers, including Providence Milwaukie Hospital, are along highway 224 and light rail should be routed there instead. She also argued that with I-205 light rail coming, we don't need two lines heading south along parallel tracks to Oregon City. Milwaukie is beginning to turn around, particularly with Riverfront Park being redone. It needs a streetcar, not a light rail train.Furthermore, running light rail through a small town is inconsistent with how it is done on the other alignments where it follows a freeway (the exception is Interstate light rail). It is my understanding that Ms. Aschbacher will be submitting additional written comment. I am copying her on this email so she can make any corrections or additions she deems important. Carlotta ColletteMetro Councilor, District 2600 NE Grand AvenuePortland, OR 97232(503) 797-1887collettec@metro.dst.or.us www.metro-region.org

RECEIVED
JUN 23 2008
By 10:45A

June 23, 2008

For public comment record regarding, the Portland – Milwaukie Light Rail Project

Submitted by: Valerie E. Aschbacher, 15141 SE Hickory Ct., Milwaukie, OR 97267

Please see attached article from the *Clackamas Review*, dated June 18, 2008:

I-017-001

Question(s): If "the county's long-term plan for the area envisions Harmony as a major arterial", then why is Metro Council/City of Milwaukie planning a light rail through a segment of historic downtown Milwaukie, which would eventually extend to McLoughlin Blvd./Oregon City - claiming in the SDEIS document that McLoughlin Blvd. is the only major transportation corridor in the area)?

Wouldn't it serve the region better to alleviate the already present traffic congestion in North Clackamas County by offering alternative transit systems, rather than creating more roads for automobiles to drive on? Shouldn't we be striving to reduce commuter travel time, fuel consumption/emissions?

Couldn't other transportation systems be developed, besides more roads for cars, so that local residents could get around their suburban neighborhoods, on light rail, bus, streetcar, bicycle or on foot easier?

I-017-002

Is an overpass over the train tracks at Linwood Avenue REALLY the only way to "sufficiently improve congestion along Harmony Road"?

I-017-001

Thank you for submitting your comments for consideration. The South Corridor is the north-south travel shed bounded by the Willamette River and the I-205 LRT line. Within this area, SE McLoughlin Blvd, or Highway 99E, has been the major north/south travel corridor and is still the only continuous public right-of-way within the corridor. The other right-of-way through this area is the Union Pacific railroad line. The Portland-Milwaukie light rail 2008 LPA alignment uses a combination of the Union Pacific Railroad line (the Tillamook Branch) and SE McLoughlin Blvd. This combination of rights-of-ways was found by the project partners to be the preferred alignment, considering estimated ridership, operational reliability and other factors. Impacts of this alignment are documented in the FEIS, especially Chapters 3, 4 and 5. Further, Harmony Road is envisioned as a part of an arterial road network that provides the public with motor vehicle access. Harmony Road provides and will contribute to improved east-west access in addition to high capacity transit lines that move people from north to south (I-205 Green Line as well as the proposed Project).
The Project, as well as the I-205 Green Line and TriMet bus service are intended to provide alternative transit systems, but the region continues to show need for the road network which can carry cars, trucks (including freight) as well as buses. In this way, the public is provided transportation choices.

I-017-002

The Harmony Road Project is not within the scope of the Portland-Milwaukie Light Rail Project.

— See Sports, A15

ClackamasReview

WEDNESDAY, JUNE 18, 2008 • WWW.CLACKAMASREVIEW.COM VOLUME 88, NO 25 50¢

Harmony needs overpass to fix congestion



Graphic courtesy Oak consulting firm

The purple section is Harmony Road from 67th Avenue to International Way. An overpass would go over the train tracks; the intersection may expand to five lanes. The plan could also include a roundabout at Fuller and an extension of Sunnybrook from there to 82nd.

by Matthew Graham
mgraham@clackamasreview.com

An overpass over the train tracks at Linwood Avenue is the only way to sufficiently improve congestion along Harmony Road, according to the design firm working on road improvement possibilities.

"If we want to do something with Harmony, you have to do something with the Linwood railroad intersection, you have to do a crossing there," said Ron Weinman, a transportation planner and project manager with the county. "You have Clackamas Community College being built up and then eventually you see the area north of Harmony and Fuller become a mixed-use area — all those things add up to additional traffic."

The county's long-term plan for the area envisions Harmony as a major arterial through the area, which Wienman said would also limit adverse affects to the neighborhoods by keeping backed-up commuter traffic from

Turn to Overpass, page A9

Neighbors say no overpass; planners say it's only way to alleviate traffic

Continued from page A1

cutting through residential streets.

But many nearby residents are unhappy with the plan. Representatives from the Cedarcrest Neighborhood, the southern border of which is Harmony Road, say they don't want to sacrifice their neighborhood for Happy Valley and other county commuters.

"Myself and my neighbors do not want any alternative that has an overpass," said Stan Wax, who lives just north of Harmony in the Linwood neighborhood. "You can put two lanes on 82nd Avenue, get them up Sunnyside to 224."

Peter Coffey, of Otak consulting firm, said improvements to 82nd Avenue or the creation of the Sunrise Corridor would not significantly pull traffic away from Harmony.

"I've done this study with and without Sunrise, and there wasn't much difference" in the amount of traffic on Harmony, he said.

The county currently has six options it's considering, though only two of those would significantly improve traffic conditions. Those two involve widening Harmony to either three lanes or three lanes most of the way and five lanes at points. They include a three-lane Sunnybrook extension that would curve behind the colleges and the Aquatic Center but still on top of the ridge, from Harmony down to 82nd Avenue.

Both would also have impacts on the wetlands and waterways in the area.

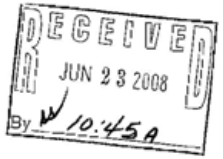
Charles Kettenring, a representative from ODOT, said the rail route is scheduled to be a "high speed rail corridor."

"There's no doubt in my mind that this will be two tracks," he said. "By 2025 they say rail product will double; this is the only viable rail route. It's coming and the only safe way to deal with it is to treat it as a highway."

Kirk Pearson, with Clackamas Community College, said improvements to the road will be important for the college site on Harmony, which houses satellite campuses for CCC and the Oregon Institute of Technology, as well as the Aquatic Center.

"I think with the increasing population and the campuses and the park lands, that access is going to be really important," he said.

■ Comment on all the stories in this issue at www.clackamasreview.com & www.oregoncitynewsonline.com



June 23, 2008

For the 45-day public comment record, regarding the Portland-Milwaukie Light Rail Project

Please see attached article from *The Oregonian*, dated Friday, June 20, 2008 – as yet another example of how the east side of the Portland/Metro region continues to be favored when it comes to the availability of better transit systems.

The new "Cadillac" commuter rail route will start to address the needs of the people living in the Beaverton, Tigard-Tualatin & Wilsonville areas.

I-018-001

In North Clackamas County – now, after waiting for over 20 years for light rail projects to enter into the South Corridor, we merely get the choice of varying alignments/extensions.

As collective citizens, we don't get any choices at all of the intended route to be forged through our communities. Soon the fate of our limited transportation options will be scaled at the mercy of deemed justice by Metro Council/City of Milwaukie Council – some of whom could have questionable conflicts of interest in favoring/rejecting the prior or current alternatives presented.

Our Portland-Milwaukie light rail "opportunity" appears to be much less than what has already been developed in the west region....a tourist attraction tram, a well-connected light rail to the airport, the ability to save money on fuel/parking expenses when called to serve jury duty, easy access to a convenient and ever-expanding streetcar system which connects people to more health/medical advances, great restaurants, upscale shopping, an abundance of cultural/historical museums, and other entertainment venues throughout the city of PDX.

And now, the business/commerce and residents of the west side are additionally privileged to have their workforce ride on a reliable, speedy and comfortable commuter train, too! WOW!

Submitted by: Valerie E. Aschbacher, 15141 SE Hickory Ct., Milwaukie, OR 97267

I-018-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the Final Environmental Impact Statement (FEIS) provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published in May 2008, also discussed this on pages 2-35 through 2-41.

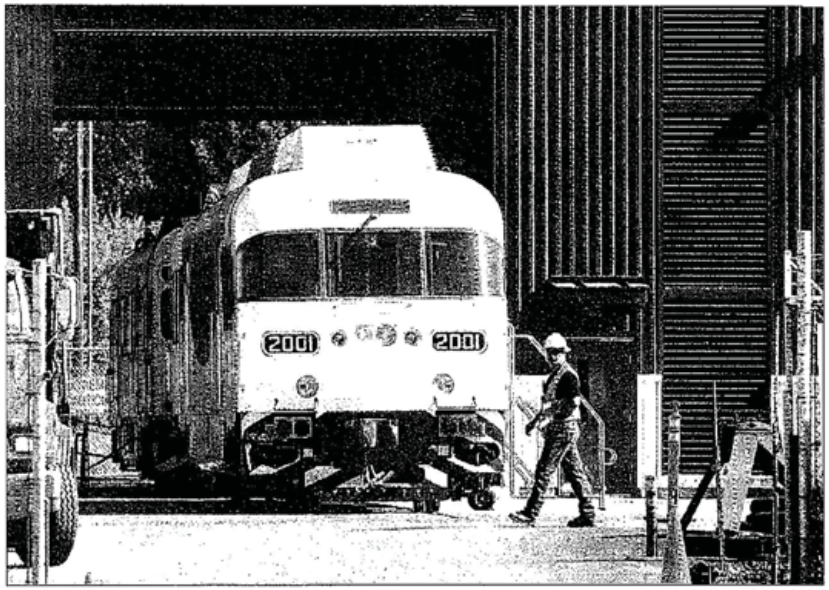
Previous studies covering the project corridor include:

- South/North Alternatives Analysis, 1993-1998
- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002

In addition to the discussion in the 2008 SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

The Refinement Study in 2007 evaluated alignment options between Highway 224 and SE Lake Road along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 were held. The evaluation based on project criteria resulted in elimination of the McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-

METRO
NEWS FROM THE PORTLAND AREA AND THE NORTHWEST
The Oregonian
FRIDAY, JUNE 20, 2008



FREDRICK D. JOE/THE OREGONIAN

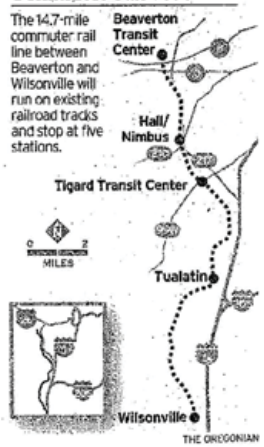
The first railcars for the Westside Express Service arrived at TriMet's Wilsonville maintenance yard Thursday from Colorado.

'Cadillac' of railcars arrives

Trains will carry riders between Beaverton and Wilsonville this fall

Commuter rail route

The 14.7-mile commuter rail line between Beaverton and Wilsonville will run on existing railroad tracks and stop at five stations.



By JOHN FOYSTON
THE OREGONIAN

WILSONVILLE — There *is* such a thing as that "new-train smell" and it's just as beguiling as the automotive equivalent, judging from the crowd that clambered through — and under — TriMet's just-arrived commuter railcars Thursday.

The new 85-ton Diesel Multiple Unit and its lookalike, but unpowered, trailer car arrived at TriMet's Wilsonville railcar maintenance facility early Thursday morning, and the welcoming crowd showed up shortly after.

"This is the Cadillac," said Vern Wise, gesturing at the DMU's spacious interior with its rows of high-backed, blue-upholstered seats.

Wise, a retired trainman and a member of the Wilsonville Chamber of Commerce, was there with chamber CEO Steve Gilmore. "Steve and I felt it was important to come out this morning and show our support for the commuter rail project."

The crowd of admirers included TriMet mechanics and management. "We're all excited," said TriMet General Manager Fred Hansen. "It feels like Christmas morning around here."

The 14.7-mile Westside Express Service will begin carrying passengers between Beaverton and Wilsonville sometime in the fall, aboard three DMUs and one trailer car. The other two DMUs are scheduled to arrive from the Colorado Railcar factory later in the summer. They'll make the trip like these units did, towed at the end of a freight train.

Please see **RAILCARS,** Page C8

Westside Express

Washington County commuter rail:

Average daily ridership: an estimated 3,000 to 4,000 trips by 2020, with half of the riders new to transit

Frequency: weekdays every 30 minutes during morning and afternoon rush hours

Travel time: 27 minutes between Beaverton Transit Center and Wilsonville

Train speeds: 37 mph on average, with a top speed of above 60 mph

Online: trimet.org/commuterrail

Source: TriMet

Milwaukie Light Rail Project's Purpose and Need. Results of the refinement study may be found in Downtown Milwaukie Alignments Review (June 2007, August 2007) and are summarized in Chapter 2 and Appendix L of the SDEIS and FEIS.

The Colorado Railcar Web site says the DMU gets 2 miles per gallon. Figure a full load of 74 seated passengers, two people in wheelchairs and a few standees and call it 160 passenger/mpg.

The mileage drops to 1.5 mpg when towing the unpowered car, but the head count at least doubles, which works out to about 240 passenger/miles for every gallon of diesel.

"A regular diesel locomotive is overpowered for hauling a couple of commuter cars," said Jody Moore, a factory test engineer who accompanied the cars on their journey west. "DMUs offer higher fuel efficiency, lowering operating costs and, because there's no separate locomotive, one less vehicle to maintain."

The DMUs meet all new federal safety standards for operating on freight rails, but they have an almost truck-like power train. Most locomotives use big diesel engines to run generators that create electricity for the traction motors that power the train. Each DMU has two smaller, 600 horsepower Detroit Diesels, one at each end of the car.

Each engine has a hydraulic transmission that spins a drive shaft powering two of the four wheels at each end of the train.

"TriMet is a perfect example of why DMUs make sense for agencies coming from the bus side," Moore said. "Everything on these vehicles, except maybe for the airbrake system, will have a high level of familiarity to their mechanics."

•

John Foyston: 503-294-5976; johnfoyston@news.oregonian.com.

Railcars:
TriMet figures 2,500 trips a day to start

Continued from Page C1

The railcars weren't ready to roll — the DMU was shipped with neither of its driveshafts installed, so its hydraulic transmissions wouldn't be spinning during the tow, and other fitting-out remains.

Then there are static and running tests to be conducted in the next few months, said TriMet's director of operations, Steve Banta.

"This has all been theoretical so far — now we have to make sure that what works on paper actually works, that the doors and platforms line up and all that. So far it's been great."

TriMet estimates that initial ridership will be about 2,500 trips a day, said spokeswoman Mary Fetsch. Those estimates were made well before $4-per-gallon gas, which could bump ridership above those numbers.

Fuel prices could well be higher when WES starts rolling, making TriMet's choice of self-contained railcars over conventional locomotives and passenger cars look even more inspired.

RECEIVED
JUN 23 2008
By 10:45A

June 23, 2008

For public comment record regarding the Portland-Milwaukie Light Rail Project

Submitted by: Valerie E. Aschbacher, 15141 SE Hickory Ct., Milwaukie, OR 97267

Many people are concerned that MAX brings crime to their neighborhoods.....
I am more concerned with how many stops/stations are planned, which in effect increases the opportunities for more criminal-types to gain access to more neighborhoods.

Please see attached article entitled **"MAX assault fuels line safety concerns"** found in the local newspaper – *Clackamas Review*, June 18, 2008.

I-019-001

If Portland could stop thinking of the light rail as a semi-streetcar system with multiple stops/stations, and consider it more of a commuter system to get large numbers of people from one city center in the region to another – there would be less opportunities for criminals to readily hop on/off, at will, with ease.

If light rail routes were more effectively placed, to increase its ridership pool among larger groups of students, professionals/business persons, and other more desirable commuters –then perhaps the persons who are unemployed, school-dropouts or criminal-types and who are more likely to create problems, may feel outnumbered and not so comfortable traveling in areas outside of their element. (in other words, if light rail was most convenient for particular targeted(positive impact) audiences, it could become more inconvenient for some other(negative impact) audiences)

Every reasonable effort should be made to provide all customers of MAX a more secure safe, experience. And, many persons of low-income rely on and must continue to have access to public transportation. However, if better marketing/strategic planning could be done in the early planning stages, to encourage some of our better citizens to use transit systems regularly, it might result in having to deal less often with the ones who use light rail primarily as a vehicle of crime.

I-019-002

Can the taxpayers afford to pay for more on-duty police to ride around on the MAX? Don't we really need more officers out on the streets?

I-019-001

Thank you for submitting your comments for consideration. The project has been designed to serve regional trips, with stations located at a spacing that is more reflective of regional destinations, compared to a local bus route or other facility that might place stops every few blocks. Chapter 3.16 provides a detailed information about safety and security.

I-019-002

Based on TriMet's experience with its existing system and on national information, crime levels along light rail project corridors are typically closely related to the existing crime conditions that prevail in the surrounding community. TriMet uses a combination of design, public education, and operations measures to lower the potential for crime and to minimize potential conflicts among trains, people, and other vehicles.

TriMet's Transit Police Division (TPD) is made up of contracted law enforcement officers from police agencies in the region. The TPD currently consists of 58 sworn officers, and an additional 30 TriMet staff members are dedicated to checking fares and issue warnings, citations and exclusions for riders without a valid fare. Another 46 TriMet supervisors check fares as a part of their daily duties. The TriMet Code includes penalties for fare evasion and rowdy or intimidating behavior on the system. Riders can also be immediately excluded from the system for up to six hours, and can receive longer exclusion periods of up to 90 days. Juvenile detention allows for a safety hold of up to 36 hours for repeat offenders violating the TriMet code or engaged in certain criminal activity so officials can work with the youths and their families to stop the activity.

These officers TriMet's Director of Safety and Security and the TPD commander meet regularly with various community members, law enforcement agencies, and security partners to evaluate issues and collaborate on solutions. The agency also has an established transit rider

security program that combines TriMet enforcement with public safety resources from other jurisdictions.

MAX assault fuels line safety concerns

Milwaukie police chief called for expanded force in January

by Jim Redden
Pamplin Media Group

The racially charged attack on a Vancouver woman riding MAX early this week is reinforcing concerns among regional leaders that TriMet needs to do more to improve safety on the transit system — even as the agency prepares to expand service into Clackamas and, perhaps, Clark counties.

"It's clear that if a 28-year-old woman can get harassed and beat up, TriMet is not doing enough," said State Sen. Rick Metsger, a Welches Democrat who is chairman of the Senate's Interim Transportation Committee. "They need to step it up."

The white woman was assaulted by five black teenagers, some of whom yelled racial slurs at her, on a MAX train in North Portland

Turn to Police, page A4

Milwaukie police chief wanted more officers in January

➡*Continued from page A1*

around 6:45 p.m. on Monday, June 9. The woman has been in and out of a hospital for treatment.

Four of the teens were arrested Monday and charged with crimes ranging from assault to intimidation. The fifth teen was captured Thursday, June 12.

"Perception is reality," Metsger said of the widespread media coverage of the assault. "How many husbands are going to tell their wives, 'I don't want you riding the train, take the car instead.' "

'What more can we do?'

The 2007 Oregon Legislature gave TriMet $250 million for preliminary stages of a transit bridge over the Willamette River between South Waterfront and inner east Portland. After a 71-year-old man was beaten by gang members at a Gresham MAX stop last November, Metsger co-chaired a joint committee of the Senate and House Transportation Committee that demanded TriMet report on its planned safety improvements.

"We can hold future funding over TriMet's head to make sure they do something about safety," said Metsger, who expects TriMet to report back to the committees this fall.

Portland City Transportation Commissioner Sam Adams agreed the incident could have widespread negative consequences.

"It would be a shame if five teenagers make it harder for everyone else to access transit," said Adams, who is working on projects that could extend light rail to Milwaukie and Vancouver. They include the bridge project the legislature helped fund and the Columbia River Crossing, which is considering adding light rail to a new I-5 bridge.

TriMet spokeswoman Mary Fetsch said the transit agency has already increased security since the June 9 assault. According to Fetsch, about 50 fare inspectors, supervisors and other employees with light-rail responsibilities have been ordered to put aside their other duties and ride the trains every day, looking for fare evaders and disruptive behavior.

"We now have a lot more eyes on the trains," she said.

Fetsch also noted that TriMet substantially increased security after the November assault. Among others things, the agency increased the number of sworn officers in its Transit Police Division from 28 to 41, created new eastside and westside precincts, hired more private security guards and began installing more surveillance cameras at light rail stops — an effort that is still continuing.

"We are constantly asking ourselves, 'Are we at the right levels [of security]? What more can we do?' " she said.

Livability problems

Some people think TriMet can do a lot more.

On Jan. 11, Milwaukie Police Chief Larry Kanzler sent TriMet General Manager Fred Hansen a seven-page letter recommending changes in the agency's security system. Kanzler is worried about crime spreading into Clackamas County when the MAX line under construction to Clackamas Town Center opens late next year.

"Soon, nefarious people who are engaged in gang/drug/crime activity will be traveling on light-rail between Hillsboro, Gresham and Clackamas Town Center," he wrote.

Kanzler is also worried about crime spreading to Milwaukie on the MAX line from downtown Portland that is still being planned.

In his letter, Kanzler said TriMet should increase and reorganize its security system by opening new 24-hour Central and South precincts supported by detectives who can investigate serious crimes. He said TriMet needs 150 to 160 sworn officers — near four times the current number.

Kanzler also said five more officers should be assigned to Milwaukie when the line opens there.

Fetsch said the number of officers will need to be increased as service expands, but that no exact figures have yet been agreed upon.

"Obviously as we expand our system we also expand our police and our staff," she said.

RECEIVED
JUN 23 2008
By

June 22, 2008

Dear Metro Council Members and Planners of the Portland- Milwaukie Light Rail Project via email

My grandpa would be 100 years old on his next birthdate. He drove his car until he was 95 years old, and as he drove along River Rd. and McLoughlin Blvd. he would often share stories about what used to be here or tell something about what is still there. When he told the stories, you got a real sense of the hustle and bustle, the periods of growth, and his role in it.

I grew up living only 2 blocks from McLoughlin Blvd., and one block from the trolley line. My mom tells me stories about how she loaded a (large) baby carriage onto the trolley car to go into downtown Portland, where my dad worked. When I was a child, and the trolley car was gone, I used to ride my bicycle on the path where the tracks had run, to get from my house to Gladstone, Jennings Lodge, and sometimes these treks would take me to the Clackamas River for more exploration. While I enjoyed these adventures, I would often wonder why the tracks were no longer in use.

Later, when I was married and our son was 3 years old, we purchased a home near Rex Putman High School, only 6 blocks from McLoughlin Blvd. and 2 blocks from Oatfield Rd. I had visions of him being able to ride his bicycle around the same neighborhoods as I had done. But, it was not possible. Living in an unincorporated area of Clackamas, the roads had no sidewalks or sufficient shoulders to safely traverse on foot or bike. Living in a 70's housing development, we were confined to the cul-de-sac and two nearby streets. Our son would not be able to ride his bicycle to the local grocery store and get an ice cream bar, as I had often done. Instead, wewere forced to use a car to conduct all daily living activities outside of the home, using McLoughlin Blvd. as the main transportation route.

I continued to think about the days of the trolley, and wondered if something like this would ever be able to exist again.

Then, the light rail came to Portland. I waited with great anticipation, and joined the crowds who rode it during its first week of operation. I imagined the possibility of a light rail coming down the old trolley trail, and was delighted to learn later that was to become the next planned route – from Portland, into the McLoughlin Blvd.

It made perfect sense –to resurrect a light rail where there once was a trolley car to serve the quite populated area lwithin the McLoughlin Blvd. corridor. And, it seemed completely logical to run something new where something else had already run before, rather than to forge a completely new path. Each time I would find myself stuck in traffic on McLoughlin Blvd. or behind a Tri-Met bus, I would wish for the days of the return of a trolley in this corridor, but now in the form of a light rail.

The housing construction increased significantly in the 70's and 80's. Our son was in school, and we also noticed an increase in his class sizes. We eventually moved to a larger home, near property which had been set aside by the NCSD to build another middle school, 4 blocks above

Oatfield Rd. We wondered about the impacts of this growth on our community. Also, we started using backroads to get around the increased traffic congestion.

We heard light rail would be headed our way.....with excitement, we embraced the possibility wholeheartedly. Then, we learned it would not come to this area after all. Instead, it would be extended West from downtown PDX to Hillsboro. With great disdain and disappointment, we wondered if we would we ever have our day?

Life went on.....Our son went off to college, and only returned to the area a few times a year. On one visit home, he commented on how much McLoughlin Blvd. had changed. I hadn't really noticed, although I found myself subconsciously avoiding this route. I knew it had started its degradation in the 80's with the addition of adult video stores and nude dancing bars. I knew each time another used car lot took up space on the boulevard, or car dealership was remodeled, that the auto industry was unfortunately going to continue to define commerce in this area, the same way it had done on SE 82nd Ave. and SW Canyon Rd. in Portland.

Having so much pride and personal history in this commercial/residential area, I was in denial that the landscape had really changed to the great extent my son had noticed. He continued to comment with each visit home, until I could not ignore it any longer.

In the meantime, NCSD decided to sell the property near our home, as the majority of growth had now shifted to the Sunnyside/Happy Valley area. The old Clackamas HS became the new middle school. This seemed better for our neighborhood, so this move didn't bother me.

However, I did mourn the loss of The Emporium store at Oregon City Shopping Center and Albertson's grocery at Holly Farm Mall. I made a concerted effort to patronize Oak Grove Cinema, Ace Hardware, Office Max, and any new restaurants/coffee shops or other businesses along the strip to help in some small way to keep the area alive. I still eagerly awaited the day light rail would arrive – with the possibility of rebuilding and revitalizing, not only McLoughlin Blvd., but downtown Milwaukie and downtown Oregon City, as well.

For a period, we contemplated moving out to Sunnyside, to a nicer, newer home, in a less rundown area for shopping and commuting. But, after traveling out there a few times, we decided the traffic was utterly unbearable! So, we decided to stay in Miwaukie, perhaps for another 50 years, - where 5 generations of my family, have lived, worked/owned businesses – within the McLoughlin Blvd. corridor.

When, I learned the next light rail project was going to be from the airport to the Gresham/PDX line, I was starting to lose patience. Then, when I discovered this line would eventually be extended south to Clackamas Town Center, it seemed like light rail would never get to us. But with our hope, we kept a sense of humor. When picking our son up from the airport, we often joked that if he stayed away from Portland long enough, someday I could simply pick him up at the light rail station during my shopping errands at the mall!

But, secretly I wondered, would I really live long enough to see the day, when I could ride the Max from McLoughlin Blvd. to downtown Portland? There was hope on the horizon.....

The proposed routes were being displayed at the Milwaukie Farmer's Market. Initially, I didn't care where it went, as long as it headed this way. I noticed the improvements on the Milwaukie Riverfront. I wondered if it was to help prepare the way for the Max?

No, the line along the waterfront was rejected.

I wondered if it would make its way down through the streets of downtown Milwaukie – that seemed like a good idea. I thought that is what was being planned, eventually.

I learned only 2 weeks ago, this route was rejected, and now the route is proposed to run near my place of worship, and 3 schools. Having been an educator for 20 years, this appalled me. What a tremendous disruption this would be – during its construction and after completed! In an effort to learn why this new route was considered, I decided to read the entire SDEIS report.

I-020-001 First, I learned there is not much basis for rejecting the route down Main St./21st Ave.

Secondly, I learned an incredible injustice has been done to the people of this region who have waited so long for a light rail – we are left now with only two alternatives – either accept the currently planned route or not build light rail at all!

Thirdly, I learned, the line isn't going to go down McLoughlin Blvd. beyond Milwaukie – now what good it that?

I-020-002 Next, I realized the data presented is outdated, based on growth patterns in the 80's/90's, and fails to recognize the higher demand for alleviating traffic congestion is no longer along McLouglin Blvd. (and on the way to Oregon City)

I-020-003 But, more importantly, I finally took a deep and serious look at all the environmental impacts and all the financial costs of bringing light rail through downtown Milwaukie – and then sadly realized, in particular that the cost of extending it to Park Ave., is unjustifiable. The congestion on the stretch between Lake Rd. and Park Ave. is hardly noticeable and the number of impacts is simply not worth the minor benefits gained towards the intended purposes, needs and goals.

I-020-004 The more I learned about the costs/impacts, the more I realized there is so little data to support such an astronomical project – which only holds the "potential" to improve the area – no guarantees. Where is the evidence that the demand is so high? Is this worth it? NO!

I-020-005 As I continued to sift through all the alternatives considered, the many maps and figures, and projections – I discovered – two lines are eventually planned – BOTH headed to Oregon City. Two lines, headed South, parallel to each other, only a few miles apart from each other? This is incredulous! Twice the costs, twice the environmental impacts, twice the wait – for what?

We clearly don't need two lines heading South.....so now which one is more important? I recognized, from the study, we do need a line from downtown PDX to Milwaukie. I went back to the idea which was rejected of a Park n' Ride at the Southgate Cinema site in the McLoughlin

I-020-006 Industrial area – that still seemed like a good idea? I went back to reviewing how much less this

I-020-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the Final Environmental Impact Statement (FEIS) provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published in May 2008, also discussed this on pages 2-35 through 2-41.

Previous studies covering the project corridor include:

- South/North Alternatives Analysis, 1993-1998
- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002

In addition to the discussion in the 2008 SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

The Refinement Study in 2007 evaluated alignment options between Highway 224 and SE Lake Road along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 were held. The evaluation based on project criteria resulted in elimination of the McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-

I-020-006 would cost both financially and environmentally – as a significant portion of the higher impacts/added costs/displacements occur through downtown Milwaukie to Lake Rd./Park Ave.

Then, one day, at 4 p.m. I was trying to feverishly to get from my office in downtown Milwaukie to 82nd & Johnson Rd. I found myself trying to decide – Hwy 224 to I-205? (no, too many stoplights) Railroad Ave. to Harmony Rd.? (no, it gets too congested near the Clackamas Town Center) McLoughlin Blvd. to Johnson Creek? (no, the single lane of traffic moves too slow) Curse! None of these West/East routes are going to get me there in 20 minutes at this hour! I'd be able to get to a place in downtown PDX faster from this point!

I-020-007 This is when I realized – downtown Milwaukie does not need a light rail THROUGH it! However, is does definitely still need a light rail TO it! After it reaches Milwaukie, instead of having two stops to the South,(as proposed) it needs to turn east and have a station near the Providence Medical Center(s) and Oak St. Square/Milwaukie Marketplace - then another station near the Milwaukie Industrial Park....Plus, it could bring tourists to Bob's Red Mill, and staff/families to Clackamas County's ESD. (how unfortunate the Department of Human Services have already moved to Clackamas from Milwaukie .....)

Now, I went back home, to re-visit Figure1. 2-1 - *2040 Growth Concept*. As I scrutinized the current/proposed routes, what had previously made perfect sense to me for almost my entire life (running light rail down McLoughlin Blvd.) made absolutely NO sense at all anymore!

Rather, it needs to run along Hwy 224, Lake Rd. and/or Railroad Ave. and connect in some way to the line at the Clackamas Town Center, where it could continue to Oregon City. It needs to avoid historic downtown Oregon City, as well as downtown historic Milwaukie.

Rather, a light rail system should connect Portland State University to both of the expanding Clackamas Community campuses, in a seamless fashion – along Harmony Rd. then along I-205, then up the hill along Hwy 213, not only for students/staff, but to more effectively serve the populated, new growth area of (upper) Oregon City. It needs to have a Park n' Ride near the Clackamas Community (OC campus) for the people of Carus, Beavercreek, Clarkes, Colton, Mulino, Molalla, and NE Canby to access the light rail – being able to ride it to the airport, or to downtown PDX and beyond.....And, yes, it could still serve Gladstone, Milwaukie and Clackamas, as well – but from a different route.

Then, I I examined at the growth in Damascus, Happy Valley, Mt. Scott, Sunnyside – the places I mentioned earlier that we didn't want to live now due to awful traffic conditions, and I wondered how much worse it will become by the year 2020, let alone 2040! I recalled - isn't one of the first purpose(s) of light rail to maintain livability in the metropolitan region? Shouldn't the light rail eventually extend eastward beyond the Clackamas Town Center to these outlying, fast-growing communities? Doesn't it make more sense – for increased ridership, reduced traffic congestion to move in this direction? And, perhaps someday it could unite with the Gresham station, creating a loop, in much the same way one is projected for the Beaverton/Washington Square area? **Why not mirror the West and East sides – in both urban and suburban areas?**

Milwaukie Light Rail Project's Purpose and Need. Results of the refinement study may be found in Downtown Milwaukie Alignments Review (June 2007, August 2007) and are summarized in Chapter 2 and Appendix L of the SDEIS and FEIS.

I-020-002

Future growth assumptions (2030) are based on the following:

* Households, population and employment (including the type of employment).

* Household size, income and age.

* Existing zoning, available buildable land and local plans for zone changes and anticipated growth - with local review.

I-020-003

A major purpose for locating the terminus of the LRT line at Park Avenue is to collect traffic bound for the lot before it reaches or passes through downtown Milwaukie. Since most of the traffic bound for the lot is projected to originate south of Milwaukie, the desirable location for the lot is south of the downtown area.

I-020-004

As with any planning effort, the EIS evaluation of potential benefits is based on judgement and the application of the best available tools and information. However, with regard to project estimates and forecasts, the Metro travel demand model was used to project ridership and traffic conditions. This is a model and its results are also not guaranteed, though the model has been peer reviewed. The independent peer review panel for the Columbia River Crossing (which was the same model used for this Project) concluded in November 2008 that: "The

I-020-008 **Furthermore, why build a light rail system which is completely inconsistent with all the other existing light rail lines already developed and in use within the Portland Metro area?** The first line ran along I-84 to downtown PDX (we should learn our lessons from this route, as it made NE Burnside Ave. a poor route for cars, an unsafe route for bicylist/pedestrians. And, in retrospect wouldn't it have been ideal have the light rail run on the other side of I-84 for easier access to Portland Providence Medical Center. Maybe it could have avoided downtown PDX, if we'd have known how conveniently streetcars can move people through several developed neighborhoods/shopping areas without building stations for hopping on/off). The next light rail line ran from downtown PDX to Hillsboro along Hwy 26. The next line ran from the airport along I-205, and will continue to Clackamas Town Center along I-205. The new Interstate Ave. line runs, in effect, along I-5 N, and will eventually connect Vancouver to PDX, essentially a parallel route to I-5. Again, these are all consistently planned routes along major transportation corridors. All of these routes ARE run through current major transportation corridors, none are referred to as "old _____" like McLoughlin Blvd. is referred to as "old 99E".

With all things taken into account, it seems that ramming a light rail beyond downtown historic Milwaukie, then on to and through a less traveled, old highway to yet another historic downtown (Oregon City) makes absolutely NO sense at all! As much as I have desired it, for as long as I have wished for it, I cannot justify it - in my own mind, it is illogical, irrational, and irresponsible.

For as long as I can remember, I was a fervent supporter of light rail coming to Milwaukie and continuing south along McLoughlin Blvd. Yet now, after analyzing the SDEIS report, and giving careful consideration, I am even more adamantly opposed, than I was previously in favor!

I-020-009 **Please re-read S.3 Purpose and Need, S.3.1 Project Goals and Objectives, and Chapter 2 – in a new light.**

Please try to imagine other alternatives – keep working towards identifying an effective transit system for the South Corridor, which could be more fiscally responsible, more environmentally conscientious – and ultimately, would serve more people.

Please respond to the growth that has apparently already taken place in the past 10 years, while our Milwaukie-McLoughlin Blvd. light rail project has been on hold for 20 years.

Things have changed dramatically in the South Corridor, and the light rail project should reflect these changes –from this point forward and into the future.

Thank you for the opportunity to voice my opinions and observations, as a concerned citizen.

Sincerely,

Valerie E. Aschbacher

Travel Demand Review Panel concluded that the Travel Demand Model used by the region is an advanced trip-based tool and that it represents a valid tool for a project of this type..." The entire discussion and assessment of the model may be found at: http://www.columbiarivercrossing.org/FileLibrary/TechnicalReports/TravelDemandModelReview_PanelReport.pdf A comparison of actual to predicted ridership conducted by the Federal Transit Administration in 2007 for the MAX Blue Line found that Metro forecasts were 89% of actual – and among the best forecasts of 19 light rail lines studied throughout the U.S. A similar analysis completed May 2009 comparing the MAX Yellow Line against 7 other projects found similar results. Other estimates of costs and impacts are provided in Chapters 3, 4 and 5 of the SDEIS and FEIS. The methods for making estimates and assessments are included in the methods reports listed in Appendix C, Supporting Documents, and available from Metro or TriMet upon request.

The question of whether the benefits are substantial enough to warrant the expenditures is one that the project partners will make after consideration of the FEIS.

I-020-005

Thank you for your comment. According to Resolution No. 09-4052 the High Capacity Transit Plan, the two corridors you mention in your comment response, Clackamas Town Center to Oregon City in the vicinity of I-205 Corridor and Park Ave to Oregon City in the vicinity of McLoughlin Corridor, would be studied in conjunction and not separately.

From 2008-2009, Metro conducted a study, called the High Capacity Transit study, to investigate where the Metro region should invest in High Capacity Transit and in what priority order. High Capacity Transit might

include light rail, bus rapid transit, or commuter rail. In June/July 2009, the Metro Council and JPACT adopted by resolution No. 09-4052 the High Capacity Transit Plan. The regional high capacity transit system tiers and corridors identify near- and long-term regional HCT priorities. Regional HCT system corridors are grouped into one of four priority tiers, along with specific targets and various steps local jurisdictions could follow to advance a project to a higher tier. The four tiers relate to an HCT corridor's readiness and regional capacity to study and implement HCT projects. Corridors within each tier would be updated with each RTP or by RTP amendment.

- **Near-term regional priority corridors:** Corridors most viable for implementation in next four years. These corridors include the Portland to Gresham in the vicinity of Powell Corridor, Portland to Sherwood in the vicinity of Barbur/Hwy 99W Corridor, and Beaverton to Wilsonville in the vicinity of WES.
- **Next phase regional priority corridors:** Corridors where future HCT investment may be viable if recommended planning and policy actions are implemented. These corridors include Clackamas Town Center to Oregon City in the vicinity of I-205 Corridor and Park Ave to Oregon City in the vicinity of McLoughlin Corridor, which would be studied in conjunction. Six other corridors are include in this tier.
- **Developing regional priority corridors:** Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation, but which have long-term potential based on political aspirations to create HCT supportive land uses. Two corridors are in this tier.
- **Regional vision corridors:** Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation. Three corridors lie in this tier. Clackamas Town Center to Oregon City in the vicinity of I-205 Corridor and Park Ave to Oregon City in the vicinity of McLoughlin Corridor will be studied together at a later date.

I-020-006

The light rail alignment is too far away from the Southgate Park-and-Ride to be used as a part of the project. The route and station locations were approved by all jurisdictions in summer 2008.

I-020-007

From 2008-2009, Metro conducted a study, called the High Capacity Transit study, to investigate where the Metro region should invest in High Capacity Transit and in what priority order. High Capacity Transit might include light rail, bus rapid transit, or commuter rail. In June/July 2009, the Metro Council and JPACT adopted by resolution No. 09-4052 the High Capacity Transit Plan.

Public workshops, stakeholder interviews and review of numerous past regional transit planning efforts were considered in developing a “long list” of 55 potential regional HCT corridors to be studied. The plan used screening criteria to analyze over 55 potential corridors to determine a prioritized set of 13 corridors. The routes that you mention in your comment response were all studied in the list of 13 corridors. These include: Clackamas Town Center to Oregon City in the vicinity of I-205 Corridor and Park Ave to Oregon City in the vicinity of McLoughlin Corridor, and Clackamas Town Center to Washington Square in the vicinity of railroad ROW/Hwy 224, Clackamas Town Center to Damascus, and Troutdale to Damascus.

Then, Metro worked with local jurisdictions and regional partners and TriMet to develop and refine a set of evaluation criteria to be used to evaluate and prioritize the screened HCT corridors in the fall of 2008 and early 2009. The Metro Council strives to create a region with sustained economic competitiveness and prosperity, transportation choices, minimized contributions to global warming, healthy ecosystems and equitable burdens and benefits of growth. Therefore, the Regional High Capacity Transit System Plan adopted goals concentrated on

environment, citizens and the economy to reflect that vision. Metro and the regional partners dedicated significant resources that enabled the team to conduct a significant level of transportation modeling. This technical analysis, combined with significant public outreach allowed decision-makers to prioritize corridors based on their technical merits and potential to achieve regional values of the citizenry.

The regional high capacity transit system tiers and corridors identify near- and long-term regional HCT priorities. Regional HCT system corridors are grouped into one of four priority tiers, along with specific targets and various steps local jurisdictions could follow to advance a project to a higher tier. The four tiers relate to an HCT corridor's readiness and regional capacity to study and implement HCT projects. Corridors within each tier would be updated with each RTP or by RTP amendment.

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- **Developing regional priority corridors:** Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation, but which have long-term

potential based on political aspirations to create HCT supportive land uses. Two corridors are in this tier.

- **Regional vision corridors:** Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation. Clackamas Town Center to Damascus, and Troutdale to Damascus are included in this tier. Sherwood to Tualatin is the third corridor identified in this tier.

I-020-008

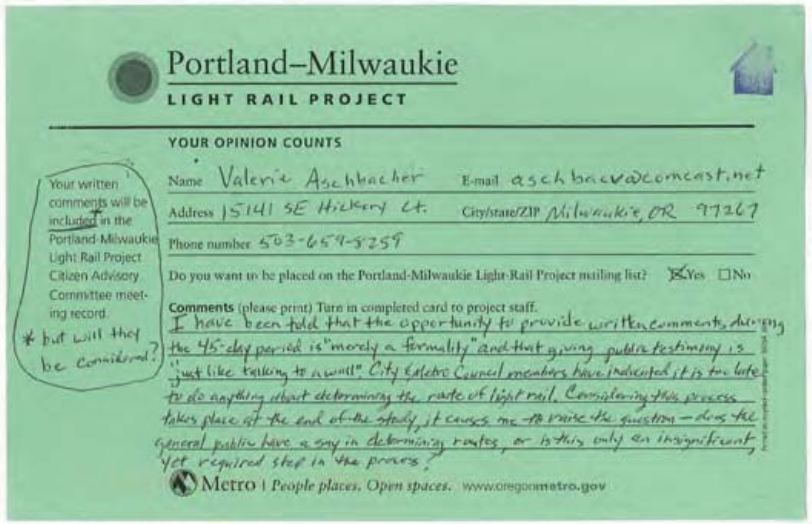
Light rail to Milwaukie is a key element of the Regional Transportation Plan. The recently opened Green Line concluded Phase 1 of the South Corridor Project. Portland to Milwaukie light rail is Phase 2 of the South Corridor Project. The Green Line terminus in downtown Portland on SW Jackson Street at 5th and 6th Avenues is the starting point for Portland to Milwaukie light rail.

I-020-009

After the SDEIS was published in May 2008, the project entered Preliminary Engineering, which enabled the project to begin detailed design of the project and to estimate costs based on a engineered design, rather than the concept that was described in the SDEIS. Subsequent discussions between the engineers and representatives of agencies responsible for environmental resources has resulted in a great many changes to the project design. Many of these changes avoided impacts or reduced the impact and provided for a better understanding of mitigating measures to further lessen impacts.

In addition, the project is projecting the number of homes and jobs as well as traffic and transit usage to the year 2030 in order to assess future conditions and be able to design a project that takes these conditions into account.

I-021-001



Portland–Milwaukie
LIGHT RAIL PROJECT

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name Valerie Aschbacher E-mail aschbacv@comcast.net

Address 15141 SE Hickory Ct. City/State/ZIP Milwaukie, OR 97267

Phone number 503-659-5259

Do you want to be placed on the Portland-Milwaukie Light Rail Project mailing list? ☒Yes ☐No

Comments (please print) Turn in completed card to project staff.

I have been told that the opportunity to provide written comments during the 45-day period is "merely a formality" and that giving public testimony is "just like talking to a wall". City & Metro Council members have indicated it is too late to do anything about determining the route of light rail. Considering this process takes place at the end of the study, it causes me to raise the question – does the general public have a say in determining routes, or is this only an insignificant, yet required step in the process?

* but will they be considered?

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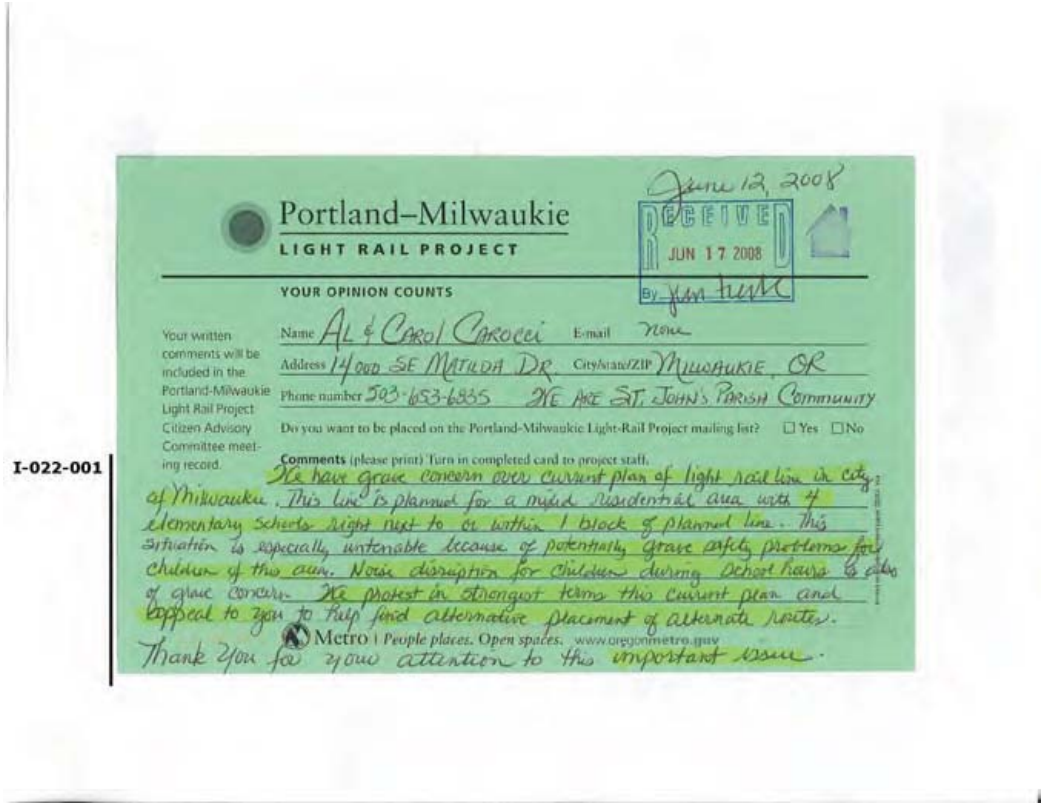
I-021-001

Thank you for submitting your comments for consideration. Public input plays a critical role in shaping the light rail project, and were part of the process to identify a Locally Preferred Alternative following the close of the public comment period for the SDEIS. All substantive comments received during the public comment period are responded to within this document. Public comments have also been used to update information in the Final EIS.

Submitting written comments during the 45-day SDEIS comment period is only one way input was received. See Chapter 6, Community Participation for an exhaustive description of public involvement during previous and current phases of the light rail project.



June 12, 2008

Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
JUN 17 2008
By [illegible]

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name AL & CAROL CAROCCI E-mail none

Address 14000 SE MATILDA DR. City/state/ZIP MILWAUKIE, OR

Phone number 503-653-6835 WE ARE ST. JOHN'S PARISH COMMUNITY

Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☐ No

I-022-001

Comments (please print) Turn in completed card to project staff.

We have grave concern over current plan of light rail line in city of Milwaukie. This line is planned for a mixed residential area with 4 elementary schools right next to or within 1 block of planned line. This situation is especially untenable because of potentially grave safety problems for children of this area. Noise disruption for children during school hours is also of grave concern. We protest in strongest terms this current plan and appeal to you to help find alternative placement of alternate routes.

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Thank you for your attention to this important issue.

I-022-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

The FEIS Section 3.10 and its accompanying Noise and Vibration Results Report provide updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as

schools, churches, and residences. The project's analysis directly considers existing conditions that include freight operations and those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the FEIS provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

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- South Corridor SDEIS, 2002

In addition to the discussion in the SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

Because of concerns about the Tillamook Branch alignment through downtown Milwaukie, the Refinement Study conducted in 2007 evaluated alignment options between Highway 224 and SE Lake Road

along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the SE McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project's Purpose and Need.

Trans System Accounts - SE Harold St. stop on South Corridor line

From: rhonda banks <rhondabanx@hotmail.com>
To: <trans@metro-region.org>
Date: 6/2/2008 6:46 PM
Subject: SE Harold St. stop on South Corridor line

I-023-001

I am writing to comment on the usefulness of a South Corridor MAX stop at SE Harold St. When I chose to buy a house in this neighborhood in 2005, one of the main reasons was the close-in location that provided availability of flexible public transportation to areas around Portland as well as south into Clackamas County. Our household has since shifted from two cars to one and we have become frequent public transportation users. We knew of the plan to have a MAX stop at this location and it was part of our decision making process. I will be a user of the new MAX line when it is completed and I urge to keep the Harold St stop in the plan. It keeps the availability of public transportation within reach of this whole neighborhood of people who will otherwise have to walk a significant distance to utilize the line, thus making it less likely that they will choose public transport. Let's get people out of cars and onto the MAX! Make it useable for the people of Westmoreland and keep the stop at SE Harold St.

Thank you for your consideration.

Rhonda Banks
SE 20th Ave
Portland, OR

Change the world with e-mail. Join the i'm Initiative from Microsoft.

I-023-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

(6/3/2008) Trans System Accounts - harold station comment Page 1

From: "Jim & Amy Carpenter" <carpjam@comcast.net>
To: <trans@metro.dst.or.us>
CC: "A" <james.d.carpenter@providence.org>
Date: 5/6/2008 11:32 AM
Subject: harold station comment

Metro Portland to Milwaukee Light Rail Project:

Hi - I live in the Westmoreland neighborhood and have been following the SE light rail conversation. I like the idea of MAX adding us to the system, but contrary to the editorial opinions of The Sellwood Bee editor, my vote is against the Harold St. station. My thoughts:

I-024-001 1. A Bybee Street station is more centrally-located to Westmoreland/Eastmoreland. Sellwood and Reed College also have pretty easy access to that site, especially by adding bike or bus transportation to the station.

2. A Harold St station in addition to the Bybee station is just redundant and would add an extra stop only 6-7 blocks from the latter, while not enlarging the catchment area. North Westmoreland residents can access Bybee just as easily (if not more easily) than Sellwood and Reed College people.

I-024-002 3. Using a traffic signal to cross McLaughlin is just dangerous - it is now and will continue to be even more so if the foot traffic at that intersection goes up. Cars on that highway are going much faster than on regular neighborhood streets; crossing the road on foot endangers pedestrians and drivers. Unless a pedestrian overpass is added, which at this point would be a waste of money, I firmly believe we would see fatal accidents at that intersection.

I-024-003 4. The only reason to reconsider adding the Harold Street station would be if the original plan to add high-density housing in the railyard area comes back on the table. In the absence of those plans, I suggest we leave it off but with the possibility of a future addition when that area gets built up. Only then would a station with pedestrian overpasses over McLaughlin and any remaining Union Pacific tracks (to access the Reed College area) be reasonable.

Thanks -
Amy C.

I-024-001

Thank you for your comments. Your comments have been noted. Bicycle parking will be provided at every light rail station and the #19 bus will serve the Bybee Station.

I-024-002

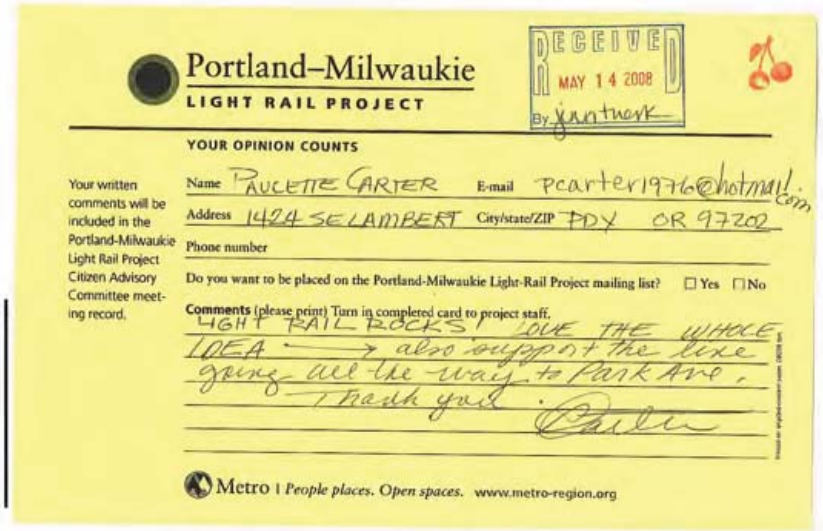
The SDEIS states that a future planning effort will determine the viability of a future station at SE Harold. As part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

I-024-003

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

I-025-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 14 2008
By

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name PAULETTE CARTER E-mail pcarter1976@hotmail.com
Address 1424 SE LAMBERT City/state/ZIP PDX OR 97202
Phone number
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☐ No

Comments (please print) Turn in completed card to project staff.
LIGHT RAIL ROCKS! LOVE THE WHOLE IDEA → also support the line going all the way to Park Ave.
Thank you.

Metro | People places. Open spaces. www.metro-region.org

I-025-001

Thank you for submitting your comments for consideration. The light rail project was endorsed by all participating jurisdictions in summer 2008. The Park Avenue terminus option was selected as the Locally Preferred Alternative.

(6/5/2008) Trans System Accounts - Portland-Milwaukie Light Rail comment Page 1

From: "Sandy Carter" <sandycarter@wordscount.biz>
To: <trans@oregonmetro.gov>
Date: 5/19/2008 10:03 PM
Subject: Portland-Milwaukie Light Rail comment

Dear Comment Reader,

I-026-001 I am a firm believer in light rail; a Clackamas County resident who voted for it any chance I got; and a person who has been very disappointed at the years that have passed while we've been talking about this. I'm in favor of the Park Extension and the Tillamook Branch option. In fact, I have been in favor of a line from Downtow PDX to downtown Oregon City for 15 years. It is a natural, for demographic and geographic reasons, and I'm not that happy with the first line to the County ending at a mall. That's not my idea of access for the typical public transportation rider--elderly, young, disabled, not a driver, etc. I'm a bus rider and a big supporter of alternative transportation. I live in West Linn, where we'll never have access to light rail until and unless it makes it to Oregon City. I'm also, of course, in favor of the Lake Oswego commuter rail project, to ease congestion/traffic delays/carbon emissions along the Highway 43 corridor. Don't let the rich folks in Riverdale stop that one. It's for the good of the many, not the few.

Move Heaven and Earth to make these projects happen, PLEASE. Thanks for the chance to comment. I go to too many meetings already, and the mailed booklet does a good job of laying out the project.

Sandy Carter
2555 Dillow Drive
West Linn, OR 97068
503-655-0649

I-026-001

Thank you for submitting your comments for consideration. The light rail project was endorsed by all participating jurisdictions in summer 2008. The Tillamook Branch alignment option and Park Avenue terminus were selected as the Locally Preferred Alternative.

An extension of light rail to Oregon City on SE McLoughlin Boulevard or any other route is outside the scope of this project. For a description of the project's scope see Chapter 2.

Jenn Tuerk - pdx Milwaukie light rail

From: Eric Chambers <chambere@hotmail.com>
To: <jenn.tuerk@oregonmetro.gov>
Date: 6/19/2008 11:16 AM
Subject: pdx Milwaukie light rail

I-027-001 As an active member of the Portland Metro region I write to STRONGLY encourage the quick development of the Portland-Milwaukie light rail extension, and the subsequent creation of a crossing across the Willamette in order to get it into downtown Portand. The high price of fuel and increasing traffic congestion -not to mention high costs of living in the urban core- make quick construction of this project an absolute imperative.

Sincerely,

Eric Chambers
Portland, OR

The other season of giving begins 6/24/08. Check out the i'm Talkathon. Check it out!

I-027-001

Thank you for submitting your comments for consideration. The light rail project was endorsed by participating jurisdictions in summer 2008.

Trans System Accounts - Milwaukie-Portland light rail

From: M'Lou Christ <mnortic@yahoo.com>
To: <jenn.tuerk@oregonmetro.gov>
Date: 6/20/2008 11:56 AM
Subject: Milwaukie-Portland light rail

To policy & decision-makers:

I-028-001 I was sooo much younger when I & other neighbors & business owners were 1st attending meetings to support light rail. And we kept voting for the lines that went thru all the other areas of the region (giving higher voter support than their neighborhoods most often), and trying to be patient when told we'd have to wait our turn.

And then I helped organize SE neighbors & business folks who refused to accept that light rail was "off the table"--cuz some areas voted against any other areas having that option-- and we were successful in getting it back on the political agenda. But yet again, when it was revived the lines went elsewhere!

Well, this is my last shot. I'm not surprised the route is now being redrawn by folks on the west side--when have they ever been refused or told to wait?--but at least there's hope there will now be a Milwaukie-to-P'd downtown light rail.

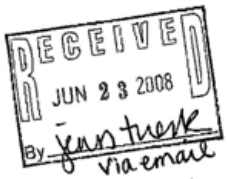
I say, please, make it so.

--M'Lou Christ
Buckman, Willamette Watershed

I-028-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.

LANCE R. CLARK
ATTORNEY AT LAW
1607 NE 41ST AVENUE
PORTLAND, OR 97232
(503) 284-6899 (PHONE)
(503) 249-8500 (FAX)



June 23, 2008

Mark Turpel
Metro
Portland-Milwaukie Light Rail Project
SDEIS Manager
600 NE Grand Avenue
Portland, OR 97232

RE: **Comments on South Corridor Portland-Milwaukie Light Rail Project Supplemental Draft Environmental Impact Statement**

Dear Mr. Turpel:

Thank you for the opportunity to comment on the South Corridor Portland-Milwaukie Light Rail Project Supplemental Draft Environmental Impact Statement (SDEIS). Most of my comments are focused on construction of a proposed Harold Street light rail station as I am a homeowner in the vicinity and purchased my home in anticipation a station would be built nearby.

First of all, I strongly support the light rail alternative as I would regularly use the line and I am generally supportive of light rail and other public transit integral to the Metro 2040 planning exercise.

General Comments

I-029-001

I support the Porter-Sherman crossing alternative as it runs closest to the heart of the new South Waterfront neighborhood and OMSI. I support the cable-stayed bridge option with two supporting cable towers. While it is a bit more expensive than the other options, I believe the bridge clearance height for water traffic should match that of the Sellwood Bridge. I am also one of the citizens that "prefer[s] the more dramatic profile from an aesthetic standpoint" (SDEIS p. 2-13). The nearby OHSU tram provides an excellent lesson in the importance of aesthetics. While the aesthetics of the tram increased the cost of the tram, the final result changed the minds of several Portlanders about the tram project. It is now an essential part of the skyline and a source of local pride.

I support the Tillamook Branch alignment for several reasons. For the most part, I am happy to defer to the City of Milwaukie stakeholder process thoroughly described in the SDEIS and because it runs to a point farther south than downtown Milwaukie. It seems important commuters be able to use a park and ride south of Milwaukie without clogging the downtown area with cars. It would have been unfortunate if a light rail line decreased the acreage of Milwaukie's new waterfront park, which I believe to be a centerpiece of the city's downtown revitalization. Further, I am pleased to see analysis that the project will not further degrade the Kellogg Creek watershed nor impact future watershed restoration of Kellogg Creek

I-029-001

Thank you for submitting your comments for consideration. The Sellwood Bridge is 75 feet above the Willamette River and the Portland-Milwaukie Willamette River Transit Bridge is designed to be 77.52 feet above the Willamette River – similar, but slightly higher than the Sellwood Bridge. It will be difficult to visually notice any significant difference in bridge heights – especially given that the Ross Island Bridge is between these two bridges.

The hybrid cable stayed bridge design has been endorsed by the Willamette River Bridge Advisory Committee, which includes design professionals.

I-029-002 I am not concerned about potential affects on wetlands or creeks in the planning area. In fact, I think the construction phase is a great time to coordinate with the Johnson Creek Watershed Council and various government agencies to engage in restoration work along with mitigation work to achieve financial efficiencies in environmental work. The various LRT stops between Lake Road and Harold Street then offer an additional benefit in attracting LRT riders traveling to observe environmental restoration work.

Comments Related to the Proposed Harold Street Station

I strongly support the construction of a Harold Street Station for the reasons set forth below. In the *Portland to Milwaukie Light Rail Station Assessment: Potential Harold Station Area* (Metro, November 2007) found on the Metro project website, almost all comments listed in the document were positive.

I-029-003 A Harold Street Station is the closest access point to Reed College, the Crystal Springs Rhododendron Garden, the Reed-Eastmoreland neighborhood (not to be confused with the Eastmoreland neighborhood), and the north entrance to the Oaks Bottom Wildlife Refuge and associated access to the Springwater Corridor. While some of this access is outside the ¼ mile radius studied by Metro, all of these destinations are still a quick walk from Harold and much closer than either the Bybee or Holgate stations. Development of the Harold Street Station would inevitably lead to a pedestrian bridge over the railroad tracks at the northwest corner of the Eastmoreland Golf Course. Currently, the only pedestrian access to the McLoughlin Boulevard Corridor and the new light rail in this area is either on Holgate Boulevard or Bybee Boulevard, streets which are approximately 1.5 miles apart. Further, pedestrians and bicyclists in the Reed-Eastmoreland area would feel much safer walking to the Harold Street Station than through the stretch of Holgate Boulevard that crosses the Brooklyn rail yard. On that stretch of Holgate, automobiles regularly drive 15-25 miles per hour over the posted 30 mph speed limit.

I-029-004 There are mixed use development opportunities near the optional station. The land near the optional Harold Street Station appears to be the only land near a proposed station along the McLoughlin corridor zoned RHd with an adjacent Commercial General zone. Because many homes and lots are smaller near or on Harold Street than other parts of Sellwood-Moreland, it will be easier to replace single family homes with higher density housing such as townhouses or apartments. While most Portland neighborhoods are generally resistant to higher density housing, it is important to strategically locate more high density housing close to the city center.

I-029-005 I cannot find the basis for the SDEIS estimate of only 400 riders using the station or the 200 riders who otherwise will not use the system discouraged by one extra minute of ride time (SDEIS p. 5-41). Metro staff suggested to me that some of that analysis is very new. I find the 400/200 numbers questionable, and difficult to analyze because the methodology used to produce the numbers cannot be found in the SDEIS, various 2002 South Corridor Project Transportation Alternatives reports, or other documents provided me at Metro headquarters.

Metro staff explained to me that the analysis for the proposed Harold Street Station is so new that it is not explained in the May 2008 SDEIS. This is understandable considering recent pressure to include this station. However, the combination of not including the data (or at least an explanation of the analysis) for the Harold Street "local option" and the cursory paragraph in the SDEIS implying the station not be built will likely lead to a recommendation that Metro seems to have already made. As

I-029-002

Compensatory mitigation and required enhancement activities are being investigated in relation to further design, impact avoidance and minimization, and in coordination with regulatory agencies. Mitigation and enhancement will be completed in an effort to meet regulatory criteria and to increase overall ecosystem functions. Specific actions are included in the FEIS.

I-029-003

The Locally Preferred Alternative decision called for the station at SE Harold to be a future station. The alignment would accommodate future construction of a station at SE Harold, however, the specific design characteristics of pedestrian improvements associated with the station would be determined in a future design process for adding the station. The value of and potential for a pedestrian connection to areas east of the UPRR tracks may also be evaluated in the station design process.

I-029-004

The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA would accommodate construction of a future station at SE Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridershipship, cost effectiveness, alternative funding sources, land use, zoning, infrastructure, including a pedestrian bridge, and bus routing options that would support a station at Harold Street will be evaluated.

I-029-006 someone who has professionally reviewed environmental impact statements for over a decade, the breadth of discussion of a project facet can directly influence public comments. In this case, little discussion, unsupported analysis, and language implying the station is a waste of time and money will likely lead to few comments outside of neighborhood residents that have been closely following the project. By comparing the thorough discussion of the downtown Milwaukie LRT alignment public involvement and stakeholder process (albeit one of the largest project issues) with almost no mention of the Harold Street debate, the SDEIS treatment of the Harold Street Station "local option" seems arbitrary and capricious.

I-029-007 The closest available numbers for comparison are the projected year 2030 on/off ridership numbers for various stops found in Table 4.2-9 (SDEIS p. 4-23). That table, for example using the LPA with the Tillamook Branch alternative, estimates the average weekday on/offs for the Holgate, Bybee, and Tacoma stations near Harold Street are 1949, 3507, and 4324 passengers, respectively. Compared to these numbers, and the fact that Harold Street station is the only proposed stop for roughly 1.5 miles between Holgate and Bybee, the estimate of 400 additional riders is highly questionable. The SDEIS does not state whether the number was analyzed with or without construction of a pedestrian bridge connecting the Harold Street Station to the Reed neighborhood. It is reasonable to estimate that the analysis did not do this, as one supporting report noted little pedestrian activity at Harold Street (South Corridor Portland-Milwaukie Light Rail Project Local Traffic Impacts Results report, p. 4-22, Parametrix and Metro, May 2008).

I have heard that a recent Metro study supported by a computer model appears to conclude that ridership/households served near Harold Street would not provide an adequate project return on investment due to low ridership (See, e.g., www.southeastmax.org). I understand the return on investment calculation is critical to receiving federal transportation funds. However, without the analysis or information on assumptions used in the computer model, I am left to speculate whether there would be in fact a return on investment. My best guess is that the assumptions are faulty for the reasons stated above. Further evidence of potentially inaccurate modeling is found in recent newspaper articles on the proposal to build a new I-5 bridge over the Columbia River (see *Willamette Week*, "A Bridge over the River Why", Vol. 34-28, September 21, 2008, and "Murmurs", Vol. 34-32, June 18, 2008). The implication of the two stories is that the forecasting model to show road demand does not sufficiently take into account rising gas prices, and thus exaggerates demand for auto trips. For the light rail project, the inverse is probably true. Demand for public transit in 2030 is likely higher than forecasted, as it is probable the same basic travel forecast model used for the Columbia River Crossing analysis was used for this light rail proposal. A higher demand for light rail would ultimately change the return on investment calculation. While this is only speculation, the rapidly escalating cost of gasoline will likely increase demand for light rail beyond that forecasted in the SDEIS and slow the increase in road use. While this will hopefully be addressed in the project's Final EIS, common sense suggests building as many stations as practical.

I-029-008 The Sellwood-Moreland Improvement League (SMILE) negotiated for years with Metro, the City for Portland, and Tri-Met for a station, and signed off on high density zoning around the proposed station location consistent with light rail. This is never discussed in the SDEIS. SMILE believed they had negotiated a deal under which the Harold Street station would be included in the SDEIS LPA and needed to lobby no further for the station. Failing to include a station after promising local leaders is bad policymaking. Nearly as troubling is labeling the proposed station as a "local option" which appears to the casual reader as a last-minute addition as opposed to misunderstandings between neighborhood and project leaders over previous negotiations. The Sellwood Bee neighborhood newspaper ran several articles chronicling the negotiations and subsequent actions by Metro and Tri-

I-029-005

Complete information about the modeling methodology is included in Metro's Travel Demand Forecasting Methods Report. Specifically regarding the Harold Station, the added travel time with the station included causes potential riders from other stations to choose different paths or modes for their trip in the model. While this occurs with every station added, the Harold Station did not attract enough new riders to counter that effect.

I-029-006

The LPA decision to defer implementation of the Harold Station was based on insufficient ridership forecast for the 2030 planning horizon for the environmental impact analysis and impact on through travel time. Existing land use characteristics in the station area limit ridership generation potential. The analysis used in the LPA decision assumed pedestrian connections over SE McLoughlin Boulevard and the Union Pacific Railroad to capture as much potential ridership as possible.

I-029-007

The Harold station was analyzed both with and without a pedestrian connection to the Reed neighborhood. The reported number of 400 additional riders on the Milwaukie light rail line with a Harold station is from analysis with the pedestrian connection. This line ridership measure, however, is distinct from the station boardings and exits reported in Table 4.2-9 in the SDEIS, and the two are not comparable.

First, boardings and exits at specific stations don't equate to line ridership. A single rider counts as both a boarding at one station and an exit at another station.

Met that I believe have already been shared with project staff. I have similar concerns about the failure of regional government to live up to their promises as discussed in these articles.

I-029-009 By not building a Harold Station, this inconveniences regular riders of the four buslines that will be discontinued north of the City of Milwaukie once the project is completed (SDEIS p. 2-16). For example, instead of walking a few blocks to catch the #33 bus, I personally will have to walk at least a half mile to the nearest LRT stop to quickly get downtown.

I-029-010 The estimated station cost and associated cost is $7.5 million. (SDEIS page 5-41). Assuming the LPA plus the Tillamook Branch is selected, the cost to build a Harold Street station is only 0.82 percent of the $916,889,000 estimated project cost (see Table 2.2-1, SDEIS p. 2-22). This marginal increase is acceptable considering that for less than a one-percent increase in overall cost, the number of stations increases by almost ten percent.

Thank you again for the opportunity to comment on the project. I look forward to future involvement in the project.

Sincerely,

LANCE R. CLARK
Attorney at Law

Second, activity at specific stations, as shown in Table 4.2-9, does not show the effect on total line ridership of each station. In the travel forecasting model, households within a half-mile of a station generally have access to that station. Some households have access to multiple stations. The Harold station is just over 0.6 miles from the Holgate station and just under 0.6 miles from the Bybee station. Some of the boardings and exits that would be "lost" with the removal of the Harold station would instead occur at the Holgate and Bybee stations, so the change in the line ridership would not match the change in boardings and exits at a single station. Also, the time required for the light rail to stop at each station affects the ridership in the model. For any trip which would travel through a station, but not use it, any added travel time would make that trip less attractive, and line ridership bypassing the station would decline.

Specifically regarding the Harold station, the additional riders served by station compared to the number of riders who would have access to another station and the number of riders negatively affected by the added travel time, and the cost of constructing the pedestrian access, make it a less cost-effective station than others in the vicinity.

I-029-008

The FEIS Chapter 2 Alternatives Considered provides further information on the factors influencing the decision of the Metro Council, after considering the SDEIS information and public comments, to define a Locally Preferred Alternative that defers the Harold Station.

I-029-009

The Portland-Milwaukie light rail project would provide travel time savings and improved reliability compared to bus service, benefiting most transit riders in the corridor. With a change in service from bus to light rail, however, some people would experience longer walks to a light rail station compared to existing bus stops.

I-029-010

Travel time is an important determinant of transit trips in the model. The longer a certain trip takes, the less attractive it is compared to trips using a different mode or trips to alternative destinations. In the model, any delay in travel time for transit users results in a decrease in ridership. Specifically regarding the Harold station, the riders lost due to the delay at the station is only one reason the station is designated a "future station," and is not planned to be constructed when the line opens. First, a pedestrian bridge would have to be constructed to provide access to the Reed neighborhood for the station to provide access to many nearby households. Second, many of the people who would use the Harold station would have access to either the Holgate station (just over 0.6 mile to the north) or Bybee station (under 0.6 mile to the south). For these reasons, the Harold station is a less cost-effective station than others in the immediate vicinity.

From: Shannon Coady
To: david.bragdon@oregonmetro.gov ; carlotta.collette@oregonmetro.gov ; runnionk@trimet.org ; bernardj@ci.milwaukie.or.us ; stones@ci.milwaukie.or.us ; barnesd@ci.milwaukie.or.us ; loomisj@ci.milwaukie.or.us ; chaimovg@ci.milwaukie.or.us ; rep.carolynTome@state.or.us ; Sen.KurtSchrader@state.or.us
Sent: Sunday, June 22, 2008 11:00 AM
Subject: light rail opposition

I-030-001

To Those who Serve the Public:
I am writing today to plead that you reconsider the current plan for placement by TriMet of their new light rail line in the city of Milwaukie. As an individual who has never written a public representative before, I can assure you that I strongly object to the current plan and appeal to you to help find alternative placement. This line is being planned to go through a mixed residential area with ***four*** elementary schools either right next to or within one block of the planned line. Please re-evaluate the proposed plan to consider placing the line where it will not sacrifice our children's safety. TriMet needs to consider alternate routes which are nearby, are far superior and are without all of the problems (parking, safety, traffic to name a few) of the current plan. Thank you for your attention to this important issue.
Sincerely,
Shannon and John Coady
503.539.2190
Local business owners and members of the St. John's Community.

I-030-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

The FEIS Section 3.10 and its accompanying Noise and Vibration Results Report provide updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as

schools, churches, and residences. The project's analysis directly considers existing conditions that include freight operations and those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the FEIS provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

Previous studies covering the project corridor include:

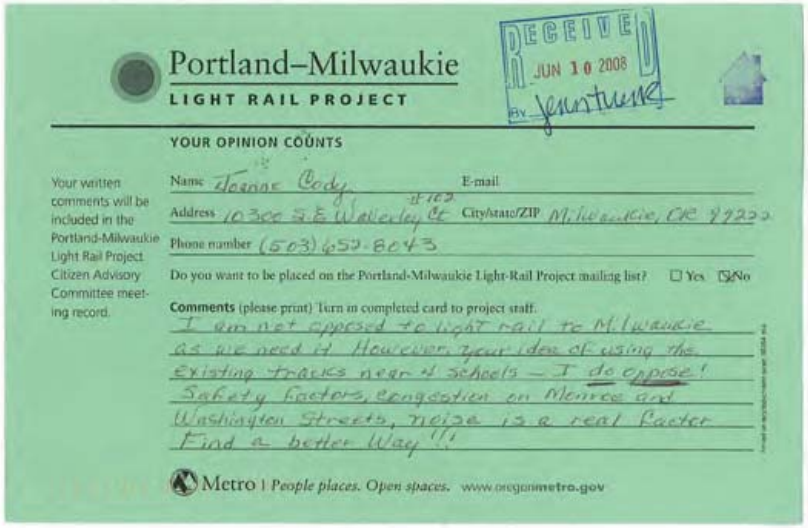
- South/North Alternatives Analysis, 1993-1998
- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002

In addition to the discussion in the SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

Because of concerns about the Tillamook Branch alignment through downtown Milwaukie, the Refinement Study conducted in 2007 evaluated alignment options between Highway 224 and SE Lake Road

along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the SE McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project's Purpose and Need.

I-031-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED JUN 10 2008 By

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name Joanne Cody E-mail

Address 10300 SE Wellesley Ct #102 City/state/ZIP Milwaukie, OR 97222

Phone number (503) 659-8043

Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☒ No

Comments (please print) Turn in completed card to project staff.

I am not opposed to light rail to Milwaukie as we need it. However, your idea of using the existing tracks near 4 schools – I do oppose! Safety factors, congestion on Monroe and Washington Streets, noise is a real factor. Find a better Way!!!

Metro | People places. Open spaces. www.oregonmetro.gov

I-031-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

The FEIS Section 3.10 and its accompanying Noise and Vibration Results Report provide updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as

schools, churches, and residences. The project's analysis directly considers existing conditions that include freight operations and those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the FEIS provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

Previous studies covering the project corridor include:

- South/North Alternatives Analysis, 1993-1998
- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002

In addition to the discussion in the SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

Because of concerns about the Tillamook Branch alignment through downtown Milwaukie, the Refinement Study conducted in 2007 evaluated alignment options between Highway 224 and SE Lake Road

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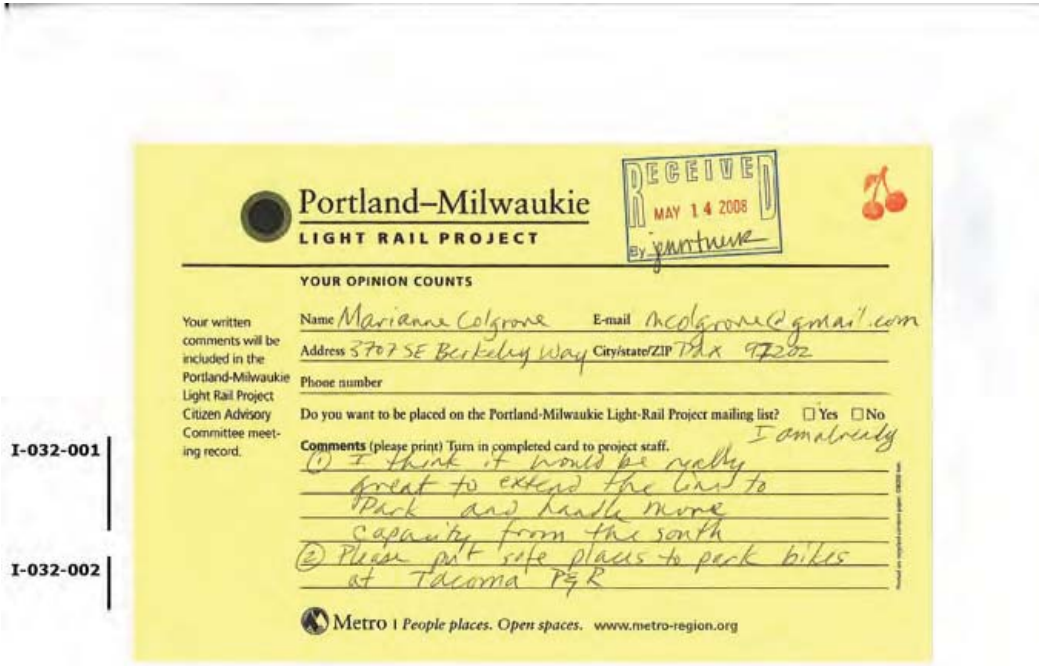


Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 14 2008
By jmartinez

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name Marianne Colgrove E-mail mcolgrove@gmail.com
Address 3707 SE Berkeley Way City/state/ZIP Pdx 97202
Phone number
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

I am already
① I think it would be really great to extend the line to Park and handle more capacity from the south
② Please put safe places to park bikes at Tacoma P&R

Metro | People places. Open spaces. www.metro-region.org

I-032-001

I-032-002

I-032-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project includes a terminus at Park Ave.

I-032-002

The intention of all the jurisdictions participating in the Portland-Milwaukie Light Rail Project is to terminate the line at SE Park Avenue.

At all stations and park-and-ride facilities, the layout of project elements to promote the highest degree of transit user safety is of paramount importance. Each station plan will be subject to formal safety and security review and acceptance prior to construction.

(6/5/2008) Trans System Accounts - Lightrail feedback and question Page 1

From: Marianne Colgrove <mcolgrove@gmail.com>
To: <trans@metro.dst.or.us>, Michole Jensen <micholenjensen@comcast.net>, Gr...
Date: 5/20/2008 9:46 PM
Subject: Lightrail feedback and question

Hello,

I just finished reading the Portland-Milwaukie Light Rail mailer and have comments and a question:

I-033-001 I support extending the rail line to Park Rd. I think the costs of construction will do nothing but skyrocket. Funds invested in our transportation infrastructure - the sooner the better - will be money well-spent.

I-033-002 I also think it is important to facilitate connections between the Springwater Corridor and the Tacoma P&R. The P&R should offer plenty of safe, secure bike parking for people who commute via the corridor.

I-033-003 I am concerned that both Park Ave. options (pg 5 of the mailer) show the Tacoma P&R as 1000 spaces. The LPA that terminates at Lake Rd shows the Tacoma P&R as 600 spaces. Why the difference? I thought that if more P&R capacity was added to the south, then the Tacoma P&R wouldn't have to provide as much capacity. The space requirements depicted in the maps seems counter-intuitive. Is there an explanation as to why extending the line further south requires the Tacoma P&R to be larger?

Thank you,

Marianne Colgrove
3707 SE Berkeley Way
Portland, OR 97202
503-239-5831

I-033-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project includes a terminus at Park Ave.

I-033-002

The Portland-Milwaukie Light Rail Project will provide safe, accessible pedestrian and bicycle connections between the Tacoma Station and Park-and-Ride and the Springwater Trail.

I-033-003

The SDEIS evaluated the 2003 LPA along with the 2003 LPA extended to Park Avenue and the Tillamook Branch Alignment to Park Avenue. The 2003 LPA terminated at Lake Road and included 1,475 park & ride spaces (600 at Tacoma, 600 at Southgate/Milwaukie, and 275 at Lake). The 1,475 spaces were estimated based on ridership demand for the 2003 project. Forecasting for SDEIS analysis determined the need for approximately 2,600 park & ride spaces. To provide these spaces, the 2003 LPA extended to Park Avenue called for 1,000 spaces at Tacoma, 600 at Milwaukie/Southgate and 1,000 at Park. The Tillamook Branch Alignment to Park Avenue cannot be served by the Milwaukie/Southgate site, so that alternative originally called for 1,000 spaces at Tacoma, 275 at Lake and 1,000 at Park. Subsequent to the adoption of the 2008 LPA, the structures have been reduced to 800 spaces at Tacoma and 600 spaces at Park Ave. Under an LPA Phasing Option, the initial capacity of these facilities would be further reduced. The FEIS acknowledges that the City of Milwaukie opposes a park-and-ride facility in its downtown. The Lake Road Park-and-Ride structure is not included in the LPA, although it is in a Minimum Operable Segment (MOS) Option. See Chapter 2 of the FEIS for mored detailed descriptions of the LPA and its options.

Trans System Accounts - FW: Light Rail

From: "DuVal, Pat" <duvalp@ci.milwaukie.or.us>
To: <trans@oregonmetro.gov>
Date: 6/18/2008 7:05 AM
Subject: FW: Light Rail

-----Original Message-----
From: James Bernard [mailto:bgarage@bernardsgarage.com]
Sent: Tuesday, June 17, 2008 10:46 AM
To: DuVal, Pat
Subject: FW: Light Rail

FYI

From: Aaron Colter [mailto:aaroncolter@gmail.com]
Sent: Tuesday, June 17, 2008 9:10 AM
To: bgarage@bernardsgarage.com; gchaimov@comcast.net; stones@ci.milwaukie.or.us; loomisj@ci.milwaukie.or.us; deborahbarnes@comcast.net
Subject: Light Rail

Dear Council Members,

I-034-001 I was delighted to hear that a possible Light Rail system could be installed in Milwaukie. Recently, however, I've heard there are members of the community that don't want this great public transportation.

I understand their fears, for the school and children. But being a constant public transit rider, I can assure you that refusing to provide adequate transportation channels in Milwaukie is far more damaging than a irrational fear that undesirable persons will infiltrate the community.

As Portland and the surrounding areas grow, Milwaukie must have a way for people to travel quickly and with ease between the two cities. If not, then the town stands to cut itself off from the heart of the metropolitan area, killing economic growth.

Helping Milwaukie become more affluent is the best way to ensure a stable, safe, and thriving community. A light rail system is far more likely to bring business men and women into the town than bringing in predators or dangerous people.

Thank you for reading.

Best,

-Aaron Colter

PUBLIC RECORDS LAW DISCLOSURE:
This e-mail is a public record of the City of Milwaukie and is subject to public disclosure unless exempt from disclosure under Oregon Public Records law. This email is subject to the State Retention Schedule.

I-034-001

Thank you for submitting your comments for consideration. The light rail project was endorsed by all participating jurisdictions in summer 2008. See Chapter 3.16 Safety and Security for information about measures to provide for safety on and around light rail and its facilities.

Trans System Accounts - Portland-Milwaukie Light Rail Project

From: "Sue Conachan" <sconachan@ipns.com>
To: <trans@oregonmetro.gov>
Date: 6/16/2008 7:13 AM
Subject: Portland-Milwaukie Light Rail Project

Input for the Portland-Milwaukie Light Rail Project

Through the entire process of public meetings the requirement is for you to listen to the public or community and we all agree about upon the project final plans. No, it won't please everyone on everything but we need a give and take situation so we can all agree. All along, Clackamas County residences have said we don't want light rail. The reason. Clackamas County doesn't really commute downtown each and every day. We don't move north and south except to run small errands on McLoughlin. Some do, commute north and south on McLoughlin but not the majority of us. Most of us move east and west where there is no bus or light rail provided to us and never will be because you have closed your mind to that forever. Milwaukie decided they wanted light rail. So bring light rail to Milwaukie. But don't bring light rail any further than that. Clackamas County residences, including myself, do not want light rail on McLoughlin Boulevard south of Milwaukie. We don't want it to go to Park Avenue.

I-035-001

I-035-002

We have made that clear, very clear. Now please listen. It is your responsibility to listen. It is our tax money. It is our community. Don't be forcing it on us. We know what your underlining plans are. Get a foot in the door on McLoughlin to Park Avenue than take it all the way down McLoughlin Boulevard to Oregon City. Remember, we don't travel north and south on a daily basis--the majority of us. Stop the light rail at Milwaukie, not Park Avenue. Don't you take it to Park Avenue.

Very sincerely,

Sue Conachan
1818 SE Parkview Circle
Oak Grove, OR 97267

I-035-001

Thank you for submitting your comments for consideration. Analysis for the project showed strong travel demand both between north and south in the corridor and between the corridor and points east. The introduction of a light rail line serving the north-south demand provides an opportunity to improve the supporting bus network service between east and west. For example, some of the bus routes that currently travel between Oregon City and Portland could instead be improved between Milwaukie and points east. This connection has been identified as a potential improvement to frequent service. TriMet will determine the final bus routing changes associated with the light rail improvement.

I-035-002

The Locally Preferred Alternative for the light rail project includes a terminus at Park Ave.

(6/5/2008) Trans System Accounts - Re: Milwaukie light rail, Harold St. station Page 1

From: Pat Conrad <palconrad@comcast.net>
To: Jenn Tuerk <Jenn.Tuerk@oregonmetro.gov>
Date: 5/17/2008 4:27 PM
Subject: Re: Milwaukie light rail, Harold St. station

Jenn Tuerk wrote:
> Thank you for your interest in the Portland-Milwaukie Light Rail
> Project. Your comment will be included in the public record that is
> shared with project decision-makers and the Federal Transit
> Administration. The public comment period runs from May 9 to noon on
> June 23.
>
> If you need an immediate response from our technical staff, please
> call Karen Withrow, Metro public involvement specialist, at 503-797-1932.
>
> Sincerely,
>
> Jenn Tuerk
>
> Jenn Tuerk, Administrative Specialist
> Planning
> Metro
> 503-797-1756
> jenn.tuerk@oregonmetro.gov <mailto:jenn.tuerk@oregonmetro.gov>
>
> www.metro-region.org <http://www.metro-region.org/>
> Metro | People places. Open spaces.

I-036-001

> I have an addition to my previous comments because I just received
> your mailed newsletter. In the section regarding the Harold St.
> Station it states that the community strongly supports this station
> and the land use plans which call for higher density development in
> the station area. That may have been true several years ago, but it
> no longer is, as witnessed by the community members at the last Smile
> meeting. We are just now starting to see some high density
> development proposed at 2103 SE Ellis Street. No one expected high
> density to come into the residential neighborhood such as in this
> proposal. The developer wants to put a building for 6 families on a
> regular 50 x 100 foot lot in the middle of the block on Ellis and make
> it so tall that it will tower over neighboring houses and block sun
> from yards. High density for Light Rail to most of us meant a few
> apartments along McLaughlin such as the one at 22nd and Harold. We
> know we will have disruptions and noise while the Light Rail is being
> built, but it should not be changing our quiet neighborhood to this
> extent. Sincerely, Mrs. Bruce Conrad (Patricia)
>
>
>
> >>> On 5/15/2008 at 10:40 AM, Pat Conrad <palconrad@comcast.net> wrote:
> I attended the Smile meeting (Sellwood-Moreland Improvement League) this
> month about the Light Rail to Milwaukie especially about the possible
> Harold St. Station. My husband and I live on Harold St. two houses in
> from McLaughlin and feel that a station at Harold would not be valuable
> for several reasons. Since no Park and Ride area is planned there,
> people would drive and park on Harold which is already crowded because
> many houses do not have driveways and residents must park on the
> street. We have lived here since 1971 and have not seen very many

I-036-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

I-036-001 > people use the Harold St. bus stop. It is too difficult to get across
> McLaughlin even with a light there. In fact, at one point Trimet removed
> our covered wait area because the ridership was so low, but left us an
> uncovered bench. 17th and Milwaukie Avenues provide good bus service
> for this area. A better place for a Light Rail station, in my opinion,
I-036-002 > would be on McLaughlin at 17th or 18th after the sewer work is finished
> where a park and ride area could be provided.
> Thank you for the chance to comment. Sincerely, Mrs. Bruce Conrad,
> 2102 SE Harold St., Portland, OR 97202

I-036-002

The closest station to SE McLoughlin Blvd and SE 17th Ave is the Holgate station, located at SE Holgate and SE 17th Ave. The LPA would accommodate future stations at Harold Street and SE McLoughlin Blvd.

>>> Dick Craytor <craytor1@hotmail.com> 6/22/2008 7:16 PM >>>

I-037-001 | Thankyou for your consideration on reading this message. If light rail has to come south I would have preferred it to go out highway 224 to the south. I attended the meeting at St. John's School. I am against light rail going through the middle of down town Milwaukie. I won't repeat all the concerns we have with the four schools we have near the tracks. If

I-037-002 | you wanted us to welcome light rail then you would have shown us the impeccable saftey record, the efficency, the enormous customer satisfaction, and the secure and safe park and rides, ie. Gresham, of the Eastside/Westside system.

I vote to keep any rail stops as far away from schools as possible, especialy grade schools. I am afraid with light rail cutting right through the middle of town it will turn Milwaukie into an armpit stop between Portland and Oregon City and ruin the city charm it could have. Thankyou,
RD Craytor Milwaukie OR

I-037-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the Final Environmental Impact Statement (FEIS) provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published in May 2008, also discussed this on pages 2-35 through 2-41.

Previous studies covering the project corridor include:

- South/North Alternatives Analysis, 1993-1998
- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002

In addition to the discussion in the 2008 SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

The Refinement Study in 2007 evaluated alignment options between Highway 224 and SE Lake Road along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 were held. The evaluation based on project criteria resulted in elimination of the McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-

Milwaukie Light Rail Project's Purpose and Need. Results of the refinement study may be found in Downtown Milwaukie Alignments Review (June 2007, August 2007) and are summarized in Chapter 2 and Appendix L of the SDEIS and FEIS.

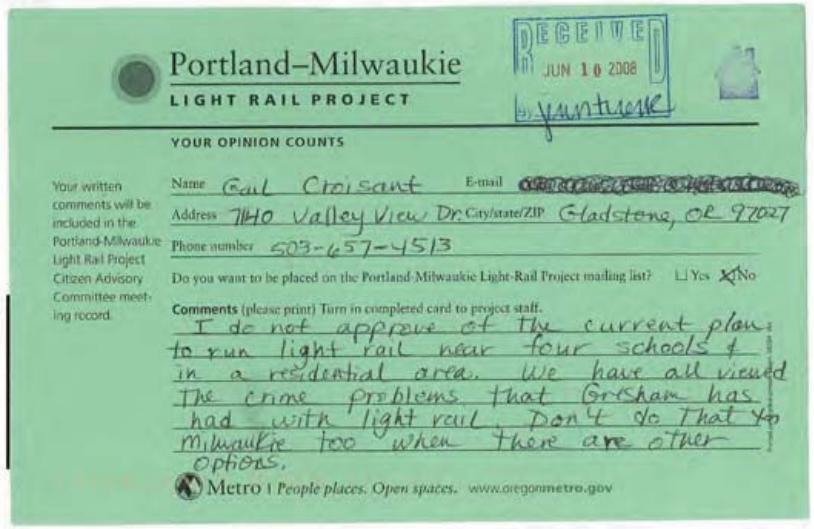
I-037-002

Based on TriMet's experience with its existing system and on national information, crime levels along light rail project corridors are typically closely related to the existing crime conditions that prevail in the surrounding community. TriMet uses a combination of design, public education, and operations measures to lower the potential for crime and to minimize potential conflicts among trains, people, and other vehicles.

TriMet's Transit Police Division (TPD) is made up of contracted law enforcement officers from police agencies in the region. The TPD currently consists of 58 sworn officers, and an additional 30 TriMet staff members are dedicated to checking fares and issue warnings, citations and exclusions for riders without a valid fare. Another 46 TriMet supervisors check fares as a part of their daily duties. The TriMet Code includes penalties for fare evasion and rowdy or intimidating behavior on the system. Riders can also be immediately excluded from the system for up to six hours, and can receive longer exclusion periods of up to 90 days. Juvenile detention allows for a safety hold of up to 36 hours for repeat offenders violating the TriMet code or engaged in certain criminal activity so officials can work with the youths and their families to stop the activity.

These officers TriMet's Director of Safety and Security and the TPD commander meet regularly with various community members, law enforcement agencies, and security partners to evaluate issues and collaborate on solutions. The agency also has an established transit rider security program that combines TriMet enforcement with public safety resources from other jurisdictions.

I-038-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
JUN 10 2008

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name Gail Croisant E-mail [redacted]
Address 7140 Valley View Dr. City/state/ZIP Gladstone, OR 97027
Phone number 503-657-4513
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☒ No

Comments (please print) Turn in completed card to project staff.
I do not approve of the current plan to run light rail near four schools & in a residential area. We have all viewed the crime problems that Gresham has had with light rail. Don't do that to Milwaukie too when there are other options.

Metro | People places. Open spaces. www.oregonmetro.gov

I-038-001

Thank you for submitting your comments for consideration. Based on TriMet's experience with its existing system and on national information, crime levels along light rail project corridors are typically closely related to the existing crime conditions that prevail in the surrounding community. TriMet uses a combination of design, public education, and operations measures to lower the potential for crime and to minimize potential conflicts among trains, people, and other vehicles.

TriMet's Transit Police Division (TPD) is made up of contracted law enforcement officers from police agencies in the region. The TPD currently consists of 58 sworn officers, and an additional 30 TriMet staff members are dedicated to checking fares and issuing warnings, citations, and exclusions for riders without a valid fare. Another 46 TriMet supervisors check fares as a part of their daily duties. The TriMet Code includes penalties for fare evasion and rowdy or intimidating behavior on the system. Riders can also be immediately excluded from the system for up to six hours, and can receive longer exclusion periods of up to 90 days. Juvenile detention allows for a safety hold of up to 36 hours for repeat offenders violating the TriMet code or engaged in certain criminal activity, so that officials can work with the youths and their families to stop the activity.

These officers, TriMet's Director of Safety and Security, and the TPD commander meet regularly with various community members, law enforcement agencies, and security partners to evaluate issues and collaborate on solutions. The agency also has an established transit rider security program that combines TriMet enforcement with public safety resources from other jurisdictions.

See Section 3.16 for more information on safety and security.

Trans System Accounts - light rail

From: "Debbie Cronk" <dcbbyc7@gmail.com>
To: <trans@oregonmetro.gov>
Date: 6/11/2008 9:02 PM
Subject: light rail

I-039-001 Please do not get discouraged with the negative people in Milwaukie. There are plenty of us who are very positive and are anxiously awaiting for it. I believe the light rail should go to Park Ave. I also feel there should be 2 stops in Milwaukie. I realize the city council has already voted on one station but I hope in the future there can be two stops. The city needs to change and the new condos were the beginning.
There is a committee forming to help improve the image of Milwaukie and light rail is going to be a big part of the new image.
Thanks for all your work.

--
Debbie Cronk
P.O. Box 220011
Milwaukie, Oregon 97269
503-807-2160

I-039-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative includes a single Milwaukie station at SE Lake Road, and was endorsed by participating jurisdictions in summer 2008.

(6/23/2008) Trans System Accounts - Portland-Milwaukie Light Rail Public Comment Page 1

From: Jason Barbour <portland@KAQJ.com>
To: <trans@oregonmetro.gov>
Date: 6/22/2008 11:57 PM
Subject: Portland-Milwaukie Light Rail Public Comment

I-040-001 Although I have been unable to review the project materials in their entirety, I wish to provide these comments as a public transit user before the end of the public comment period.
First, I'm extremely surprised that some of the light rail stop locations seem to be "set in stone." I believe that eliminating the Rhine St. and Holgate Blvd. stops and replacing them with a stop at Center St. would better serve the Brooklyn Neighborhood (of which I am a former resident) as a whole, not to mention TriMet's main offices, Portland Public Schools' Brooklyn School property (currently the home of Winterhaven School and as I understand a site the district may build a new building on someday), Portland General Electric's offices only a few blocks away (and closer than the stops on Rhine and Holgate).

I-040-002 Additionally, the neighborhood is asking for better bike/pedestrian connections than Holgate Blvd. and a rickety pedestrian overpass over the Union Pacific tracks at Lafayette St.--Center St. would seem like a logical location for future enhancements, especially since it was historically designed to be the "Center" of the Brooklyn neighborhood (hence the name of the street).

I-040-003 Finally, I believe that combining the stops would attract more legitimate transit users to a single location, making it more attractive to those who are riding transit for a legitimate reason, rather than cause problems. In my opinion, additional legitimate users enhances perceived security during the night and during periods of poor weather, making it more ideal for those nervous about transit security issues. When those who are the type that don't cause problems always outnumber the small amount of those who do, I believe that crime would be less likely to occur.

I-040-004 Development in neighborhoods near transit stops should be done in a way that those who need to use transit have the opportunity to live close by, rather than get pushed out when high-end condos and "affordable housing" (which encourages people to have low-paying jobs because if they make too much money they have to leave). A business owner at an Open House I attended said his employees would probably use light rail service if it existed, yet also said he would probably get an 'offer he couldn't refuse' on the property, and relocate to elsewhere in the area, regardless of the transit service available there.

I-040-005 Care should be taken to ensure that quality and span of transit service is not lost. For example, some TriMet bus lines leave downtown at 1:32 AM as their last outbound run of the night. If the final trip on light rail is several hours before this, it should be made sure that alternate bus service is still available. Trips that take one bus now shouldn't require a transfer in the future. Bus routes should still connect destinations with destinations... not just feed the light rail line.

I-040-006 I feel Jim Howell's suggestion of an Eastside alignment is a worthy one, especially if the system needs additional capacity outside of downtown, and/or the community thinks funds currently allocated to the Willamette River Bridge portion of the project would be better spent elsewhere (Disclosure note: although I'm involved with Multnomah County's Sellwood Bridge Project, I'm not referring to it, nor am I endorsing this viewpoint... only saying that if others in the community think this is a good idea, this should be an option.).

I-040-001

Thank you for submitting your comments for consideration. Station locations were determined and confirmed through technical analysis, community discussions and jurisdictional review.

I-040-002

The LPA to Park Avenue replaces the existing Lafayette Street pedestrian bridge over the UPRR yard with an ADA-compliant pedestrian overcrossing at the Rhine Station. The LPA Phasing Option retains the existing structure and defers the new structure.

I-040-003

Combining stations would likely increase use of the remaining stations.

I-040-004

The light rail project relies on existing zoning to estimate future growth, but the scope of the project does not include rezoning or redevelopment proposals. However, fixed-rail projects are known to stimulate more intense development or redevelopment where the zoning allows. The City of Milwaukie and the City of Portland set the zoning for their respective communities based on the regional need for housing and employment capacity outlines in the Urban Growth Report and 2040 Regional Plan. No specific changes are proposed in the SDEIS or the FEIS. Any potential changes to zoning or to comprehensive plan designations would be required to go through the local jurisdictions land use judicial or quasi-judicial land use approval process.

In a concurrent project during the same time as the SDEIS, Metro, TriMet, and its partners conducted a station area assessment to help maximize the ability of the light rail project to help support the region's existing goal for livable communities. The "Portland to Milwaukie LRT Station Area Best Practices Assessments and Recommendations

SR 6/23/08

I-040-006 Finally, easier access for OHSU would mean longer travel times for everyone else... South Waterfront already has the streetcar, and OHSU already has the tram. Not everyone is trying to access OHSU, and for that matter many who are riding transit are going across town beyond Downtown Portland. Increased travel times of only a minute could mean an extended wait for connecting to other transit service, especially if it's a route that runs less frequently than every 15 minutes (such as every 30 or 60 minutes).

Respectfully submitted,
Jason Barbour
5817 SE Gladstone St.
Portland, OR 97206

Report" (Draft, September 2009) has recommended actions for some of the proposed light rail station areas. However, local governments control the decisions about land use, including zoning and specific development approvals.

I-040-005

The modeled transit network was designed for the SDEIS analysis. Final decisions on transit routing would be done by TriMet prior to opening the light rail project.

I-040-006

Subsequent to the publication of the SDEIS in May 2008, the project publicly assessed this alternative and found that it would have less ridership than the one crossing the Willamette River. These results were presented in a publicly noticed meeting of the Project Steering Committee on June 4, 2008, and representatives of Portland Spirit and Association of Oregon Rail and Transit Advocates were present. As proposed, the alignment would be substantially on elevated structures, a much more costly design to construct than at-grade. Alternatively, if this alignment were placed at-grade, there would be substantial issues concerning at-grade street crossings and/or displacements. The Project Steering Committee did not choose to pursue this alternative, one of many alternative alignments considered as documented in Appendix L.

The connection to OHSU was found to better meet the project Purpose and Need, and provide more overall transit benefits to existing and new riders, than alignments that missed this connection.

From: Kimberly Dahlen <k2dahlen@hotmail.com>
To: <trans@oregonmetro.gov>
Date: 5/5/2008 9:08 AM
Subject: Portland-Milwaukie Light Rail

I-041-001 I have lived in the Westmoreland area for 5 1/2 years now. I feel lucky to live in such a tight-knit neighborhood that is so close to the river, parks, shops, and transporation links to downtown. The arrival of the light rail will make the neighborhood just that much better! It is our hope that the light rail will reduce some of the traffic on 99E (which is very close to our house) and it will bring more people into our neighborhood to support the local shops and eateries. We also look forward to taking simple, car-free trips downtown via the light rail to enjoy all that the city has to offer without the hassle of driving, parking, etc.

We appreciate all of the work that Metro and all of the neighborhood groups are doing to get the Portland-Milwaukie light rail line off of the drawing boards and made into reality!

Kimberly Dahlen
5225 SE 18th Avenue
Portland, OR 97202

With Windows Live for mobile, your contacts travel with you.
http://www.windowslive.com/mobile/overview.html?ocid=TXT_TAGLM_WL_Refresh_mobile_052008

I-041-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.

>>> <maryedanna@comcast.net> 6/7/2008 5:56 PM >>>
Dear Sir/Madam,

I-042-001 I am writing today to express my grave concern over the current plan for placement by Tri-met of their new light rail line in the city of Milwaukie. This line is being planned for what is essentially a mixed residential area with four elementary schools and at least three preschools either right next to or within one-three blocks of the planned line. This situation is especially untenable because of the potentially grave safety problems for the many children of this area. Noise disruption for children during school hours is also of great concern. As a parent of a child who attends St. John the Baptist School/Church and the director of St. John's Preschool, I protest in the strongest of terms the current plan and appeal to you to help find alternate placement. Many of the surrounding schools are private and depend on a continued growing enrollment to be in existence. Who would want to pay their hard earned money for their child to atten d a school located right next to a dangerous light rail line? Please consider alternate routes for the light rail line. Thank you for your attention to this important issue.

Sincerely,
Mary Danna
(503) 698-2807
St. John the Baptist Parent and Preschool Director

I-042-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

The FEIS Section 3.10 and its accompanying Noise and Vibration Results Report provide updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as

schools, churches, and residences. The project's analysis directly considers existing conditions that include freight operations and those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the FEIS provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

Previous studies covering the project corridor include:

- South/North Alternatives Analysis, 1993-1998
- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002

In addition to the discussion in the SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

Because of concerns about the Tillamook Branch alignment through downtown Milwaukie, the Refinement Study conducted in 2007 evaluated alignment options between Highway 224 and SE Lake Road

along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the SE McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project's Purpose and Need.

Jenn Tuerk - Portland Milwaukie Light Rail Project

From: "Kay Dannen" <dannen@portlandstreetcar.org>
To: "'Jennifer Tuerk'" <tuerkj@metro.dst.or.us>
Date: 6/23/2008 8:41 AM
Subject: Portland Milwaukie Light Rail Project

I-043-001

As a residence of the Meriwether in the South Waterfront District, I strongly support the construction of the Portland Milwaukie Light Rail Project. My husband and I are also in support of the recommendation from the Willamette Crossing Steering group for the refined Porter-Sherman Bridge crossing which will support the new OHSU campus in South Waterfront and OMSI development. I do not recommend the Harbor Drive stop location

I-043-002

be included as part of the project.
Please proceed forward with this very important transit project for the region.
Kay Dannen
3570 SW River Parkway, Unit #1403
Portland, OR 97239

Kay Dannen
Shiels Obletz Johnsen, Inc.
1140 SW 11th Avenue, Suite 500
Portland, OR 97205
phone: (503) 478-6404
fax: (503) 224-6496
pager: (503) 940-7753
dannen@sojpdx.com
dannen@portlandstreetcar.org

I-043-001

Thank you for submitting your comments for consideration. The light rail project, including the Porter-Sherman river crossing alignment, was endorsed by all participating jurisdictions in summer 2008.

I-043-002

The Locally Preferred Alternative (LPA) does not include a Harbor Street Station.

Trans System Accounts - Portland to Milwaukie Light Rail project

From: "Davenport, Dan" <Dan_Davenport@adp.com>
To: <trans@metro.dst.or.us>
Date: 5/14/2008 10:45 AM
Subject: Portland to Milwaukie Light Rail project

Dear Sir,

I-044-001 I live in the north end of Westmoreland. I noted that the current proposal for stops along the route does not have any between Holgate and Bybee. That will probably put the light rail out of the reach of residents in north Westmoreland.

I would like to propose that you folks consider an additional stop in the vicinity of Harold or Reedway Streets.. There is already a pedestrian crossing of McLaughlin at Harold St. Also, there is a walk way from 28th along what would be Reedway as far as the railroad. If there were a pedestrian crossing of the railroad there, this additional light rail stations would be pretty accessible to the Reed College campus.

Thanks for your consideration

Dan Davenport
ADP Dealer Services
2525 SW 1st Ave.
Portland, OR 97201
(503) 402-3297

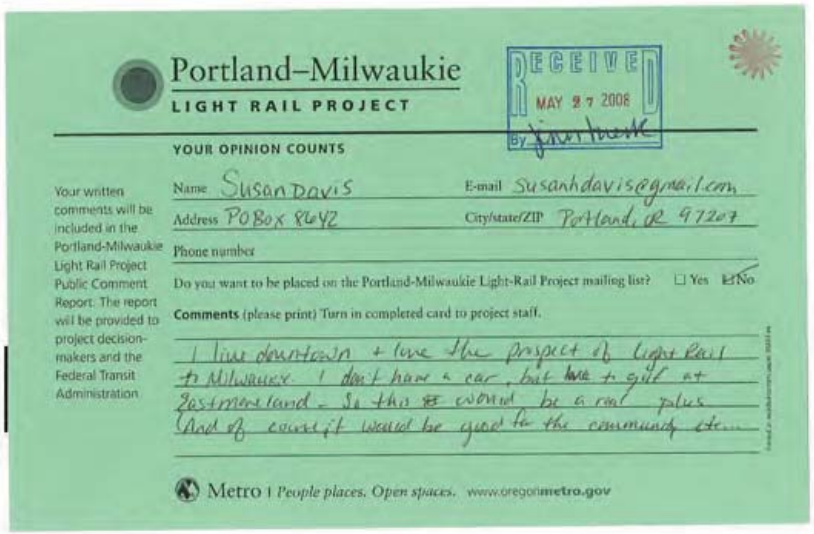
This message and any attachments are intended only for the use of the addressee and may contain information that is privileged and confidential. If the reader of the message is not the intended recipient or an authorized representative of the intended recipient, you are hereby notified that any dissemination of this communication is strictly prohibited. If you have received this communication in error, please notify us immediately by e-mail and delete the message and any attachments from your system.

I-044-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

I-045-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 27 2008
By

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name Susan Davis E-mail Susanhdavis@gmail.com
Address PO Box 8642 City/state/ZIP Portland, OR 97207
Phone number
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☑ No

Comments (please print) Turn in completed card to project staff.

I live downtown + love the prospect of Light Rail to Milwaukie. I don't have a car, but love to visit at Eastmoreland - So this would be a real plus. And of course it would be great for the community ec...

Metro | *People places. Open spaces.* www.oregonmetro.gov

I-045-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.

Jenn Tuerk - Fwd: Portland-Milwlaukie Light Rail Project

From: Lake McTighe
To: Tuerk, Jenn
Date: 6/12/2008 4:34 PM
Subject: Fwd: Portland-Milwlaukie Light Rail Project

For the record.

David will be responding

>>> Elizabeth Bartholomew <sportznut1@msn.com> 6/12/2008 10:58 AM >>>
June 12, 2008

To those who are making these decisions:

I-046-001 Before you even consider this project you should address all the safey concerns the rest of light rail faces on every train at all hours, the drugs, the thugs, the predators, the harrasement issues etc. that all riders face daily. Safely policies for all trains should be in place and officers hired to perfom these duties.

I once used public transportation to travel downtown, to the airport and other destinations but now the $4.00 plus a gallon is a real bargain compared to using public transportation.

I-046-002 Also, considering the location of Portland-Milwaukie Light Rail Project with the station on the corner of Washington Street in the vicinity of four schools is lunacy. The traffic would be the worst congestion you can even imagine, both for the riders, the students, their parents, the teachers and other workers at these schools. With the frequency of the trains, so many streets would be closed every three or so minutes traffic would be lined up for blocks.

It seems every election we are urged to approve more taxes etc. for the children, well you had better reconsider this action for the children and their safety.

Hope someone who is involed in this has enough common sense to convince the other to really think this thing thru.

Elizabeth Bartholomew, 503-652-2203
a member of St. John the Baptist Catholic Church

I-046-001

Thank you for submitting your comments for consideration. Based on TriMet's experience with its existing system and on national information, crime levels along light rail project corridors are typically closely related to the existing crime conditions that prevail in the surrounding community. TriMet uses a combination of design, public education, and operations measures to lower the potential for crime and to minimize potential conflicts among trains, people, and other vehicles.

TriMet's Transit Police Division (TPD) is made up of contracted law enforcement officers from police agencies in the region. The TPD currently consists of 58 sworn officers, and an additional 30 TriMet staff members are dedicated to checking fares and issuing warnings, citations, and exclusions for riders without a valid fare. Another 46 TriMet supervisors check fares as a part of their daily duties. The TriMet Code includes penalties for fare evasion and rowdy or intimidating behavior on the system. Riders can also be immediately excluded from the system for up to six hours, and can receive longer exclusion periods of up to 90 days. Juvenile detention allows for a safety hold of up to 36 hours for repeat offenders violating the TriMet code or engaged in certain criminal activity, so that officials can work with the youths and their families to stop the activity.

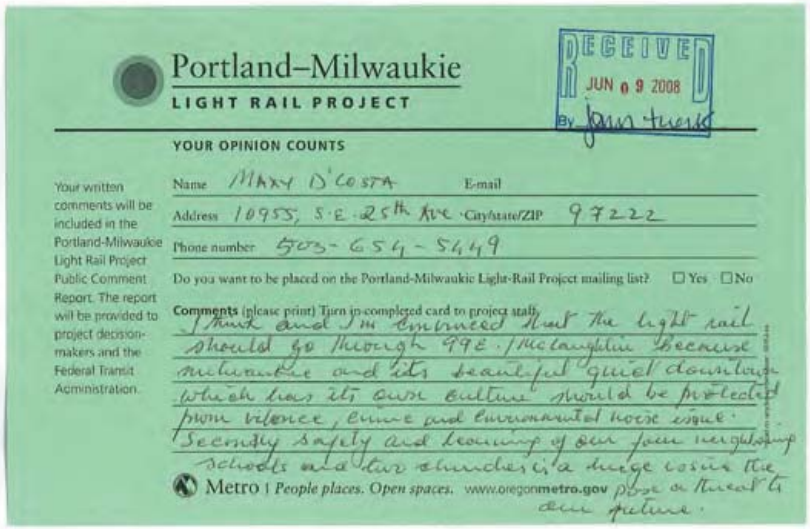
These officers, TriMet's Director of Safety and Security, and the TPD commander meet regularly with various community members, law enforcement agencies, and security partners to evaluate issues and collaborate on solutions. The agency also has an established transit rider security program that combines TriMet enforcement with public safety resources from other jurisdictions.

See Section 3.16 for more information on safety and security.

I-046-002

The Transportation Impacts Results Report for the Final Environmental Impact Statement shows that in 2030 during the PM peak hour the average delay for vehicles at the light rail crossings on SE Monroe Street and SE Washington Street would be between 6 and 12 seconds. The Transportation Impacts Results Report also shows that in 2030 during the PM peak hour, vehicle queuing at the light rail crossings on SE Monroe Street, SE Washington Street and SE Adams Street do not exceed the available storage areas.

I-047-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
JUN 09 2008
By Jana Travis

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name MARY D'COSTA E-mail
Address 10955 S.E. 25th Ave City/State/ZIP 97222
Phone number 503-654-5449
Do you want to be placed on the Portland-Milwaukie Light Rail Project mailing list? ☐ Yes ☐ No

Comments (please print) Turn in completed card to project staff.
I think and I'm convinced that the light rail should go through 99E / McLaughlin because Milwaukie and its beautiful quiet downtown which has its own culture should be protected from violence, crime and environmental noise issue. Secondly safety and learning of our four neighboring schools and our churches is a huge issue the plan must take in consideration for our future.

Metro | People places. Open spaces. www.oregonmetro.gov

I-047-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

The FEIS Section 3.10 and its accompanying Noise and Vibration Results Report provide updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as

schools, churches, and residences. The project's analysis directly considers existing conditions that include freight operations and those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the FEIS provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

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In addition to the discussion in the SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

Because of concerns about the Tillamook Branch alignment through downtown Milwaukie, the Refinement Study conducted in 2007 evaluated alignment options between Highway 224 and SE Lake Road

along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the SE McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project's Purpose and Need.

June 12, 2008

RECEIVED
JUN 17 2008
By

Metro Portland-Milwaukie Light Rail Project

To those who are making these decisions.

I-049-001 Before you even consider this project you should address all the safety concerns that the rest of the light rail faces, the drugs, the thugs, the harassment etc. that riders face daily.

I once used public transportation to the airport, to downtown and other destinations but now I would rather pay the $4.00 plus per gallon and feel safer than I do on the busses or light rail and therefore I would not be using this line.

The safety of your customers should be in place before you go any further with this project.

I-049-002 Also, considering the location with the station on the corner of Washington Street in the vicinity of four schools is lunacy. The traffic would be some of the worst congestion you can even imagine, both for the riders and the students, their parents, the teachers and others who work at these schools.

It seems every election we are urged to raise taxes etc for the children. How about the government considering the children. Hope someone who reads this has some common sense and can convince the rest to really think this thing thru.

Sincerely
Elizabeth Bartholomew
Elizabeth Bartholomew

I-049-001

Thank you for submitting your comments for consideration. Based on TriMet's experience with its existing system and on national information, crime levels along light rail project corridors are typically closely related to the existing crime conditions that prevail in the surrounding community. TriMet uses a combination of design, public education, and operations measures to lower the potential for crime and to minimize potential conflicts among trains, people, and other vehicles.

TriMet's Transit Police Division (TPD) is made up of contracted law enforcement officers from police agencies in the region. The TPD currently consists of 58 sworn officers, and an additional 30 TriMet staff members are dedicated to checking fares and issuing warnings, citations, and exclusions for riders without a valid fare. Another 46 TriMet supervisors check fares as a part of their daily duties. The TriMet Code includes penalties for fare evasion and rowdy or intimidating behavior on the system. Riders can also be immediately excluded from the system for up to six hours, and can receive longer exclusion periods of up to 90 days. Juvenile detention allows for a safety hold of up to 36 hours for repeat offenders violating the TriMet code or engaged in certain criminal activity, so that officials can work with the youths and their families to stop the activity.

These officers, TriMet's Director of Safety and Security, and the TPD commander meet regularly with various community members, law enforcement agencies, and security partners to evaluate issues and collaborate on solutions. The agency also has an established transit rider security program that combines TriMet enforcement with public safety resources from other jurisdictions.

See Section 3.16 for more information on safety and security.

I-049-002

The Locally Preferred Alternative includes a station at SE Lake Road, not Washington, in downtown Milwaukie. For more information about traffic impacts, see chapter 4 of the FEIS.

Trans System Accounts - public comment on light rail line to Milwaukie and Oak Grove

From: Lisa Batey <lisabatey@msn.com>
To: <trans@oregonmetro.gov>
Date: 6/9/2008 5:47 PM
Subject: public comment on light rail line to Milwaukie and Oak Grove

Dear Steering Committee Members:

I am unable to attend your hearing this evening, but wanted to submit these written comments regarding the proposed light rail line to Milwaukie and Oak Grove. I fear you will hear from dozens of opponents, and be left with the impression that they speak for the Milwaukie majority. Please rest assured that in Milwaukie, like in many communities, there is a "silent majority". And in this case, the silent majority is generally happy to know that light rail could come our way. I have volunteered numerous times at the City's information booth at the Sunday farmer's market, and have heard overwhelming (although not unanimous) support for light rail – lots of "it's about time" comments by people who have been wanting light rail ever since the discussions of it in the 1990s.

I didn't live in Milwaukie at that time, but I have lived here for six years, and can attest that the demographics are improving in terms of persons likely to use light rail. There are more 30- and 40-something professionals and families with children in my neighborhood than was the case when I moved in, and I understand this pattern bears out in other parts of Milwaukie. So while there is still a vociferous group opposed to light rail, I do not believe they represent the bulk of Milwaukie residents.

Unfortunately, opponents were given a new argument for their arsenal when Tri-Met recently decided that they would not build the long-promised park & ride at the Southgate Theater site. While that decision might have been logical and fiscally prudent, it is another example of a broken promise to reduce the impact of bus layovers on our downtown, and it will undoubtedly be the subject of some of the comments you hear this evening.

I-050-001

The recurring issue of the burden of transit facilities which impede the development downtown Milwaukie is why it is crucial that Metro and Tri-Met commit to building the new light rail line to the proposed Park Avenue terminus. Anything less than a pledge to do so will draw more people to the side of light rail opponents, as the resulting terminus and park & ride would eliminate a wide swath of the south end of downtown.

Extending the line to Park Avenue (or even further) makes sense from every standpoint. The Park Avenue terminus will be easier (and likely less expensive) to build because there is much more underutilized land available not only for the terminus, but for building adequate road improvements to manage the traffic impacts. The Park Avenue terminus will get more cars off of Highway 99E before the bottleneck at the railroad trestle and through downtown Milwaukie. The Park Avenue terminus also sets the course for eventual extension to Oregon City, should that be considered in the future. Despite the name, the Park Avenue terminus has no waterway or sensitive parkland near it that will require special safeguards. Moreover, an extension to Park Avenue will be an important economic stimulus for redevelopment of an area blighted with rundown residential hotels, strip bars, and lottery establishments. One cannot drive down North Interstate today without acknowledging the economic

I-050-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project includes a terminus at Park Ave.

stimulus of the light rail line, and such stimulus is much needed along Highway 99E.

I-050-002

Indeed, I think the need for such stimulus is also an argument for building a station at Bluebird. I will admit here that I have a personal interest, as a Bluebird station would be only a few blocks from my home. But I believe a Bluebird station can stimulate redevelopment of those blocks at the River Road/99E intersection which are already zoned commercial. The three-story buildings allowable with such redevelopment would be more compatible with an above-grade crossing of 99E, which will otherwise result in a mass of towering concrete dwarfing the single-story buildings currently there. Moreover, a Bluebird station would reduce the number of buses needing to enter downtown Milwaukie, as River Road buses could terminate at the Bluebird station.

In sum, I urge you to say yes to a light rail line through Milwaukie to Park Avenue, with a station stop at Bluebird.

Lisa Batey
11912 SE 19th Avenue
Milwaukie, Oregon 97222

I-050-002

The Supplemental Draft Environmental Impact Statement studied a Bluebird station at-grade and above-grade. A station at Bluebird was not selected as a part of the Locally Preferred Alternative for several reasons. The at-grade station option was not considered feasible because the light rail must cross SE McLoughlin Blvd above-grade. An above-grade station environment was considered to be undesirable for safety and community impact reasons. The light rail structure over Kellogg Creek is designed to accommodate a future bicycle and pedestrian connection between the Lake Road station and the Island Station neighborhood.

Trans System Accounts - Proposed Harold Street Station

From: "Axel Bergman" <axel.bergman@comcast.net>
To: <trans@oregonmetro.gov>
Date: 6/9/2008 1:26 PM
Subject: Proposed Harold Street Station

I just wanted to let you know that I favor the Harold Street Station on the proposed Max line via McLaughlin Blvd from Portland to Oregon City eventually.

I-051-001 I agree with the Editor of the *Sellwood Bee* that your proposal to scrap the station because Clackamas County residents wouldn't ride the max line because of an extra 1 minute delay at this station. Since computer models output is only as good as the input, it begs the question what did you input to your model to get that result?

I agree with the reasons stated in the Bee that your conclusion seems ludicrous because of such realities as: the high price of gasoline, increased traffic on McLaughlin and other feeder routes, increased population over the coming years that will only make traffic worse and light rail more attractive, the Westmoreland neighborhood and its association have approved the project with the Harold Street Station, and virtually eliminate light rail to the Reed College neighborhood for lack of an access to the Harold Street station.

I-051-002 In addition to those reasons I would like to add a couple more: The Westmoreland neighborhood is becoming increasingly more densely populated. Almost all dwellings that have been built in recent years on vacant property or on property where a dwelling was torn down have been multi-resident properties. Secondly, if there is only a station at Bybee and Holgate, those people who would mostly likely be serviced by a Harold Street station could end up driving to the Bybee or Holgate stations. Neither neighborhood can support that kind of increased parking traffic. A third reason is that a Harold Street station would encourage foot and bicycle traffic for nearby residents to catch the Max thereby reducing carbon emissions which is what we need to do more of. Finally, one wonders if

I-051-003 your computer model took into account how much longer it would take a bus to travel the same distance on McLaughlin Blvd both northbound and southbound during rush hour as opposed to the Max, even when the extra 60 second delay is included.

Eliminating the Harold Street station, in my view, is short sighted that may or may not save a few bucks today but cost the city, the neighborhood, and its residents considerably more money over the life of its lack of existence. A Harold Street station would also encourage a greener city which I believe is one of our city's short and long term goals.

I-051-004 Finally, as to input on where to end this first leg of the project, I think you should take it as far south as possible. I believe that was somewhere near Oak Grove.

Sincerely,

Axel Bergman
5733 SE 22nd Avenue
Portland, Oregon 97202

I-051-001

Thank you for submitting your comments for consideration. The Metro travel forecasting model uses a variety of inputs, including socioeconomic and land use data, and auto and transit network characteristics. The inputs include survey data to help determine what are the factors important to people when deciding to travel by any mode (auto, walk, transit or bike). A full description of the model, including inputs, is included in the Travel Demand Forecasting Methods Report.

In the travel demand modeling, travel time is an important determinant of any trip. When looking at all modes, the model shows that the longer a trip takes, the less attractive it is compared to trips using a different mode or trips to alternative destinations. The model uses a series of mathematical equations to calculate transit trips; as such, any delay in travel time for transit users results in a decrease in ridership.

I-051-002

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

I-051-003

In the modeling for the project, No-Build conditions were analyzed along with the various Build alternatives. Please see Table 4.2-2 of the FEIS for travel times. The transit travel times in the No-Build column reflect bus travel times.

Finally, the light rail project will accommodate a future station at Harold Street. See Chapter 4 for more information.

I-051-004

The Locally Preferred Alternative for the light rail project includes a terminus at SE Park Avenue in Oak Grove.

Jenn Tuerk - Milwaukie Light Rail

From: "Runnion, Kelly" <RunnionK@trimet.org>
To: "Jenn Tuerk (E-mail)" <Jenn.Tuerk@oregonmetro.gov>
Date: 6/16/2008 8:43 AM
Subject: Milwaukie Light Rail
CC: "Unsworth, David" <UnswortD@trimet.org>

-----Original Message-----
From: brianpb@comcast.net [mailto:brianpb@comcast.net]
Sent: Sunday, June 15, 2008 12:22 PM
To: Runnion, Kelly
Subject: Milwaukie Light Rail

Dear Board Members:

I-052-001 I am writing you today concerning my grave concern over TriMet's current plan for placement of their new light rail in the city of Milwaukie. This line is being planned for what is essentially a mixed residential area with four elementary schools either right next to or within one block of the planned line. This situation is especially untenable because of the potentially grave safety problems for the children of this area. Additionally, noise disruption for children during school hours is also of great concern.

I want to protest in the strongest of terms the current plan and appeal you to help find alternative placement. While I am not against light rail, TriMet needs to consider alternative routes which are nearby and far superior that provide light rail service to Milwaukie without the huge problems that come with the present plan.

Thank you for your attention to this important issue.

Sincerely,

Brian Bergquist
Contact Number: 503-655-4197
Member of St. John the Baptist Parish since 1957

I-052-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

The FEIS Section 3.10 and its accompanying Noise and Vibration Results Report provide updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as

schools, churches, and residences. The project's analysis directly considers existing conditions that include freight operations and those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the FEIS provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

Previous studies covering the project corridor include:

- South/North Alternatives Analysis, 1993-1998
- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002

In addition to the discussion in the SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

Because of concerns about the Tillamook Branch alignment through downtown Milwaukie, the Refinement Study conducted in 2007 evaluated alignment options between Highway 224 and SE Lake Road

along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the SE McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project's Purpose and Need.

Jenn Tuerk - Fwd: Milwaukie Light Rail Service

From: David Bragdon
To: Tuerk, Jenn
Date: 6/24/2008 4:05 PM
Subject: Fwd: Milwaukie Light Rail Service

>>> <brianpb@comcast.net> 6/19/2008 6:46 PM >>>
Dear Mr. Bradgon:

I-053-001

I am writing you today concerning my grave concern over TriMet's current plan for placement of their new light rail in the city of Milwaukie. This line is being planned for what is essentially a mixed residential area with four schools either right next to or within one block of the planned line. This situation is especially untenable because of the potentially grave safety problems for the children of this area. Additionally, noise disruption for children during school hours is also of great concern.

I want to protest in the strongest of terms the current plan and appeal to you to help find alternative placement. While we are not against light rail, TriMet needs to consider alternative routes that are nearby and far superior that provide light rail service to Milwaukie without the huge problems that come with the present plan.

Thank you for your attention to this important issue.

Sincerely,

Roy & Peggy Bergquist
Contact Number: 503-698-5120
Member of St. John the Baptist Parish since 1954

I-053-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

The FEIS Section 3.10 and its accompanying Noise and Vibration Results Report provide updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as

schools, churches, and residences. The project's analysis directly considers existing conditions that include freight operations and those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the FEIS provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

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- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002

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Because of concerns about the Tillamook Branch alignment through downtown Milwaukie, the Refinement Study conducted in 2007 evaluated alignment options between Highway 224 and SE Lake Road

along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the SE McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project's Purpose and Need.

Trans System Accounts - Portland-Milwaukie light rail

From: "Jim Bernard" <bgarage@bernardsgarage.com>
To: <trans@oregonmetro.gov>
Date: 5/16/2008 12:46 PM
Subject: Portland-Milwaukie light rail

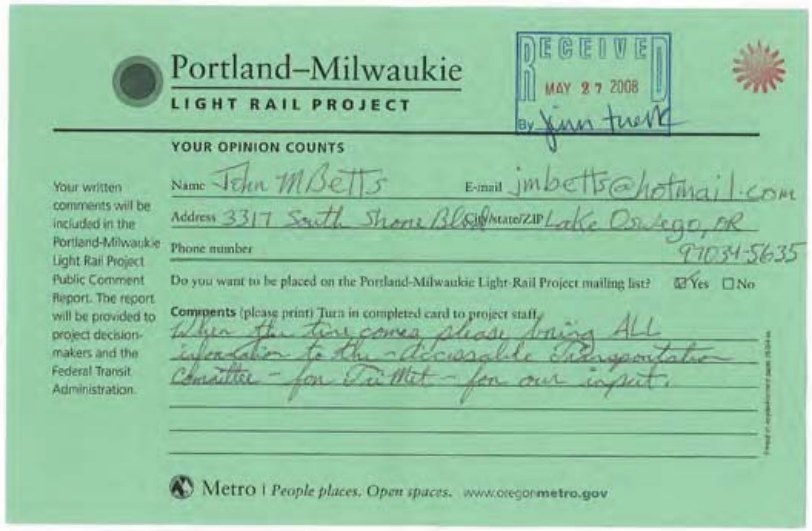
I-054-001 I am a supporter of the Portland-Light rail project. I live in the city of Milwaukie and I look forward to the light rail option of transportation as do almost all of my neighbors. I also want to go on record as a supporter of the downtown Milwaukie station on Lake Rd (with the train running down the current Tillamook line). I think stations are safer the more people you have walking around – going to stores, restaurants, pubs, etc. The news media seems only to quote the few people against the project and I want you to know that the majority of Milwaukians are pro-light rail – the silent majority, it seems. The loudest people who live in Oak Grove (they have a Milwaukie address but live outside the city) have always hated anything to do with Milwaukie and always will. It sounds simplistic but if you lived here you would agree and it's a one-sided feud that started 15 or 20 years ago and makes little sense now; but, there it is.

Anyway, Milwaukie light rail supporter.

Siri Bernard
503-515-4322

I-054-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 27 2008
By Jim Turk

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name John M Betts E-mail jmbetts@hotmail.com
Address 3317 South Shore Blvd City/State/ZIP Lake Oswego, OR 97034-5635
Phone number
Do you want to be placed on the Portland-Milwaukie Light Rail Project mailing list? ☑ Yes ☐ No

Comments (please print) Turn in completed card to project staff.
When the time comes please bring ALL information to the Accessible Transportation Committee - for TriMet - for our input.

Metro | People places. Open spaces. www.oregonmetro.gov

I-055-001

I-055-001

Thank you for submitting your comments for consideration. The Project provided briefings the TriMet's Committee on Accessible Transportation. This committee also received notice of the publication of this Final Environmental Impact Statement, as well as instructions for accessing all related documents.

From: "Heather Decker" <heather@deckerpdx.com>
To: <trans@oregonmetro.gov>
Date: 5/9/2008 2:06 PM
Subject: Milwaukie Light Rail project

I-056-001

I live near Rex Putnam High School and commute several times a week to downtown Portland for work and play. If lightrail were available, I would use it as often as I could to make that commute - and it would be fantastic to be able to use it to take my family downtown or to the zoo on the weekends. I also welcome the addition of lightrail to this neck of the woods because we desperately need economic revitalization and the improved business opportunities that light rail would bring. Milwaukie also has a lot to offer the Metro area and is kind of an undiscovered gem in Portland's back yard. The benefits would definitely be mutual.

I will try to attend one of the upcoming open house events, but sent this message in case I cannot make it. Sincerely, Heather Decker

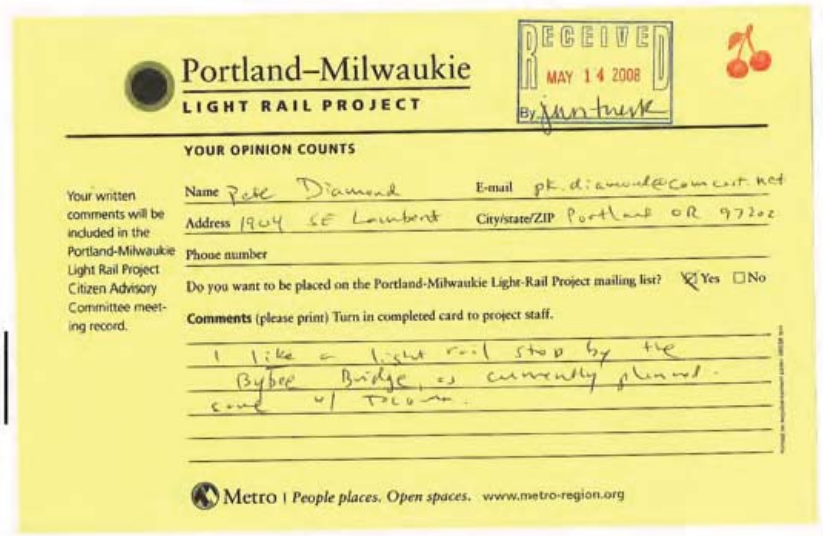
Heather W. Decker
Contract Attorney//503-786-2886//heather@deckerpdx.com

This e-mail may contain confidential and/or privileged information intended only for the addressee. If you received this e-mail in error, please notify me immediately.

I-056-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.

I-057-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 14 2008
By

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name Pete Diamond E-mail pk.diamond@comcast.net
Address 1904 SE Lambert City/state/ZIP Portland OR 97202
Phone number
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☒ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

I like a light rail stop by the Bybee Bridge, as currently planned. Come w/ Tacoma.

Metro | *People places. Open spaces.* www.metro-region.org

I-057-001

Thank you for submitting your comments for consideration. The light rail project, including a station at Bybee and a station and park-and-ride at Tacoma, was endorsed by participating jurisdictions in summer 2008.

Trans System Accounts - Public Testimony -- Light Rail Project Milwaukie, Oregon

From: "Runnion, Kelly" <RunnionK@trimet.org>
To: "Jenn Tuerk (E-mail)" <Jenn.Tuerk@oregonmetro.gov>
Date: 6/6/2008 3:50 PM
Subject: Public Testimony -- Light Rail Project Milwaukie, Oregon
CC: "Unsworth, David" <UnswortD@trimet.org>, "Clark, Olivia" <ClarkO@trimet.org>

---------- Forwarded message ----------
From: **dan blue** <dantb1938@gmail.com>
Date: Fri, Jun 6, 2008 at 3:26 PM
Subject: Light Rail Project Milwaukie, Oregon
To: Sen.KurtSchrader@state.or.us
Cc: Rep.CarolynTomei@state.or.us

To All Concerned:
Having attended the information meeting by Tri-Met and Metro on June 4,2008, I am appalled to even remotely think that so many educated and influential people who are involved in this process would
I-058-001 even have the remotest idea that allowing this rail line to be installed, so close to four schools, right next to a church, and basically through a somewhat residential area of Milwaukie.
By placing a stop station on the end of Lake road, it is almost in the backyard of Milwaukie High School. Not only, is there the situation of student safety at these areas, but has been clearly evident on the existing rail lines, it is impossible to control crime on and along these lines, The idea that cameras will control the situation is almost hilarious, as that is after the fact, someone has been physically abused, robbed, or somehow otherwise violated.
With trains moving through the area as often as predicted, how are the two thousand involved children to concentrate on their studies, not only with the trains running so often, but the traffic backup on these
I-058-002 heavily traveled and even now very inadequate side roads, which were plainly not intended for the current traffic volume, but surely not for an increase of this nature.
I would certainly like to strongly protest the current placement plan, and appeal to your sense of safety and education of the local children to locate an alternative route plan that would better suit the area.

Thank you for your consideration :

Sincerely

Dan Blue
A concerned Milwaukie Citizen and taxpayer
dantb1938@gmail.com
503-318-4464

I-058-001

Thank you for submitting your comments for consideration. The light rail alignment through downtown Milwaukie uses an existing, active railroad right-of-way. The project provides several features to help reduce potential conflicts with rail, compared to today, including constructing safety fences, crossing gates, improved visibility and sight distances, clearly established pedestrian zones and improved pedestrian facilities, and other safety treatments. All features will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include the programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 for more detailed information about safety.

I-058-002

Queuing of vehicles at the light rail crossings at SE Monroe Street and SE Washington Street were not reported in the SDEIS. However, the FEIS reports queuing at these locations and SE Harrison Street in downtown Milwaukie along with the average delay per vehicle in the PM peak hour, when the most light rail trains will be crossing these streets. It is estimated that in 2030 the average delay on SE Washington Street

and SE Monroe Street is between 6 and 12 seconds during the PM peak hour. By federal regulation, the gates at the crossings are down (including the time it takes for the gates to come down and go back up) for a total of 50 seconds.

Jenn Tuerk - Milwaukie Light rail

From: "Michael Bolliger" <Mike@bolligerins.com>
To: <jenn.tuerk@oregonmetro.gov>
Date: 6/20/2008 2:22 PM
Subject: Milwaukie Light rail
CC: <markgraf@teleport.com>

I-059-001 I am writing to support the proposed light rail between Portland and Milwaukie Or. In view of the ever increasing gas prices, air quality issues and congested transportation corridors it makes sense. Also a new bridge crossing between OMSI and South Water Front would greatly benefit that area as well as the entire city. Additionly a proposed streetcar loop for down town also could take advantage of it. Thank you in advance for your consideration, Sincerely Michael Bolliger

I-059-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.

-----Original Message-----
From: "Casey Dixson" <caseyd@mail.tfaw.com>

Date: Tue, 17 Jun 2008 09:38:17
To:bgarage@bernardsgarage.com
Cc:gchaimov@comcast.net, stones@ci.milwaukie.or.us, loomisj@ci.milwaukie.or.us, deborahbarnes@comcast.net
Subject: Milwaukie Light Rail

Hello,

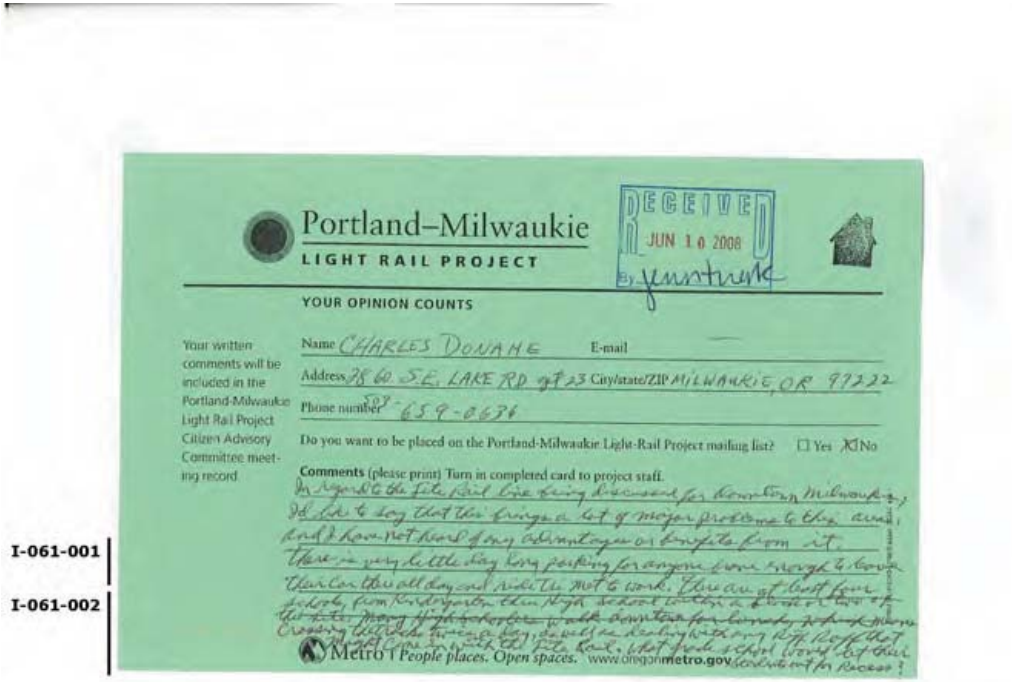
I-060-001

My name is Casey and I commute via public transportation from NE Portland every day to work in downtown Milwaukie. I am very supportive of environmentally conscious efforts to solve pollution problems and I would like to voice my personal support of the Light Rail in Milwaukie.
With the harmful emissions caused and the escalating gas prices, I believe it would be in the best interest in the general public, thus positively effecting the community, to extend the Light Rail system to Milwaukie. Please keep in mind that the money saved by taking Light Rail rather than being spent on gas prices goes directly back into the local economy by the average consumer, which helps us all out in the end.

Thank you for your consideration and time to hear my voice,
Casey Dixson

I-060-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
JUN 10 2008
By yourturn

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record

Name CHARLES DONAHE E-mail

Address 7860 S.E. LAKE RD #23 City/state/ZIP MILWAUKIE, OR 97222

Phone number 503-659-0676

Do you want to be placed on the Portland-Milwaukie Light Rail Project mailing list? ☐ Yes ☒ No

Comments (please print) Turn in completed card to project staff.

In regards to the Light Rail line being discussed for downtown Milwaukie, I'd like to say that this brings a lot of major problems to the area and I can not see any advantages or benefits from it. There is very little to no parking for anyone (even enough to cover the employees all day and night) to work. There are at least four schools (from Kindergarten thru High School) within a [illegible] of this area. Many children walk downtown for lunch, school functions, etc. Crossing the tracks to get to these locations is dangerous enough as it is. Adding more traffic to this area will be dangerous for all of the students, staff and residents in this area. What ever school board put this meeting together should be ashamed for not inviting the parents of these children to attend. Isn't this a Public Process?

Metro | People places. Open spaces. www.oregonmetro.gov

I-061-001

I-061-002

I-061-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) has a terminus at Park Avenue (one mile past downtown Milwaukie) and does not have a park-and-ride facility at the Lake Road Station in downtown Milwaukie. The Minimum Operable Segment (MOS) ends in downtown Milwaukie at SE Lake Road, and has a 275 space park-and-ride lot at the corner of SE Main Street and SE Washington Street.

I-061-002

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside

Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

The FEIS Section 3.10 and its accompanying Noise and Vibration Results Report provide updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as schools, churches, and residences. The project's analysis directly considers existing conditions that include freight operations and those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the FEIS provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

Previous studies covering the project corridor include:

- South/North Alternatives Analysis, 1993-1998
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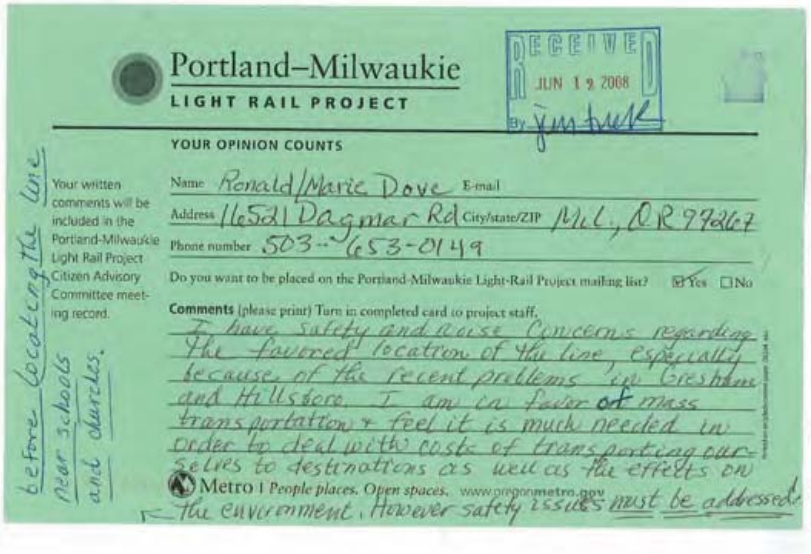
In addition to the discussion in the SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

Because of concerns about the Tillamook Branch alignment through downtown Milwaukie, the Refinement Study conducted in 2007 evaluated alignment options between Highway 224 and SE Lake Road along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the SE McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project's Purpose and Need.

I-062-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
JUN 12 2008
By

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name Ronald/Marie Dove E-mail
Address 16521 Dagmar Rd City/state/ZIP Mil., OR 97267
Phone number 503-653-0149
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☑ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

I have safety and noise concerns regarding the covered location of the line, especially because of the recent problems in Gresham and Hillsboro. I am in favor of mass transportation & feel it is much needed in order to deal with costs of transporting ourselves to destinations as well as the effects on the environment. However safety issues must be addressed.

before locating the line near schools and churches.

Metro | People places. Open spaces. www.oregonmetro.gov

I-062-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

The FEIS Section 3.10 and its accompanying Noise and Vibration Results Report provide updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as

schools, churches, and residences. The project's analysis directly considers existing conditions that include freight operations and those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the FEIS provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

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Because of concerns about the Tillamook Branch alignment through downtown Milwaukie, the Refinement Study conducted in 2007 evaluated alignment options between Highway 224 and SE Lake Road

along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the SE McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project's Purpose and Need.

From: Mike and Teresa Dunbar <mtjl@comcast.net>
To: <trans@oregonmetro.gov>
Date: 6/20/2008 7:18 PM
Subject: Harold Street station

I-063-001

Greetings!
I live in the northern part of Westmoreland. I know that you are currently considering cutting plans for a Harold street Station. I ask that you consider my comments and suggestions. I am aware of the funding issue and the expense of having two foot brides for Harold St. and that this would be necessary in order to make it safe and usable. I am also aware that some of the West side MAX's stations were added later. I think in our situation that this would be ideal. Please keep the Harold street station in your plans so that the track can be set properly to add in a station later. I saw the circle diagrams on the maps suggesting that the Holgate and Bybee stations would overlap mostly. However, I don't think you have properly considered that people in my area (I live just four blocks south and west of McLoughlin) would not use the Holgate station due to the risk of crossing McLoughlin. Also, with the two foot bridges you would get more ridership from the Reed College community.

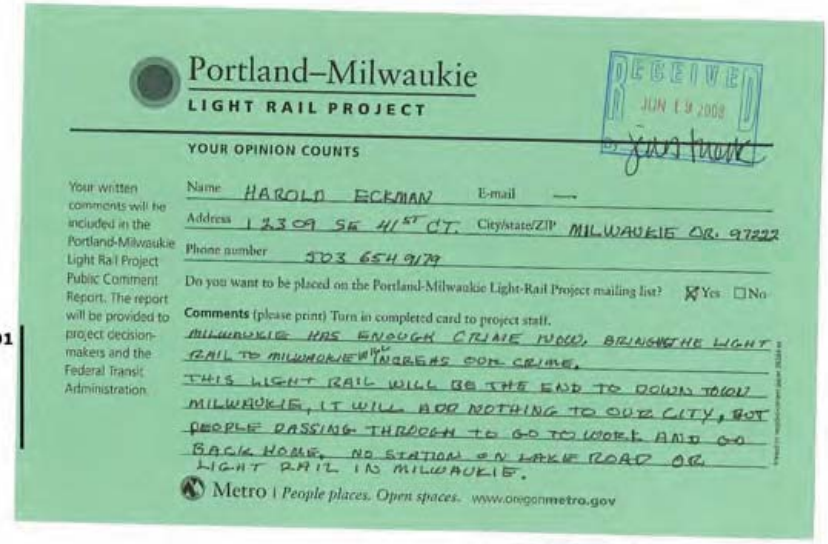
Thanks for taking the time to read and consider my comments.

Sincerely,
Teresa Dunbar
Westmoreland resident for 30 + years

I-063-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
JUN 19 2008

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name HAROLD ECKMAN E-mail —

Address 12309 SE 41ST CT. City/state/ZIP MILWAUKIE OR. 97222

Phone number 503 654 9179

Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☒ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

MILWAUKIE HAS ENOUGH CRIME NOW, BRINGING THE LIGHT RAIL TO MILWAUKIE WILL INCREAS OUR CRIME.
THIS LIGHT RAIL WILL BE THE END TO DOWN TOWN MILWAUKIE, IT WILL ADD NOTHING TO OUR CITY, JUST PEOPLE PASSING THROUGH TO GO TO WORK AND GO BACK HOME. NO STATION ON LAKE ROAD OR LIGHT RAIL IN MILWAUKIE.

Metro | People places. Open spaces. www.oregonmetro.gov

I-064-001

I-064-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.

The Final Environmental Impact Statement presents information about safety and security in Section 3.16.

(6/23/2008) Trans System Accounts - PORTLAND-MILWAUKIE LIGHT RAIL PROJECT Page 1

From: "Eckman, Jeanette" <Jeanette.Eckman@providence.org>
To: <trans@oregonmetro.gov>
Date: 6/23/2008 10:38 AM
Subject: PORTLAND-MILWAUKIE LIGHT RAIL PROJECT

Dear Sirs:

My husband and I have attended several meetings in the past regarding the Light Rail Project . One of our big concerns is that we are retirement age, like a large population in Milwaukie. The City of Milwaukie does not even have the one million dollars that it needs to take care of the railroad issues and roads and now they want to assess us for light rail. We do not want light rail running thru downtown Milwaukie tearing apart our little town.

I-065-001

It is our opinion that if light rail is a necessity, use the expressway as many industries are located in that area. It is our opinion that a majority of riders will be the present bus riders. For the city to even think about placing a park and ride at the end of Lake Road will only increase traffic congestion and criminal activity in the area.

If the people want Light Rail for Oregon City in the future, that connection should be made where it is coming thru the Clackamas Town Center area.

I-065-002

The Max lines to date have not been safe and each week more attacks. The City of Portland has not been able to hire enough police and the City of Milwaukie has limited funds for police, where are the security employees coming from?

Harold and Jeanette Eckman
12309 SE 41st Court (Lake Road Access)
Milwaukie, Oregon

DISCLAIMER:
This message is intended for the sole use of the addressee, and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If you are not the addressee you are hereby notified that you may not use, copy, disclose, or distribute to anyone the message or any information contained in the message. If you have received this message in error, please immediately advise the sender by reply email and delete this message.

I-065-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the Final Environmental Impact Statement (FEIS) provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

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Milwaukie Light Rail Project Purpose and Need. Results of the refinement study may be found in Downtown Milwaukie Alignments Review (June 2007, August 2007) and are summarized in Chapter 2 and Appendix L of the SDEIS and FEIS.

The Final Environmental Impact Statement analyzes both safety & security and traffic impacts as a result of the project and presents mitigations where impacts are found. For safety & security information, see Section 3.16. For traffic information, see Chapter 4.

I-065-002

Based on TriMet's experience with its existing system and on national information, crime levels along light rail project corridors are typically closely related to the existing crime conditions that prevail in the surrounding community. TriMet uses a combination of design, public education, and operations measures to lower the potential for crime and to minimize potential conflicts among trains, people, and other vehicles.

TriMet's Transit Police Division (TPD) is made up of contracted law enforcement officers from police agencies in the region. The TPD currently consists of 58 sworn officers, and an additional 30 TriMet staff members are dedicated to checking fares and issuing warnings, citations, and exclusions for riders without a valid fare. Another 46 TriMet supervisors check fares as a part of their daily duties. The TriMet Code includes penalties for fare evasion and rowdy or intimidating behavior on the system. Riders can also be immediately excluded from the system for up to six hours, and can receive longer exclusion periods of up to 90 days. Juvenile detention allows for a safety hold of up to 36 hours for repeat offenders violating the TriMet code or engaged in certain criminal activity, so that officials can work with the youths and their families to stop the activity.

These officers, TriMet's Director of Safety and Security, and the TPD

commander meet regularly with various community members, law enforcement agencies, and security partners to evaluate issues and collaborate on solutions. The agency also has an established transit rider security program that combines TriMet enforcement with public safety resources from other jurisdictions.

See Section 3.16 for more information on safety and security.

Joseph Ossi
Department of Transportation
Federal Transit Administration Office of Planning
400 7th Street, S.W.
Washington, DC 20590-0003

RECEIVED
JUN 24 2008
By

June 10, 2008

Dear Sir:

This letter is to convey to your office that we feel that the City of Milwaukie, Oregon, does not need Light Rail from the Portland Area. We have adequate bus transportation for the size of the town and funding is limited. This city at this time does not have money for our roads and taking care of some issues related to the train going through our city.

I-066-001 If Light Rail is something that we need to deal with, we much prefer it being located along the Milwaukie Expressway with a parking facility in the Industrial Area. There are many industries in that area that could benefit from transportation. There is also a large amount of traffic coming from Highway 205 and the Oregon City area that could benefit from Light Rail.

I-066-002 The City of Milwaukie, Oregon, is basically a one street town, a few businesses and a transit mall. We already have many criminal activities going on in the area of the bus mall and adding light rail to the downtown area will increase the problems. Also, the City Council selected Lake Road as the area for a Park and Ride Station. This is a residential area and will cause many traffic problems in the area.

Sincerely,

Jeanette Eckman Harold Eckman

Harold and Jeanette Eckman
12309 SE 41st Court
Milwaukie Oregon

C: Rich Krochalis Regional Adm for Region 10 US Dept Transportation
Metro
Milwaukie City Hall
John Otsyula

I-066-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the Final Environmental Impact Statement (FEIS) provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published in May 2008, also discussed this on pages 2-35 through 2-41.

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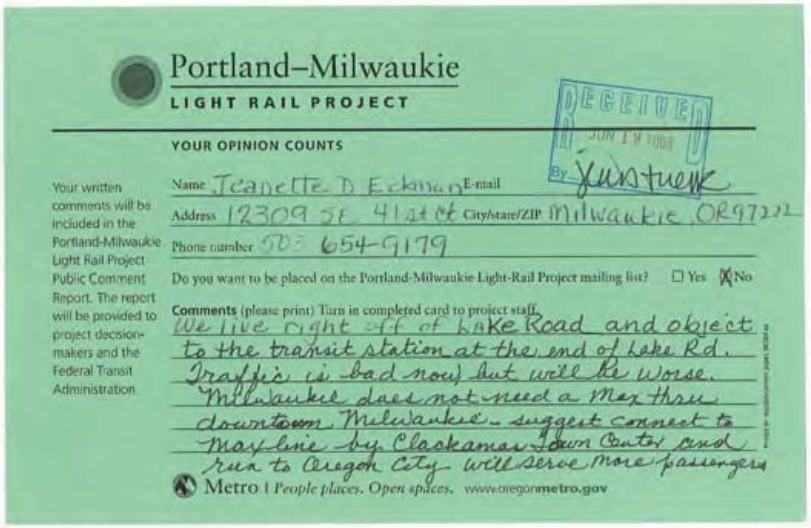
Milwaukie Light Rail Project's Purpose and Need. Results of the refinement study may be found in Downtown Milwaukie Alignments Review (June 2007, August 2007) and are summarized in Chapter 2 and Appendix L of the SDEIS and FEIS.

I-066-002

The Final Environmental Impact Statement presents information on both safety & security and traffic. For information about safety & security, see Section 3.16. For traffic impacts and mitigation, see Chapter 4.

The Locally Preferred Alternative, as adopted in July 2008, includes a terminus and park-and-ride at SE Park Ave and no park-and-ride at Lake Road in downtown Milwaukie. The FEIS analyzes an option called the Minimum Operable Segment, which does include a 275-space park-and-ride in downtown Milwaukie.

I-067-001



Portland–Milwaukie
LIGHT RAIL PROJECT

YOUR OPINION COUNTS

RECEIVED JUN 19 2008 By

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name Jeanette D Eckman E-mail
Address 12309 SE 41st Ct City/State/ZIP Milwaukie, OR 97222
Phone number 503 654-9179
Do you want to be placed on the Portland-Milwaukie Light Rail Project mailing list? ☐ Yes ☒ No

Comments (please print) Turn in completed card to project staff.
We live right off of Lake Road and object to the transit station at the end of Lake Rd. Traffic is bad now but will be worse. Milwaukie does not need a Max thru downtown Milwaukie - suggest connect to Max line by Clackamas Town Center and run to Oregon City - will serve more passengers

Metro | People places. Open spaces. www.oregonmetro.gov

I-067-001

Thank you for submitting your comments for consideration. Alternative routes were studied and eliminated during the previous phases of the South/North project. See Chapter 2 for a full description. The light rail project's route and station locations were endorsed by participating jurisdictions in the summer of 2008. The Locally Preferred Alternative includes a terminus and park-and-ride at SE Park Ave. Extension to Oregon City is not in the scope of this project.

The Final Environmental Impact Statement analyzes traffic impacts. For more information about traffic impacts and mitigation, see Chapter 4 of the FEIS.

>>> On 5/20/2008 at 4:54 AM, "Kate Enroth" <kenroth@spiritone.com> wrote:

I-068-001 I'm in favor of the station at Bluebird with the extension to Park. I am still looking for a more detailed map showing where the station would be.

>>> On 5/20/2008 at 5:59 PM, "Kate Enroth" <kenroth@spiritone.com> wrote:

I-068-002 Option B shows a stop at Bluebird. There are several businesses right there, the Roadhouse tavern, the motorcycle shop (current incarnation) and across 22nd, a secondhand store and a guitar shop and something else? Would any of them be removed? Also, as an aside, I would like to see more stops than are shown on these plans. For example, if option c is preferred with a

I-068-003 stop at Lake and one at Park, why not have one at Bluebird if the tracks have the same alignment as option B? If you want people to have the best access, give them the maximum number of options. Thanks for listening. All this will be done after and my spouse (for sure) and I (maybe) have retired so we will not be commuting.

I-068-001

Thank you for submitting your comments for consideration. The Supplemental Draft Environmental Impact Statement studied at-grade and above-grade stations in this location. A station at Bluebird was not selected as a part of the Locally Preferred Alternative for several reasons. The at-grade station option was not considered feasible because the light rail must cross McLoughlin Blvd above-grade. An above-grade station environment was considered to be undesirable for safety and community impact reasons. A future connection to the SE Lake Road station is planned as a part of the light rail structure over Kellogg Creek.

I-068-002

Thank you for submitting your comments for consideration. The Bluebird Station in the SDEIS did impact and displace some businesses along SE McLoughlin Boulevard. The Locally Preferred Alternative endorsed by all participating jurisdictions in summer 2008, does not include the Bluebird Station. No displacements are anticipated at Bluebird Street and 22nd Avenue with the Locally Preferred Alternative.

I-068-003

The Locally Preferred Alternative for the light rail project was approved by all jurisdictions in summer 2008. See response I-068-001 above for information about the proposed Bluebird station.

Trans System Accounts - Fwd: RE: Portland-Milwaukie Light Rail Project

From: Karen Withrow
To: kenroth@spiritone.com
Date: 5/21/2008 12:37 PM
Subject: Fwd: RE: Portland-Milwaukie Light Rail Project
CC: Jenn Tuerk

Kate,

Thank you for your interest in and comments on the Portland-Milwaukie Light Rail project.

In response to your question about potential impacts to businesses near Bluebird, the SDEIS looked at an elevated crossing of McLoughlin which would have an elevated station and an at-grade or street level crossing with a street-level station. Each has different impacts but both envision a potential impact to at least one business. That said, one option will be selected as part of the current decision process and then the project team will work with the property owner to see if there is a way to avoid the impact or at least minimize it.

In terms of the total number of stations, there is likely to be one or two in downtown Milwaukie and could be another at Bluebird. The options were structured to study all possible options in different combinations knowing we could mix and match after the analysis was complete and based on public input. The only tradeoff to additional stations is travel time, the more stops the longer it takes to get to downtown.

Thanks again,

>>> On 5/20/2008 at 5:59 PM, "Kate Enroth" <kenroth@spiritone.com> wrote:

> Option B shows a stop at Bluebird. There are several businesses right there, the Roadhouse tavern, the motorcycle shop (current incarnation) and across 22nd, a secondhand store and a guitar shop and something else? Would any of them be removed? Also, as an aside, I would like to see more stops than are shown on these plans. For example, if option c is preferred with a stop at Lake and one at Park, why not have one at Bluebird if the tracks have the same alignment as option B? If you want people to have the best access, give them the maximum number of options. Thanks for listening. All this will be done after and my spouse (for sure) and I (maybe) have retired so we will not be commuting.
>
> **From:** Jenn Tuerk [mailto:Jenn.Tuerk@oregonmetro.gov]
> **Sent:** Tuesday, May 20, 2008 11:37 AM
> **To:** Kate Enroth
> **Cc:** Karen Withrow
> **Subject:** Re: Portland-Milwaukie Light Rail Project
>
> Thank you for your interest in the Portland-Milwaukie Light Rail Project. Your comment will be included in the public record that is shared with project decision-makers and the Federal Transit Administration. The public comment period runs from May 9 to noon on June 23.

Trans System Accounts - Portland Milwaukie Light Rail Project - comments

From: <norbu72@comcast.net>
To: <trans@oregonmetro.gov>
Date: 5/31/2008 8:28 PM
Subject: Portland Milwaukie Light Rail Project - comments

Thank you for the opportunity to comment.

I-069-001 I would like to register my strong support for having a light rail station at Harold Street. I think it's needed for the population there, now and in the future, and do not think it will slow down the trips into and out of Portland to the point of losing riders.

I am a resident of inner SE Portland.

Rebecca Esau
norbu72@comcast.net

I-069-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

Trans System Accounts - Light Rail alignment in Milwaukie

From: "Bill Nancy FABER" <fabeer1@msn.com>
To: <trans@oregonmetro.gov>
Date: 6/23/2008 4:11 PM
Subject: Light Rail alignment in Milwaukie

I-070-001

I wish to express deep concern for any plan to align light-rail and place passenger stops in the city of Milwaukie along the current railroad tracks.

I strongly oppose any alignment other than in the midst of, or alongside, Highway 99E (much like east Burnside), or a stop and turn-to-east at the former Southgate Theater lot near Highway 224. Any track that runs through the city will seriously disrupt foot and vehicle traffic. The rush-hour trains and stops would back-up traffic at nearly every intersection in the town! But far more critical, it will hamper the education and potentially endanger the hundreds of young children who attend the several elementary schools within a block of the tracks and stop(s). Tri-Met light-rail passenger stops are known to draw unsavory people and unsafe, illegal activity; I work at Lloyd Center and see the unsafe and unhealthy element. It took *years* for Tri-Met and law enforcement to finally take steps to eradicate the problems, and they're still not gone, it's just another generation. The noise of frequent stops will be a constant disruption to the learning environment of the future adults who will someday take my job and yours. We need to build good citizens NOW, in a healthy and undisrupted educational environment.

I don't know where any of you live or if you have kids in school, but I'm sure you can understand my desire to maintain a healthy, sustainable, safe neighborhood where my son attends school and where we worship as a family. Please remember, we vote with our hearts and minds, and I vote for kids, always.

Thanks for your attention and positive consideration.

Signed,
Mom of 8 y/o Peter at St. John's Catholic School

Nancy Faber
14805 SE Laurie Avenue
Milwaukie, OR 97267

I-070-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

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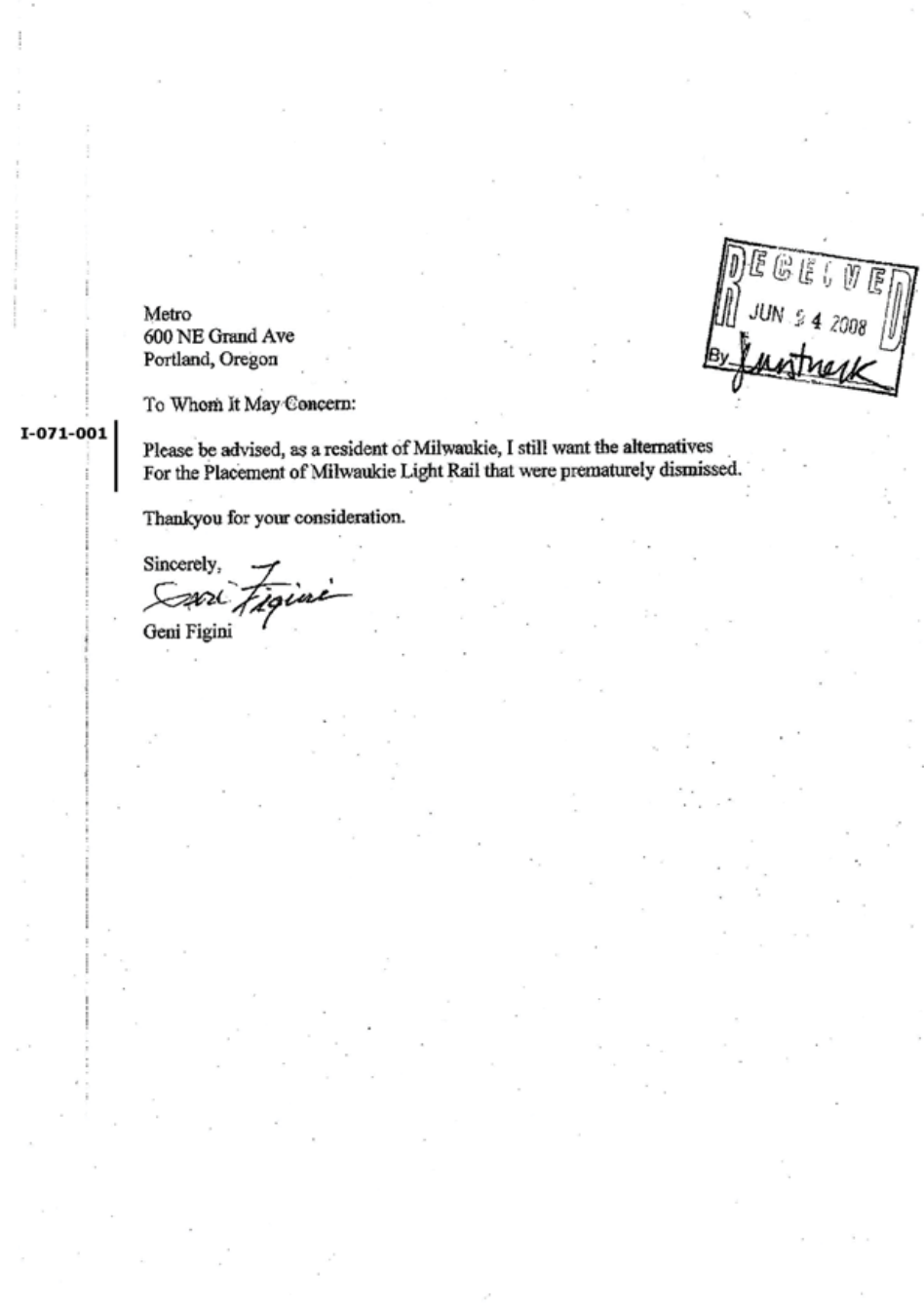

Metro
600 NE Grand Ave
Portland, Oregon

RECEIVED
JUN 24 2008
By

To Whom It May Concern:

I-071-001

Please be advised, as a resident of Milwaukie, I still want the alternatives
For the Placement of Milwaukie Light Rail that were prematurely dismissed.

Thankyou for your consideration.

Sincerely,

Geni Figini

I-071-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the Final Environmental Impact Statement (FEIS) provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published in May 2008, also discussed this on pages 2-35 through 2-41.

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Trans System Accounts - My Comments on the SDEIS

From: Craig Flynn <ortem@comcast.net>
To: <trans@oregonmetro.gov>
Date: 6/19/2008 7:29 PM
Subject: My Comments on the SDEIS

From the SDIES

S.4 ALTERNATIVES CONSIDERED

This SDEIS examines a No-Build Alternative and a Light Rail Alternative for the Portland- Milwaukie Corridor. The No-Build Alternative is required under NEPA and represents future conditions without the Portland-Milwaukie Light Rail Project.

------Cut---------

May 2008 Portland-Milwaukie Light Rail Project SDEIS S-5

I-072-001 My question is?
Why wasn't adding capacity or extra lanes along with synchronizing traffic lights in the corridor NOT considered in the SDEIS?

Adding capacity to the corridor would improve transit, by allowing buses to travel faster and improve congestion for freight, school buses and auto use. It would benefit all modes of transportation.

Reducing congestion would also benefit our neighborhoods by giving commuter more choices that may not be shortcuts through our neighborhoods.

Adding capacity could also help our neighborhoods to become more walkable and bike friendly by removing the cars that would rather drive in less congested corridors instead of taking short cuts through our neighborhoods because of congestion.

Adding capacity would benefit all forms of transportation.
Building light rail will benefit far less.

Craig Flynn
cf80@comcast.net

I-072-001

Thank you for submitting your comments for consideration. This Project is designed to look at transit alternatives in the corridor, consistent with the Project's purpose and need statement, including providing high-quality transit service and ensuring effective transit system operations in the corridor. As such, bus rapid transit and busways were considered as part of four analyses completed prior to the 2008 SDEIS (and as noted in the SDEIS in section 1.1.2.1 Modes Evaluated, starting on page L-2.) These alternatives included adding lanes for bus rapid transit, but did not include adding lanes for general traffic as the Federal Transit Administration does not fund non transit projects, such as roads, and to do so would require a significant change in federal transportation legislation to be considered a feasible alternative. The bus rapid transit and busways were not advanced for the reasons noted in SDEIS, Appendix L, pages L-8 and L-9.

In addition, ODOT, the region, and local partners plan additional road capacity consistent with the Regional Transportation Plan and local Transportation System Plans. These planned improvements are assumed in the traffic and transit modeling done for the Project for the year 2030. Individual road projects, over 60 percent of all planned transportation investments in the region to the year 2035, may be found at the Metro website page concerning the Regional Transportation Plan at: http://www.oregonmetro.gov/index.cfm/go/by.web/id=25036. There are numerous projects listed that do increase road capacity and which are included in the No Build alternative considered in the Project. That is, the region has identified road projects in the vicinity of the Project as well as funding and these road capacity projects will be built in the coming years and are taken into consideration in the "No Build" alternative.

(6/3/2008) Trans System Accounts - Portland-Milwaukie Light Rail Project: Comment Page 1

From: Chris Forney <chris@brightworks.net>
To: "trans@oregonmetro.gov" <trans@oregonmetro.gov>
Date: 5/5/2008 9:17 PM
Subject: Portland-Milwaukie Light Rail Project: Comment

Metro,

I-073-001 I am a huge proponent for the Portland-Milwaukie light rail project. The inner east side light rail has been long over due and I am eager to see the project finally move forward. As a bus rider on the #33 I catch the bus downtown on the north side of 99/McLaughlin which I dread crossing. A woman died crossing that intersection last year and I think it is time for the city to take responsible action to improve transit user safety near that intersection. I will be very disappointed if Metro doesn't seize this opportunity to create a safe and convenient transit access for the north end of Moreland either at the 17th and McLaughlin location or Harold street location.

Onward!

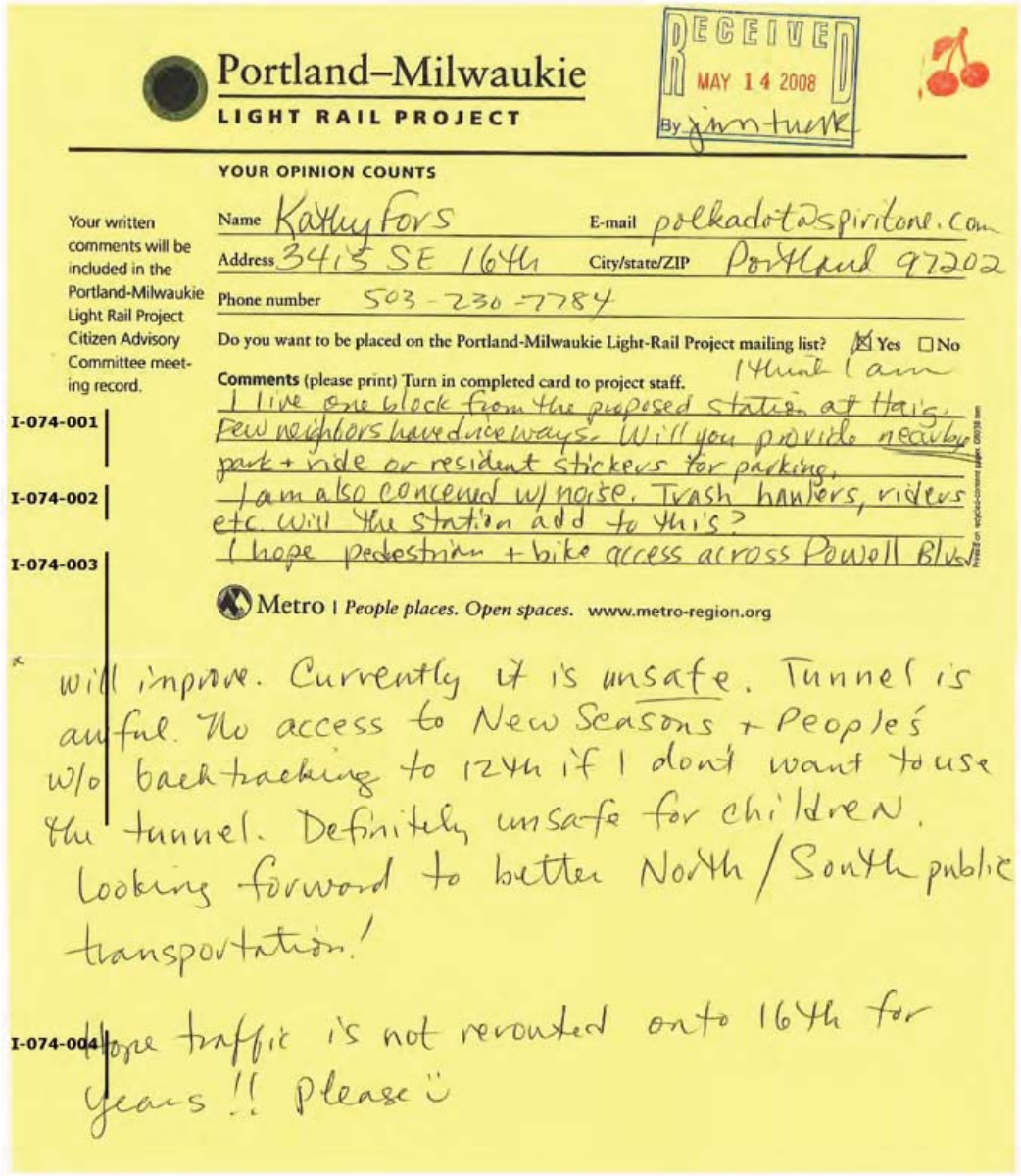
Chris Forney
Resident
5225 SE 18th ave
Portland, OR 97202

Chris Forney
sustainable buildings group, director
LEED2.2 accredited professional
503.290.3004 www.brightworks.net

[cid:image001.gif@01C8AEF5.74090D70]
Intelligent Strategies for Sustainability

I-073-001

Thank you for submitting your comments for consideration. The project will modify the intersections at McLoughlin/17th and McLoughlin/Harold. Crosswalks on all four legs of the intersections are being considered but design is not yet resolved.



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 14 2008
By jim turk

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name Kathy Fors E-mail polkadot@spiritone.com
Address 3415 SE 16th City/state/ZIP Portland 97202
Phone number 503-230-7784

Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☒ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

I-074-001 I live one block from the proposed station at Holgate. Few neighbors have drive ways. Will you provide nearby park + ride or resident stickers for parking.

I-074-002 I am also concerned w/ noise. Trash haulers, riders etc. Will the station add to this?

I-074-003 I hope pedestrian + bike access across Powell Blvd will improve. Currently it is unsafe. Tunnel is awful. No access to New Seasons + People's w/o backtracking to 12th if I don't want to use the tunnel. Definitely unsafe for children. Looking forward to better North/South public transportation!

I-074-004 Hope traffic is not rerouted onto 16th for years!! Please ☺

Metro | People places. Open spaces. www.metro-region.org

I-074-001

Thank you for submitting your comments for consideration. As part of the FEIS, the Transportation Impacts Results Report shows the Locally Preferred Alternative (LPA) has an impact to about 50 on-street parking spaces around the Rhine Street Station. Based on the survey conducted in June 2009, there are about 230 available spaces within 1,000 feet of the Rhine Street Station and current daytime usage is about 95 spaces. Based on current usage, there would be about 180 available spaces and mitigation would not be required.

The Transportation Impacts Results Report suggests that parking mitigation strategies be developed for off-street parking impacts on SE 17th Avenue.

I-074-002

The project follows FTA noise and vibration regulations. The FTA criteria for noise and vibration are based on years of study and found to be a very effective criteria to address noise and vibration related to high capacity transit operations. TriMet has the benefit of the experience of assessing and providing noise vibration mitigation along other previously constructed alignments. The potential noise and vibration mitigation measures we have at our disposal are very effective at reducing noise and vibration from the light rail vehicles.

Documentation of noise and vibration impacts and mitigation measures for the Locally Preferred Alternative, Minimum Operable Segment as compared with No Build conditions are located in Chapter 3.10 of the FEIS.

I-074-003

The Portland-Milwaukie Light Rail Project will provide the following improvements to pedestrian access across SE Powell Boulevard in the vicinity of SE 17th Avenue:

- Realigned, safer pedestrian ramps along both north and south sides of Powell that connect to the existing pedestrian undercrossings of SE 17th Avenue and the UPRR tracks. Blind corners will be straightened as much as possible on these approaches to the undercrossings.
- The LPA identifies a pedestrian overcrossing at 13th Place / SE 14th Avenue, although the LPA Phasing Option defers its construction.
- A sidewalk on the new SE 17th Avenue bridge above SE Powell, which will connect to either the existing undercrossing of the UPRR on the north side of Powell or the new pedestrian bridge over the UPRR and light rail tracks at SE 13th Place.

I-074-004

Construction impacts would be temporary (6 to 18 months) and mitigation measures at intersections could result in potential short-term impacts the roadway network. Detailed construction impacts will be outlined during final design. TriMet would coordinate with property owners before and during construction.

From: Diana Boom <diana@dboom.net>
To: <trans@oregonmetro.gov>
Date: 5/28/2008 6:51 PM
Subject: Milwaukie Light Rail connection / extension

We are looking forward to having light rail at Clackamas Center this year. Thank you!

I-075-001 We believe the Milwaukie extension is a great idea for the future. We believe "Map B" is best terminus and route: Park Avenue extension is better for several reasons, especially because it provides more pedestrian access to a light rail station.

Darryl and Diana Boom

I-075-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project includes a terminus at Park Ave.

(6/5/2008) Trans System Accounts - Harold St. Station. Page 1

From: Jules Boykoff <boykoff@thetangentpress.org>
To: <trans@oregonmetro.gov>
Date: 5/31/2008 1:54 PM
Subject: Harold St. Station.

Thank you for holding an open comment period regarding the inner Southeast light rail line.

I-076-001 I am writing in support of building a Harold St. station, as it would serve numerous neighborhoods in the area. Having such a large gap between Holgate Blvd and Bybee Blvd would not help these neighborhoods, including Reed College.

Thank you for all your hard work,
Jules Boykoff
Brooklyn neighborhood, Portland

I-076-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

Trans System Accounts - (no subject)

From: <PFINLEYFRY@aol.com>
To: <jenn.tuerk@oregonmetro.gov>
Date: 6/20/2008 11:53 AM
Subject: (no subject)

I-077-001 I am writing to support the proposed light rail line to Milwaukie in Oregon. The alignment makes sense and with gas prices finally going higher, people need an alternative to cars. A new bridge over the Willamette River is needed for transit to the OMSI district and South Waterfront and that will eventually support a streetcar connection around Portland's inner core. This bridge further unites Portland economically and socially. Please build this light rail alignment right away.

Sincerely,

Peter Finley Fry

Peter Finley Fry AICP PhD
2153 SW Main Street #105
Portland, Oregon 97205

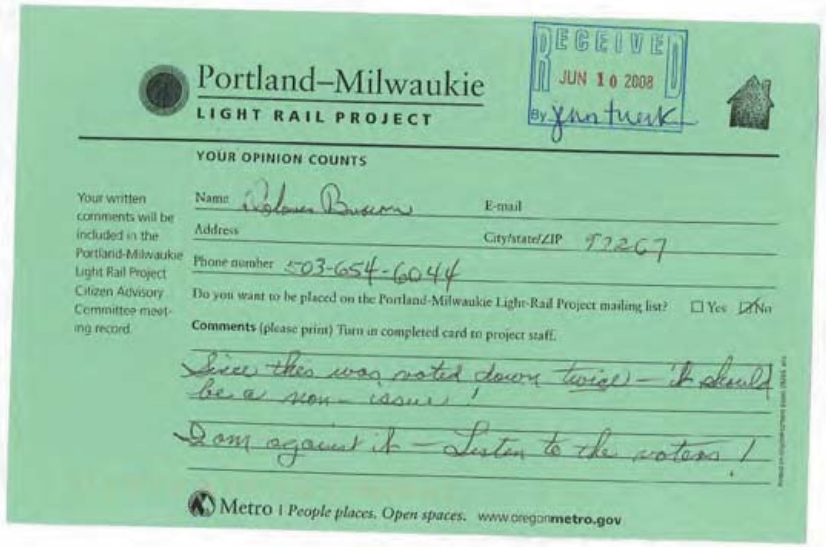
503-274-2744
503-274-1415 FAX

Gas prices getting you down? Search AOL Autos for fuel-efficient used cars.

I-077-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.

I-078-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
JUN 10 2008
By

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name Helen Burns E-mail

Address City/state/ZIP 97267

Phone number 503-654-6044

Do you want to be placed on the Portland-Milwaukie Light Rail Project mailing list? ☐ Yes ☒ No

Comments (please print) Turn in completed card to project staff.

Since this was voted down twice – it should be a non-issue!

Dam against it – Listen to the voters!

Metro | People places. Open spaces. www.oregonmetro.gov

I-078-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.

From: Rachel Brown <brown.rachel@comcast.net>
To: <trans@oregonmetro.gov>
Date: 6/1/2008 8:39 AM
Subject: proposed Harold St station

I-079-001 As a resident of the Reed neighborhood and a member of the Reed Neighborhood Association, I would like to express my support for the proposed Harold St light rail station. This would be the most convenient station for my neighborhood and for the students of Reed College. It would encourage our neighbors to use the new light rail, especially if there is parking available at Harold Street at the East end of the proposed foot bridge. It would serve a large population of elderly residents who might not otherwise use the light rail.

Please consider this station as it would serve a large community and would encourage inner city residents to use the new light rail instead of driving into the city.

Sincerely,

Rachel Brown
Reed Neighborhood Association

I-079-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

(6/5/2008) Trans System Accounts - Harold Station Page 1

From: <gadda@comcast.net>
To: <trans@oregonmetro.gov>
Date: 5/25/2008 12:19 PM
Subject: Harold Station

I-080-001 I am writing in support of the Harold Street Station and the Light rail alignment on mcLoughlin blvd. This plan has strong support from my neighborhood and from the Reed neighborhood. Please include this important station and pedestrian bridge to your transit plan

Regards
Dean and Jenny Gadda
5815 SE 18th Ave
Portland, OR 97202
5023-234-4989

I-080-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

Trans System Accounts - Milwaukie Light Rail

From: Tiffany Gates
To: trans@oregonmetro.gov
Date: 5/29/2008 1:30 PM
Subject: Milwaukie Light Rail

I-081-001 I live in Oak Grove and work at Metro. I'm thrilled that light rail will be coming to the Milwaukie area and look forward to riding it to work each day. I like both the Map B & C option because they extend farther south, and of the two I like Map B more.
Thanks

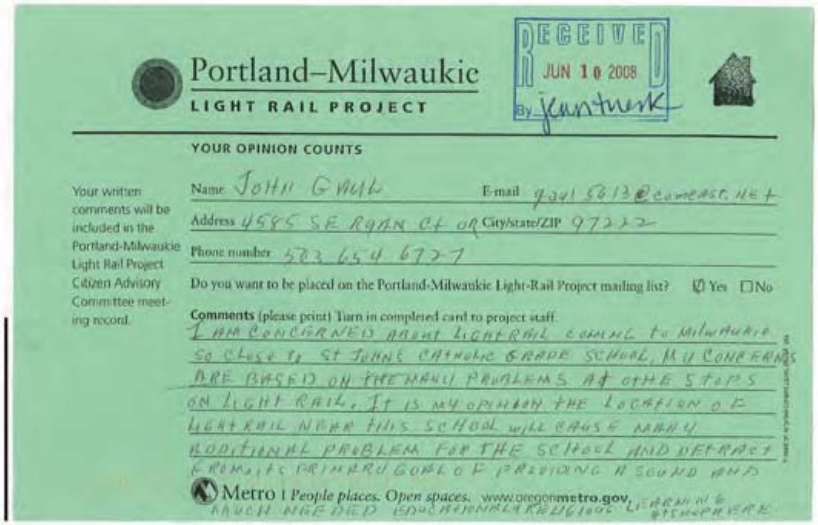
Tiffany S. Gates, *Assistant Solid Waste Planner*
Solid Waste & Recycling
Metro
office 503-797-1867
fax 503-813-7544
Tiffany.Gates@OregonMetro.gov

www.oregonmetro.gov
Metro | People places. Open Spaces.

I-081-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project includes a terminus at Park Ave.

I-082-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
JUN 10 2008
By Jan Turk

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name JOHN GAUL E-mail 9341613@comcast.net
Address 4585 SE RYAN CT OR City/state/ZIP 97222
Phone number 503.654 6727
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☑ Yes ☐ No

Comments (please print) Turn in completed card to project staff.
I AM CONCERNED ABOUT LIGHT RAIL COMING TO MILWAUKIE SO CLOSE TO ST JOHNS CATHOLIC GRADE SCHOOL. MY CONCERNS ARE BASED ON THE MANY PROBLEMS AT OTHE STOPS ON LIGHT RAIL. IT IS MY OPINION THE LOCATION OF LIGHT RAIL NEAR THIS SCHOOL WILL CAUSE MANY ADDITIONAL PROBLEM FOR THE SCHOOL AND DETRACT FROM ITS PRIMARY GOAL OF PROVIDING A SOUND AND MUCH NEEDED EDUCATIONAL ENVIRONMENT. LEARNING ATMOSPHERE.

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I-082-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

The FEIS Section 3.10 and its accompanying Noise and Vibration Results Report provide updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as

schools, churches, and residences. The project's analysis directly considers existing conditions that include freight operations and those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the FEIS provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

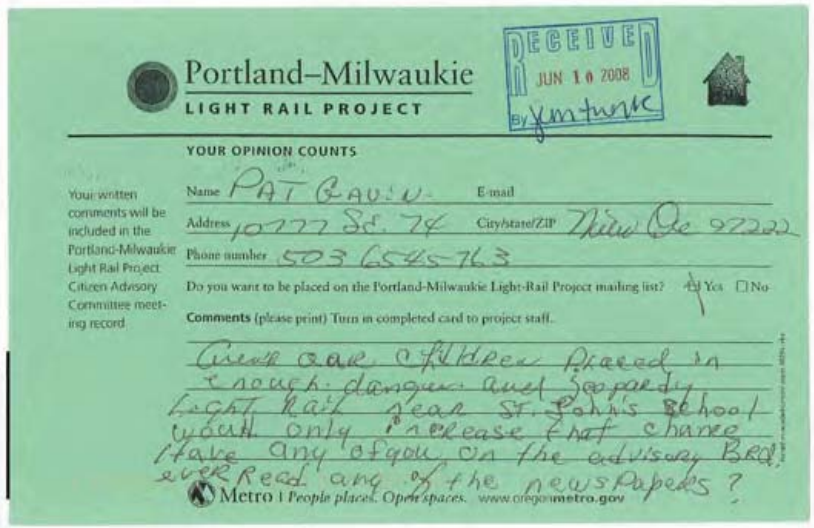
Previous studies covering the project corridor include:

- South/North Alternatives Analysis, 1993-1998
- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002

In addition to the discussion in the SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

Because of concerns about the Tillamook Branch alignment through downtown Milwaukie, the Refinement Study conducted in 2007 evaluated alignment options between Highway 224 and SE Lake Road

along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the SE McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project's Purpose and Need.



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED JUN 10 2008 By [illegible]

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record

Name PAT GAVIN E-mail

Address 10777 SE. 74 City/state/ZIP Milw Or 97222

Phone number 503 654-5763

Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☒ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

I-083-001

Over our children placed in enough danger and jeopardy Light Rail near St. John's School would only increase that chance Have any of you on the advisory Brd. ever Read any of the newspapers?

Metro | People places. Open spaces. www.oregonmetro.gov

I-083-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

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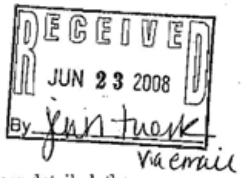


Via email

June 22, 2008

To the Metro Staff and the FTA,

I would like to complement the people who worked on the SDEIS. It is very detailed, the maps and tables are very informative. I appreciate that this document took a lot of time and effort to bring to fruition. It should also be noted that TriMet and Metro staff have been very helpful and timely with their responses to my requests for information.

My personal deductions, after spending many hours looking at the SDEIS are that it is incomplete and also inaccurate. The SDEIS is incomplete because it does not bring in alternatives that may better serve the region, and have lower impacts to the community.

I am only familiar with a small section of the light rail line. However I can find many inaccuracies and impacts not addressed. If the same number of inaccuracies exists in the rest of the document then we should be concerned.

Before I get to my comments, since the SDEIS was published and prior to the end of the public comment period four major decisions have be made.

#1 TriMet has told the City of Milwaukie that they will not be building the "Milwaukie park and ride" planned for the Southgate sight.

#2 The Milwaukie City Council has voted to have only one rail station. That station will be located at Lake Rd.

#3 The CAC has finalized their recommendation for the alignment.

#4 South Corridor Steering Committee has been given the recommendations for the LUFA decision.

I-084-001

The SDEIS continues the process initiated in 1993, some 15 years ago. Much has changed in the South Corridor since the original studies were done. If this project is to be built, the basic analysis that it is based on will be 20 years old when the project opens. After looking at the detailed information included in this document, I am convinced and I think you will be also, that this region needs a fresh look and its priorities for light rail service. At the very least some of the wider options should at least be studied, analyzed and brought forward in this SDEIS.

My understanding of the NEPA process is that alternatives should be studied. Not minor variations whether the tracks go straight or turn east, but substantial alternatives that reflect the additions to the region's urban growth boundary and the rising cost of energy. What potential routes out there will serve the greatest number of people? What options will get the most value for the dollars that we spend? Unfortunately we do not know the answers because we are not asking the questions in this document.

There are several good reasons to take a broader look at the South corridor before we choose an alignment for the next light rail line.

- Substantial additions to the urban growth boundary in the South corridor,

I-084-001

Thank you for submitting your comments for consideration. As noted in your [the] comment, there have been analyses of alternatives in the corridor for many years, and many aspects of the corridor and region have changed. Accordingly, the Project has updated the EIS analysis data, including existing and planned land uses, existing and planned transportation network, economy, etc., and these updated data are reflected in the SDEIS analysis and further updated as appropriate in the FEIS, especially Chapter 3.2, Land Use and Economy and Chapter 4, Transportation.

During the last two years, the Regional Transportation Plan has also been updated and transportation priorities reviewed and re-evaluated. It is this plan where such broader issues such as how to serve additions to the urban growth boundary, address energy costs, and investment priorities around the region were debated and determined, recognizing the trade-offs between transportation investment choices. The Regional Transportation Plan, through a public process completed by the region's elected officials at least every four years, is the document and forum for discussion of the broadest transportation investment debate and determinations to be made. The RTP sets out the broad goals and overall direction. The latest Metro Regional Transportation Plan confirms the Project as one of the transportation investments to be made within the South Corridor – though it does not mandate a specific alignment within the Corridor, nor does it prevent the selection of a No Build alternative.

Light rail alignments for the South Corridor were identified following the South Corridor Project SDEIS publication in 2002. The Locally Preferred Alternative adopted for South Corridor in 2003 identified a two-phase project to serve the transportation needs of the South Corridor, with I-205 as the first phase and Portland to Milwaukie as the second phase; this eliminated the need for a route following Highway 224, and instead

- Changes in property use, especially at our local level, what was hoped to be a Milwaukie community center when the LPA was approved is now a school.
- One track through downtown Milwaukie has morphed into two tracks and three if the project ends here.
- Updated projections for population and job growth:
- Much of the growth in the Oregon City area is not even served by McLoughlin Blvd, rather it is served by Hwy 205.
- It is required by NEEPA law:
- The 205 rail project was preferred over this project in 2002 SDEIS.

Below are my findings on the inaccurate details of the SDEIS.

Executive summary

I-084-002

Page S-16, Table S-3, "Neighborhood impacts are said to be equal to the no build alternative." This is simply not true! There will be impacts to every neighborhood that the train travels through. There will be significantly more impacts to neighborhoods with transit stations. These impacts include but are not limited to noise, lighting, increased traffic, crime, safety of pedestrians, delays in walking, biking, and driving. **My understanding is that the SDEIS is supposed to factually state the impacts and potential mitigations.** Impacts and mitigation have been identified and reported in TriMet's Safety and Security Task Force report. I would like to see those impacts that were acknowledged by the law enforcement professionals who participated in task force be reported, and mitigated in this document so they can be followed through from design to construction.

Page S-18, Community impacts; The existing transportation corridor the train will be traveling through in Milwaukie is a freight rail road that has only a hand full of trains per day. Light rail trains will be traveling every three minutes at peak hours, and they will have impacts to the neighborhood. Access to the downtown will be delayed and drivers will cut through the neighborhood to avoid the traffic back ups that are documented in this SDEIS. People will park in the neighborhoods that are close to a station in order to ride the train. These impacts will definitely impact the quality of life in neighborhoods. The impacts should be documented and mitigated where possible.

Purpose and Need

I-084-003

Page I-4 **"Historic and projected population growth and employment in the corridor."** This is the first reason listed to justify this project. The corridor is increasing in population and will continue to do so because of the changes to the Urban Growth Boundary. Unfortunately the SDEIS did not take into account where in the corridor these changes are occurring. The proposed project travels through mostly built out neighborhoods and does not address the location current and future growth in the South

allowed the route serving downtown Milwaukie and north Clackamas County. The Portland-Milwaukie SDEIS updated the South Corridor analysis and resolved issues that remained at the time the LPA was adopted in 2003.

I-084-002

Table S-3 identifies in a broad way that within the context of an entire neighborhood, overall adverse impacts will be low. More detailed evaluation of impacts on individual neighborhoods and mitigation is provided in Chapter 3.3 of the FEIS. In addition, more detailed information about safety and security are in Section 3.16, noise and vibration in Section 3.10, and traffic in Chapter 4. A summary of project mitigation is provided in Appendix M, Mitigation.

I-084-003

The South Corridor, as defined by the Project, is the travel shed, or area with the majority of homes and businesses immediately to the east of the Willamette River, from downtown Portland south and generally west of I-205 (see Figure S-1, SDEIS) - not the Damascus area or other areas added to the urban growth boundary or generally those recommended by Clackamas County to be added as urban reserves. There are some areas in the vicinity of Oregon City that are nearing final designation and approval as urban reserves. This is not included in the SDEIS or FEIS because changes to the urban growth boundary occur through a separate, though related, process. While any required changes to the urban growth boundary would occur in areas designated as urban reserves, the urban growth boundary process will continue beyond the duration of this study, to be finalized no later than the end of 2011.

The region's land use plan calls for creating centers and connecting these centers with high capacity transit. Oregon City is a regional center

corridor. The project in Milwaukie is basically designed to gives South corridor residents a place to park, so they can ride to their final destinations.

I-084-004

Page 1-6; A look at the 2040 concept on page 1-6 would suggest the Regional Center Oregon City should have a convenient transit connection to Clackamas, downtown Portland and other regional centers. During the discussion of alternative alignments through downtown Milwaukie, none are being studied. TriMet engineers and planners told us they could not find a functional way to get light rail through the busy intersections of McLoughlin Blvd (Hwy 99) That highway is the only direct route from Milwaukie to Oregon City. If that is the case then there will certainly be insurmountable problems to carry the line further south to Oregon City. If light right was to come to Milwaukie, it cold turn East on 224, then South on 205 to Oregon City. This route would give transit users in the South Corridor many more convenient options.

I-084-005

Page I-11, Figure 1.4-1, shows that the communities that light rail will travel through on the East side of the Willamette River; Areas 4 & 5 will experience very little population growth in the next 25 years. The same map omits the areas to East that are still in the South corridor and will have a huge increase in population and demand for transit. The light rail line under construction from Clackamas North to Gateway is not a very convenient trip. It will take much longer to reach downtown Portland, making the choice of routes in this study more important.

Comparing Figure 1.4-1 with 1.4-2, the section on the East side with the most disproportionate population growth to job growth is section 8, Oregon City. Those future residents will need transit.

These facts are why I am convinced that the SDEIS should have taken a broader look at the region rather than to revive a 15 year old idea.

Chapter 2 Alternatives Considered.

I-084-006

Page 2-1 "This SDEIS continues the NEEPA process initiated in 1993" That is 15 years ago and the larger, broader picture including additions to the urban growth boundary should be considered, studied and included in this document for public comment.

I-084-007

2-39 City Council heard testimony "the council heard testimony that ran 4-1" is factually inaccurate. The minutes reflecting those who testified are located on the City of Milwaukie's web site. In fact, this meeting was held after a public meeting looking at only a Main Street alignment. Those opposing a Main Street alignment were not 4-1 in opposition. This meeting did not hear comments regarding McLoughlin Blvd or any other alignments, such as running the train East on Hwy 224. In fact prior to this city council meeting, two nights of testimony were given to the planning commission. The majority of those that testified favored studying alternative routes.

In my opinion this is where the project went wrong, no one should be in opposition to studying a route, and the project should not have been narrowed so early. The alternatives

and Milwaukie and Gladstone are town centers within the South Corridor. The SDEIS and FEIS include land use and transportation projections out to the year 2030, and take growth in the whole South Corridor, as well as that projected for the region, into account. The projections of growth in the region are based on the capacity of areas (vacant buildable land inventory as well as estimates of redevelopment) that were completed based on local government staff review and comments. Ridership projections are based on detailed local demographic information. The SDEIS and FEIS contain detailed information about land use patterns in Section 3.2.

I-084-004

The Locally Preferred Alternative has a southern terminus at Park Avenue. In its High Capacity Transit System Plan (Metro 2010), the region has identified the potential for future extensions of high capacity transit from Park Avenue to Oregon City; the system plan was adopted by the Metro Council as part of the Regional Transportation Plan in June 2010. The extension of HCT from Park Avenue to Oregon City does not appear to be precluded by the LPA or MOS. Any extension would be a separate project-level decision.

The South/North Alternatives Analysis and DEIS evaluated several options to serve Clackamas Town Center along Highway 224, as well as Railroad Avenue. A ballot measure that would have reaffirmed funding for the South/North project was defeated and when the South Corridor project was initiated, no light rail alternative was included. In reponse to requests from community members and local jurisdictions to consider a light rail alternative, light rail on I-205 to serve Clackmas Town Center was included as a lower cost alternative. The 2002 South Corridor SDEIS and the I-205/Portland Mall FEIS, taken with the region's 2003 selection of a South Corridor LPA, provided the basis for the region's decision for developing light rail in two phases, one using I-205 and the

I-084-007 should have been studied, the public should have had time to comment, and then the best options should have been chosen.

I-084-008 Page 2-41, Light Rail Terminus ending North of Downtown Milwaukie at Hwy 224, does not separate Milwaukie from a northern terminus because there is an underpass. In fact the distance from North Main Village (Milwaukie's only TODD development) to the North side of 224 is not much further than the distance to the preferred station location recently chosen by the Milwaukie City Council at Lake Rd. on the southern most end of downtown. There is a viable walking, biking or trolley route under the 224 Highway. The demand for service from the South and East referred in the SDEIS are people either driving or already on transit. They will have no problem connecting to light rail. In fact it is that demand for service that makes many informed residents prefer a terminus North of downtown with plenty of parking available. We believe that a light rail station in downtown Milwaukie will result in cut through traffic through our neighborhoods and that commuters will park in front of our homes and schools.

Environmental Analysis

I-084-009 Page 3-82, Robert Kronberg Park is an existing park. It has more potential than for use, but visitors do use the park, it is signed, and it has been adopted, by the Historic Milwaukie NDA. Neighborhood grant money has been spent to control invasive blackberries. There is no way that impacts to a park transected by a train can be adequately summarized as visual.

Page 3-80, Light rail would not be at the southern end of the Robert Kronberg Park. It will be at the Northern end

Page 3-81 Kronberg park .05-.10 acre is the maximum area that the train could take of the Park. The trestle on the North end of the park is about 300 feet long. If the train was to take only .10 acre that would mean the width of the project would only be 14.5 feet.

I-084-010 Page 3-178, The SDEIS concludes that response times for Fire District #1 could slow due to congestion at grade crossings, however the SDEIS states that police response times will not be affected. This can not be true. If an officer is on route to an emergency call and the train comes by at the same time, response time will be affected.

Transportation

other connecting from downtown Portland to the city of Milwaukie, and eliminating a Highway 224 alternative from further consideration.

I-084-005

While districts 4 and 5 show modest population growth relative to other districts in the corridor between 2005 and 2030, they are among the highest populated corridor districts both in the base and future years. Together, they account for 35% of corridor households in 2005 and 24% of corridor households in 2030.

The project will provide people to the east of districts 4 and 5 with improved access to downtown Portland and to South Waterfront, as primary bus routes serving those areas (routes 9, 17, and 19) will travel over the new transit bridge.

Bus lines 9, 17, and 19 serve the areas east of districts 4 and 5 and will provide better access to downtown with their new routing over the new transit bridge.

The Regional High Capacity Transit System Plan was completed by Metro in 2009, and serves to provide guidance for the region's long-term investments in future high capacity transit. The study included the routes mentioned in the comment:

- Clackamas Town Center to Oregon City in the vicinity of I-205 Corridor and Park Ave to Oregon City in the vicinity of McLoughlin Corridor (studied in conjunction)
- Clackamas Town Center to Washington Square in the vicinity of RR ROW

The study identified both corridors as "next phase regional priority corridors". The summary report can be downloaded at http://www.oregonmetro.gov/index.cfm/go/by.web/id=26680

I-084-011

Page 4-8, the on street parking study was done in August 2007 while school is not in session. There are three schools in the area, many students, staff and visitors use the local streets for parking. Any meaningful parking study would have be done while school was in session

Page 4-23, Since the SDEIS was published, the Milwaukie City Council had decided that they want only one station in Milwaukie and it will be at Lake Rd. Table 4.2-9 indicates that "only 2 or 3% of transit riders will walk" to the Lake Road stop and14% will drive.

Approximately 5000 on offs and 14% auto trips would require at least 350 parking spaces. Only a 275 space parking garage is proposed. Certainly, with only one station chosen, additional auto trips will also occur.

Page 4-29, lost parking spaces will be mitigated by a surface lot on SE Main. The SDEIS does not say where on Main St the lot will be, but in the downtown area, where the spaces will be lost, surface parking lots are not allowed by our planning and zoning ordinances.

Page 4-30, The SDEIS states that all suburban areas except 17th have adequate supply of off street parking… As mentioned previously, the parking studies were done in the wrong month of the year to adequately reflect the normal situation in Milwaukie. Not addressed in the SDEIS are those who will park in the neighborhood and walk to the train

I-084-012

Page 4-43, Outlines the impacts to intersections. The mitigation proposed for Washington Street and McLoughlin Blvd is to make traffic on McLoughlin stop for longer. This is not likely.

Page 4-45, No mitigation is mentioned for traffic backups at light rail crossing of Washington and Monroe streets.

Chapter 5 Financial Analysis and Evaluation of Alternatives

I-084-013

Page 5-18, TriMet does not plan to build a 330 space park and ride at Milwaukie Transit center. No transit center exits. That decision was announced during the comment period of this SDEIS. Despite many requests and many promises TriMet has failed to deliver an off street transit center to Milwaukie.

We all know that any transit project of this size and scope is going to bring significant challenges and changes to any community that it transverses. I would prefer that this SDEIS admit that and deal with the problems rather than to gloss over or omit them.

Thank you for this opportunity to comment. Even though the recommendations for alignments have been made, I hope the issues omitted or addressed incompletely will be addressed in the final proposal. Most of all, I hope that someone at the FTA will look at our region and ask if we should rethink a 15 year old idea.

Metro evaluated the ridership potential of extending light rail to Milwaukie and Clackamas County. Demographic data is available through varying sources. For each EIS, we update the current demographics we use to be current information from the census. For future demographic data, we calculate the amount of people who will be living and working in different areas. For the Portland-Milwaukie Light Rail Project we calculated this for the year 2030. Individual cities and counties provide us with their zoning and comprehensive plans. Based on this data, the assumed population and employment growth of the region is distributed accordingly. This information is then used for our 2030 modelling and the assumptions of land use. In addition, the federal government has rigorous standards to make sure that the projects we build are cost effective. We are required to pass the Transporation User Benefit test, which calculates the cost per rider. The more current and future potential riders (population) in an area, the better we perform according to this test.

In addition, from 2008-2009, Metro conducted the High Capacity Transit study, to investigate where the Metro region should invest in High Capacity Transit and in what priority order. High Capacity Transit might include light rail, bus rapid transit, or commuter rail. In June/July 2009, the Metro Council and JPACT adopted by resolution No. 09-4052 the High Capacity Transit Plan. Public workshops, stakeholder interviews and review of numerous past regional transit planning efforts were considered in developing a "long list" of 55 potential regional HCT corridors to be studied. The plan used screening criteria to analyze over 55 potential corridors to determine a prioritized set of 13 corridors. The routes that you mention in your comment response were studied in the list of 13 corridors. These include: Clackamas Town Center to Oregon City in the vicinity of I-205 Corridor and Park Ave to Oregon City in the vicinity of McLoughlin Corridor, and Clackamas Town Center to Washington Square in the vicinity of railroad ROW/Hwy 224. Then,

Sincerely,
Ray Bryan

Day 503-655-0908
Home 503-974-9354

Metro worked with local jurisdictions and regional partners and TriMet to develop and refine a set of evaluation criteria to be used to evaluate and prioritize the screened HCT corridors in the fall of 2008 and early 2009. Metro and the regional partners dedicated significant resources that enabled the team to conduct a significant level of transportation modeling. This technical analysis, combined with significant public outreach allowed decision-makers to prioritize corridors based on their technical merits and potential to achieve regional values of the citizenry. The regional high capacity transit system tiers and corridors identify near- and long-term regional HCT priorities. Regional HCT system corridors are grouped into one of four priority tiers, along with specific targets and various steps local jurisdictions could follow to advance a project to a higher tier. The four tiers relate to an HCT corridor's readiness and regional capacity to study and implement HCT projects. Corridors within each tier would be updated with each RTP or by RTP amendment.

• Near-term regional priority corridors: Corridors most viable for implementation in next four years. These corridors include the Portland to Gresham in the vicinity of Powell Corridor, Portland to Sherwood in the vicinity of Barbur/Hwy 99W Corridor, and Beaverton to Wilsonville in the vicinity of WES.

• Next phase regional priority corridors: Corridors where future HCT investment may be viable if recommended planning and policy actions are implemented. These corridors include Clackamas Town Center to Oregon City in the vicinity of I-205 Corridor and Park Ave to Oregon City in the vicinity of McLoughlin Corridor, which would be studied in conjunction. Clackamas Town Center to Washington Square in the vicinity of RR ROW is also included in this tier and might run in the vicinity of Hwy 224. Five other corridors are include in this tier.

• Developing regional priority corridors: Corridors where projected 2035

land use and commensurate ridership potential are not supportive of HCT implementation, but which have long-term potential based on political aspirations to create HCT supportive land uses.

• Regional vision corridors: Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation.

I-084-006

The Supplemental Draft Environmental Impact Statement and Final Environmental Impact Statement were updated to reflect the latest information about existing conditions such as population and employment, road network and transit operations, as well as conditions forecast to the year 2030.

I-084-007

There were eight people who are listed in the August 7, 2007 City of Milwaukie City Council public hearing as testifying in favor of a Main Street alternative and 19 who are listed as against the alternative – a ratio of 2.4 to 1. However, as the Council asked for those in favor to testify first, many signed up to testify against the Main Street alternative left by the time their names were called. If all of those signed up in favor of Main Street were eight, those signed up in opposition were 28 – a ratio of 3.5 to 1. The City Council, however, after considering the testimony, did recommend, four to one, not to advance a Main Street alternative.

The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the Final Environmental

Impact Statement (FEIS) provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

Previous studies covering the project corridor include:

- South/North Alternatives Analysis, 1993-1998
- South/North DEIS, 1998
- South Corridor SDEIS, 2002

In addition to the Chapter 2 discussion, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

The Refinement Study in 2007 evaluated alignment options between Highway 224 and SE Lake Road along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 were held. The evaluation based on project criteria resulted in elimination of the McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project Purpose and Need. Results of the refinement study may be found in Downtown Milwaukie Alignments Review (June 2007, August 2007) and are summarized in Chapter 2 and Appendix L of the SDEIS and FEIS.

I-084-008

Highway 224 does have an underpass that allows north-south travel by motor vehicle, walking or biking. However, Highway 224, a limited

access road, does not provide as much access as an arterial with frequent at-grade intersections and all mode accessibility does. Further, the local street grid is not continuous. For example, SE 23 and 24th streets, Crystal Spring Lane and SE 29th do not continue to the North. Only SE Main and SE 26th Street have continuous north-south access under Highway 224. There are many locations in the potential station area travel shed where substantial out-of-direction travel is needed to either go around Highway 224 or to get to the underpass. Accordingly, there would be much more constrained access to a northern terminus than a terminus at Lake Road as included in the 2008 Locally Preferred Alternative alignment and design. Further, cut-through travel through this area to get to a light rail station would be less than other areas with greater access.

A current survey shows 47 on-street parking spaces (of the 64 available spaces) being used within 1,000 feet of the Lake Road Station, and the project would impact 12 on-street parking spaces around the Lake Road Station. The current usage represents about 90% of the 52 available spaces in the future.

There could be additional costs that the City and downtown property owners incur as a result of parking constraints. These costs will need to be weighed against the benefits of more people coming to the downtown via walk, bike, bus, light rail, and auto and conducting business with downtown Milwaukie merchants.

I-084-009

Response to comment on page 3-82. Further analysis on the park contained in the EIS refers to the Park as an existing resource, rather than planned. The proposed light rail alignment adjacent to the Park is not actually using park land, rather it is using existing rail right of way associated with the trestle that runs between the Robert Kronberg Nature Park and the Milwaukie Local Share Parcel. Because the park

already has a rail feature running along one leg of its boundary, the new impacts of the proposed light rail alignment are estimated to be limited to visual impacts. Impacts are measured in net change to the existing conditions and because an active rail line already exists here, the addition of the light rail alignment is seen as only having minimal impacts.

Response to page 3-80 comment. The light rail alignment is proposed along the northwestern boundary of the park.

Response to page 3-81 comment. In the SDEIS, the proposed LPA was to use some of the railroad right of way and a small amount of the park land. The amount noted by the commenter is only the small amount required from the park. The LPA to Park Avenue alignment has been slightly revised since the SDEIS and would require no permanent acquisition of park land.

I-084-010

The SDEIS states that the light rail alignment does not involve major modifications to police response routes, and that response times are not expected to be affected.

I-084-011

The parking study that was done for the Final Environmental Impact Statement (FEIS) was completed in August as noted in the comment. A review of the latest City of Milwaukie Transportation System Plan also showed a parking study that was completed during August. The FEIS also used an updated City of Milwaukie Parking Inventory that was completed on December 1, 2009. The current parking utilization rates are shown in the Parking Impacts section in Table 6-13 in Chapter 6 of the Transportation Impacts Results Report, a technical report that provides additional information for the FEIS. This report is available from Metro.

The SDEIS showed that the LRT project would remove 34 off-street parking spaces (next to the railroad tracks between SE Monroe and SE Washington) and about 12 on-street parking spaces in downtown Milwaukie. The parking impacts have been reevaluated and now show 52 on-street parking spaces being removed by the project. The City of Milwaukie no longer includes the 34 off-street parking spaces in the City's downtown parking inventory, and therefore the FEIS does not include the loss of these unofficial parking spaces as an impact of the LRT project.

Potential parking mitigation alternatives that could be implemented include replacement of on-street parking, parking management strategies and revising parking restrictions. Coordination with the City of Milwaukie should occur to determine the best strategy to address the on- and off-street parking impacts should parking become an issue around station locations.

The Locally Preferred Alternative (LPA) has a terminus at Park Avenue (one mile past downtown Milwaukie) with a 600-space park-and-ride and does not have a park-and-ride at the Lake Road Station in downtown Milwaukie. This is the alternative that the project partners prefer to build. The Minimum Operable Segment (MOS) ends in downtown Milwaukie at Lake Road, and has a 275 space park-and-ride lot at the corner of SE Main Street and SE Washington Street. The LPA Phasing Option identifies smaller initial capacities for the park and rides. FTA requires that projects seeking federal funds identify interim or shorter sections that could be implemented if funding is not available for the full length project. Due to these cost considerations the project is looking at the MOS as part of the FEIS.

I-084-012

The issue of potential signal timing mitigation at the intersection of SE

McLoughlin Boulevard and SE Washington Street discussed on page 4-44 of the SDEIS is associated with the MOS. The mitigation would have been considered to minimize the potential for blockage of park-and-ride ingress and egress by traffic on SE Washington Street. There is no need for mitigation at SE McLoughlin Boulevard and SE Washington Street with the LPA, which terminates at SE Park Avenue with no park-and-ride facility on SE Washington Street.

Queuing of vehicles at the light rail crossing at SE Harrison Street was reported on as part of the SDEIS. However, the FEIS will look at queuing at SE Monroe and SE Washington as well as and SE Harrison Street in downtown Milwaukie along with the average delay per vehicle in the PM peak hour, when the most light rail trains will be crossing these streets. It is estimated that in 2030 the average delay on SE Washington Street and SE Monroe Street it is between 6 seconds to 12 seconds during the PM peak hour. By federal regulation the gates at the crossings are down (including the time it takes for the gates to come down and go back up) for a total of 50 seconds. Therefore, unlike the delay due to freight trains, no vehicle would ever be delayed by light rail longer than 50 seconds. See the FEIS Transportation Impacts Results Report for more information.

I-084-013

The park-and-ride that the SDEIS is referring to is the new 330-space park-and-ride lot on the old Southgate Theatre site off SE Main Street north of downtown Milwaukie. This park-and-ride is not associated with the light rail project. The No Builld and the Build Alternatives assume this park-and-ride is in place and would be served by buses. The 2008 Locally Preferred Alternative (LPA) would result in 1,400 additional park-and-ride spaces and the Minimum Operable Segment (MOS) would result in 1,275 additional spaces. An LPA Phasing Option identifies smaller initial capacities for the park and rides.

Trans System Accounts - Light Rail Project

From: "Burns, Kayreen A" <KBurns@mail.barry.edu>
To: "trans@oregonmetro.gov" <trans@oregonmetro.gov>
Date: 6/2/2008 10:35 PM
Subject: Light Rail Project

I-085-001

I would like to express my support for the southern extension of the light rail to Park Ave as soon as possible, and to include in the planning to extend it to Oregon City as soon as the

I-085-002

extension to Park Ave. is complete. This would be an extremely valuable contribution to those living in Clackamas County who either work in Portland, or who have to go into the city on a regular basis. I am very sure that it would be well used.

Kayreen Burns
18321 SE Blanton St.
Oak Grove, OR 97268

I-085-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project includes a terminus at Park Ave.

I-085-002

The southernmost point of the Portland-Milwaukie Light Rail Project is SE Park Avenue. An extension of light rail to Oregon City on SE McLoughlin Boulevard or any other route is outside the scope of this project. However, Metro's recently completed High Capacity Transit System Plan, which represents the region's 20-year plan for high capacity transit and has been adopted as a part of the Regional Transportation Plan, includes a connection to Oregon City. For a description of the Portland-Milwaukie Light Rail Project's scope see Chapter 2.

Trans System Accounts - Max to Millwaukie

From: <delphine.busch@comcast.net>
To: <trans@oregonmetro.gov >
Date: 6/16/2008 3:55 PM
Subject: Max to Millwaukie

I-086-001 We must consider bringing the Max to Milwaukie, but not through Milwaukie. I just doesn't make sense to disrupt traffic, make access to our river complicated, put the cost and strain on taking the tracks into town. We need the Max to stop outside of downtown and we can use a trolley system or other mode of transport within our downtown area. Trains in the downtown area a a safety hazard for the children of our three downtown schools, and will ruin our calm town. We also need to have conductors on our Max I-086-002 trains for added safety. We need to quit running "drug" trains and go back to safe transportation.

Delphine A. Busch
15141 SE La Crescenta Way
Milwaukie, OR 97267
Teacher at St. John the Baptist School

I-086-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

The FEIS Section 3.10 and its accompanying Noise and Vibration Results Report provide updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as

schools, churches, and residences. The project's analysis directly considers existing conditions that include freight operations and those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the FEIS provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

Previous studies covering the project corridor include:

- South/North Alternatives Analysis, 1993-1998
- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002

In addition to the discussion in the SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

Because of concerns about the Tillamook Branch alignment through downtown Milwaukie, the Refinement Study conducted in 2007 evaluated alignment options between Highway 224 and SE Lake Road

along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the SE McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project's Purpose and Need.

I-086-002

Based on TriMet's experience with its existing system and on national information, crime levels along light rail project corridors are typically closely related to the existing crime conditions that prevail in the surrounding community. TriMet uses a combination of design, public education, and operations measures to lower the potential for crime and to minimize potential conflicts among trains, people, and other vehicles.

TriMet's Transit Police Division (TPD) is made up of contracted law enforcement officers from police agencies in the region. The TPD currently consists of 58 sworn officers, and an additional 30 TriMet staff members are dedicated to checking fares and issuing warnings, citations, and exclusions for riders without a valid fare. Another 46 TriMet supervisors check fares as a part of their daily duties. The TriMet Code includes penalties for fare evasion and rowdy or intimidating behavior on the system. Riders can also be immediately excluded from the system for up to six hours, and can receive longer exclusion periods of up to 90 days. Juvenile detention allows for a safety hold of up to 36 hours for repeat offenders violating the TriMet code or engaged in certain criminal activity, so that officials can work with the youths and their families to stop the activity.

These officers, TriMet's Director of Safety and Security, and the TPD commander meet regularly with various community members, law enforcement agencies, and security partners to evaluate issues and

collaborate on solutions. The agency also has an established transit rider security program that combines TriMet enforcement with public safety resources from other jurisdictions.

See Section 3.16 for more information on safety and security.

-----Original Message-----
From: delphine.busch@comcast.net [mailto:delphine.busch@comcast.net]
Sent: Monday, June 16, 2008 4:01 PM
To: Asher, Kenny
Subject: Max to Milwuakie

I-087-001 We need to look at our long range plans for Milwaukie and demand that the Max come to Milwaukie, but not through Milwaukie. It just doesn't make sense to tear up our town, congest the traffic already tied up when a train comes through, make the streets unsafe for children and adults.
If the train stops outside the downtown area we can have a shuttle service around town if that is desired. Please consider the noise, traffic, dirt, congestion etc. that the train in our downtown area will bring. Also please consider the children of our three downtown schools. What happened to our plan for access to the water front and a beautiful downtown area. It can hardly be accessed if we are constantly crossing tracks and tied up in traffic at the many stops proposed.

I-087-002 I also hope we will push for conductors on our trains for added safety. I am tired of running "drug" trains through our towns. We need to man them so that they can be safe for all "law abiding" citizens.
Delphine Busch

I-087-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

The FEIS Section 3.10 and its accompanying Noise and Vibration Results Report provide updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as

schools, churches, and residences. The project's analysis directly considers existing conditions that include freight operations and those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the FEIS provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

Previous studies covering the project corridor include:

- South/North Alternatives Analysis, 1993-1998
- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002

In addition to the discussion in the SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

Because of concerns about the Tillamook Branch alignment through downtown Milwaukie, the Refinement Study conducted in 2007 evaluated alignment options between Highway 224 and SE Lake Road

along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the SE McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project's Purpose and Need.

I-087-002

Based on TriMet's experience with its existing system and on national information, crime levels along light rail project corridors are typically closely related to the existing crime conditions that prevail in the surrounding community. TriMet uses a combination of design, public education, and operations measures to lower the potential for crime and to minimize potential conflicts among trains, people, and other vehicles.

TriMet's Transit Police Division (TPD) is made up of contracted law enforcement officers from police agencies in the region. The TPD currently consists of 58 sworn officers, and an additional 30 TriMet staff members are dedicated to checking fares and issuing warnings, citations, and exclusions for riders without a valid fare. Another 46 TriMet supervisors check fares as a part of their daily duties. The TriMet Code includes penalties for fare evasion and rowdy or intimidating behavior on the system. Riders can also be immediately excluded from the system for up to six hours, and can receive longer exclusion periods of up to 90 days. Juvenile detention allows for a safety hold of up to 36 hours for repeat offenders violating the TriMet code or engaged in certain criminal activity, so that officials can work with the youths and their families to stop the activity.

These officers, TriMet's Director of Safety and Security, and the TPD commander meet regularly with various community members, law enforcement agencies, and security partners to evaluate issues and

collaborate on solutions. The agency also has an established transit rider security program that combines TriMet enforcement with public safety resources from other jurisdictions.

See Section 3.16 for more information on safety and security.

(6/16/2008) Trans System Accounts - Milwaukie Light Rail comment Page 1

From: Kathy Buss <kbuss@metgroup.com>
To: <trans@oregonmetro.gov>
Date: 6/16/2008 8:17 AM
Subject: Milwaukie Light Rail comment

I-088-001 It is vital to Milwaukie, Trimet and the future plans of light rail south, that the terminus be at Park and McLoughlin. There are legitimate issues with having light rail through Milwaukie, such as traffic stoppages, being so close to the schools, footprint, long term security, etc. But some of the pressure of these can be eased by having the terminus at Park. Also,

I-088-002 Milwaukie only needs one station. We are a narrow city and placement of the station is crucial. While I personally prefer the Washington site, I do see the advantages of having the one station be at Lake Road and will strongly support the City's choice.

--
Kathy Buss

I-088-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project includes a terminus at Park Ave.

I-088-002

The Locally Preferred Alternative includes a single Milwaukie station at SE Lake Road, and was endorsed by participating jurisdictions in summer 2008.

Trans System Accounts - comments

From: "Jerry Bybee" <jobjab@comcast.net>
To: <trans@oregonmetro.gov>
Date: 5/21/2008 1:53 PM
Subject: comments

This area is my home and has been for 60+ years. My family and I have lived in the Milwaukie/Oak Grove area for over 25 of those years.

I-089-001 I certainly DO NOT want to see this lite rail go beyound the City of Milwaukie. We (my family and neighbors) do not want the extension out
past the Lake terminus per your Map A...we DO NOT want to see you out to Park per your Map B and Map C. Your lite rail ruins the country side and is just another place for criminal activities. We hear the news. You cannot protect riders at thesen stops and it provides an easy mode of transportation for a lot of those we do not want to see in our neighborhood. If this is your idea of progress then I am in favor of something else.

Mr and Mrs J.O.Bybee

I-089-001

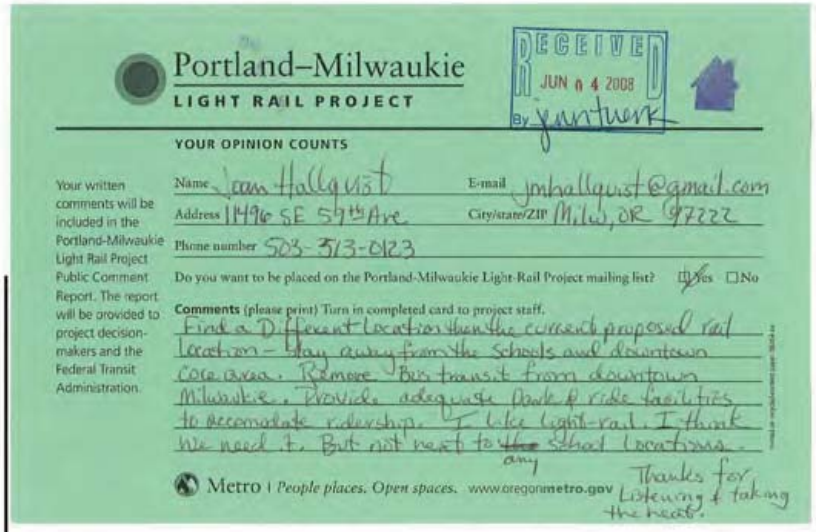
Thank you for submitting your comments for consideration. Based on TriMet's experience with its existing system and on national information, crime levels along light rail project corridors are typically closely related to the existing crime conditions that prevail in the surrounding community. TriMet uses a combination of design, public education, and operations measures to lower the potential for crime and to minimize potential conflicts among trains, people, and other vehicles.

TriMet's Transit Police Division (TPD) is made up of contracted law enforcement officers from police agencies in the region. The TPD currently consists of 58 sworn officers, and an additional 30 TriMet staff members are dedicated to checking fares and issue warnings, citations and exclusions for riders without a valid fare. Another 46 TriMet supervisors check fares as a part of their daily duties. The TriMet Code includes penalties for fare evasion and rowdy or intimidating behavior on the system. Riders can also be immediately excluded from the system for up to six hours, and can receive longer exclusion periods of up to 90 days. Juvenile detention allows for a safety hold of up to 36 hours for repeat offenders violating the TriMet code or engaged in certain criminal activity so officials can work with the youths and their families to stop the activity.

These officers TriMet's Director of Safety and Security and the TPD commander meet regularly with various community members, law enforcement agencies, and security partners to evaluate issues and collaborate on solutions. The agency also has an established transit rider security program that combines TriMet enforcement with public safety resources from other jurisdictions.

See Section 3.16 for more information on safety and security.

I-090-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
JUN 04 2008
By jwerner

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name Jean Hallquist E-mail jmhallquist@gmail.com
Address 11496 SE 57th Ave City/state/ZIP Milw, OR 97222
Phone number 503-313-0123
Do you want to be placed on the Portland-Milwaukie Light Rail Project mailing list? ☒ Yes ☐ No

Comments (please print) Turn in completed card to project staff.
Find a Different Location than the current proposed rail location - Stay away from the Schools and downtown core area. Remove Bus transit from downtown Milwaukie. Provide adequate park & ride facilities to accomodate ridership. I like light-rail. I think We need it. But not next to ~~the~~ any School Locations. Thanks for Listening & taking the heat.

Metro | People places. Open spaces. www.oregonmetro.gov

I-090-001

Thank you for submitting your comments for consideration. The light rail alignment through downtown Milwaukie lies within the existing, active railroad right of way. The project will improve existing conditions by constructing safety fences, crossing gates and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as zee crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-aged children near the Westside Express Service Commuter Rail line. See Section 3.16 for more detailed information about safety.

Bus transit facilities are currently undergoing improvements at Jackson Street in downtown Milwaukie as a part of a separate effort. Transit facilities and lighting will be enhanced.

From: Lisa Hamaoka
To: barnesd@ci.milwaukie.or.us
Sent: Sunday, June 22, 2008 12:51 AM
Subject: Milwaukie Light Rail Location

To Whom It May Concern,

I-091-001 I am writing today to express my grave concern over the current plan for placement by Tri-Met of their new light rail line in the city of Milwaukie. This line is being planned for what is essentially a mixed residential area with four elementary schools either right next to or within one block of the planned line. This situation is especially untenable because of the potentially grave safety problems for the children of this area. Noise disruption for children during school hours is also of great concern. I want to protest in the strongest of terms the current plan and appeal to you to help find alternative placement.

As an example of the possible problems, the construction at the high school caused intermittent traffic delays during the last week of school. Traffic was backed up and down Washington Street continuously. It was very difficult to get to the school to pick up our children. Not to mention the increased noise and number of vehicles in the area. This would become a daily occurrence with the proposed light rail line, not just on Washington Street but all streets around these schools.

Tri-Met needs to consider alternate routes which are nearby and far superior alternate routes providing light rail service without the huge problems that come with the present plan. Thank you for attention to this important issue.

Sincerely,
Lisa Hamaoka
503-653-6132
St. John's Parish Member and School Parent

I-091-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

The FEIS Section 3.10 and its accompanying Noise and Vibration Results Report provide updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as

schools, churches, and residences. The project's analysis directly considers existing conditions that include freight operations and those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the FEIS provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

Previous studies covering the project corridor include:

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- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002

In addition to the discussion in the SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

Because of concerns about the Tillamook Branch alignment through downtown Milwaukie, the Refinement Study conducted in 2007 evaluated alignment options between Highway 224 and SE Lake Road

along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the SE McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project's Purpose and Need.

Trans System Accounts - Milwaukie Light Rail

From: alicia hamilton <aliham10@hotmail.com>
To: <trans@oregonmetro.gov>
Date: 6/23/2008 9:28 AM
Subject: Milwaukie Light Rail

Good morning. I am writing you to let you know my concerns and thoughts regarding light rail in Milwaukie and in our neighborhood (Island Station Neighborhood Assoc.).

I am extremely concerned about two big issues; safety and livability.

I-092-001 Our small neighborhood is currently flanked by a RR track, and 2 very busy collector streets (22nd Avenue and River Road).....this is a lot for a neighborhood that encompasses a radius of 6 streets by 6 streets (approx.). To consider putting a new overpass into and over our neighborhood will only isolate our neighborhood more, detract from it's many facets (nesting bald eagles, a close-knit- community-feel, and easy access to and from Milwaukie's downtown), and create an environment that will completely overwhelm (by scale, traffic, and noise) our neighborhood.

I-092-002 Aside from the livability factors, i am unconvinced that the safety of our neighborhood and town will not be affected by the arrival of light rail and/or a stop in our area. TriMet's track record is appalling. We know this, they know this, and yet, it continues to be a problem. Why will Milwaukie be any different. If you put a stop in our neighborhood you are allowing people to quickly come and go with ease.....i envision crime increasing significantly because of this. An above grade stop would be difficult to police and encourage crime while an at-grade station will impact our access to our homes.

Please, please, please do not put a stop in our neighborhood. Please, please, please be aware and considerate of VARIOUS AND UNIQUE natural features that abound. Please, please, please don't take away from our neighborhood, our 2 parks that surround us and the river that is vital to Milwaukie's future by creating a structure that doesn't fit it's surroundings.

Many thanks for your time and consideration.
Sincerely,
Alicia Hamilton
Island Station Secretary
Ledding Library Board Member
Arts Committe Member
and Mother of 2 small children

Introducing Live Search cashback . It's search that pays you back! Try it Now

I-092-001

Thank you for taking the time to express your concerns. Section 3.3 of the SDEIS, Community Impact Assessment, considers the overall nature of change to neighborhoods and communities due to proposed changes in the project. Considering the benefits of the project with two nearby stations, and the project's design that avoids intrusions into the neighborhood, adverse impacts to the overall community or its functions are not expected.

The FEIS has been updated to reflect the advanced design that has been developed for the project's Preferred Alternative. The alignment has been designed to follow existing major rights of way, including the Tillamook Branch Line and SE McLoughlin Boulevard, which helps to minimize the effect of visual changes as well as other project effects to the neighborhood. The bridge will follow the existing railroad trestle to reach the existing edge of the Island Station neighborhood that is formed by the adjacent bluff, the planned trolley trail, and the existing roadway of SE McLoughlin Boulevard.

The project will modify intersections to SE McLoughlin Boulevard from the neighborhood, but these improvements will not restrict access to and from the neighborhood and will offer improvements to allow safe and effective operations for vehicles, pedestrians, bicyclists and transit.

As noted in the SDEIS, the elevated structures for light rail will be visible from some residences in Island Station neighborhood. These impacts were identified as high but affect only a portion of of the Island Station neighborhood. For more information about visual impacts, please see Section 3.4 of the FEIS.

Finally, the light rail project will not create additional noise impacts that cannot be mitigated. Noise impacts are limited, and primarily affect a limited number of residences bordering SE McLoughlin Boulevard.

Section 3.10 of the FEIS provides additional information on the affected properties and TriMet's mitigation commitments.

I-092-002

Based on TriMet's experience with its existing system and on national information, crime levels along light rail project corridors are typically closely related to the existing crime conditions that prevail in the surrounding community. TriMet uses a combination of design, public education, and operations measures to lower the potential for crime and to minimize potential conflicts among trains, people, and other vehicles.

TriMet's Transit Police Division (TPD) is made up of contracted law enforcement officers from police agencies in the region. The TPD currently consists of 58 sworn officers, and an additional 30 TriMet staff members are dedicated to checking fares and issuing warnings, citations, and exclusions for riders without a valid fare. Another 46 TriMet supervisors check fares as a part of their daily duties. The TriMet Code includes penalties for fare evasion and rowdy or intimidating behavior on the system. Riders can also be immediately excluded from the system for up to six hours, and can receive longer exclusion periods of up to 90 days. Juvenile detention allows for a safety hold of up to 36 hours for repeat offenders violating the TriMet code or engaged in certain criminal activity, so that officials can work with the youths and their families to stop the activity.

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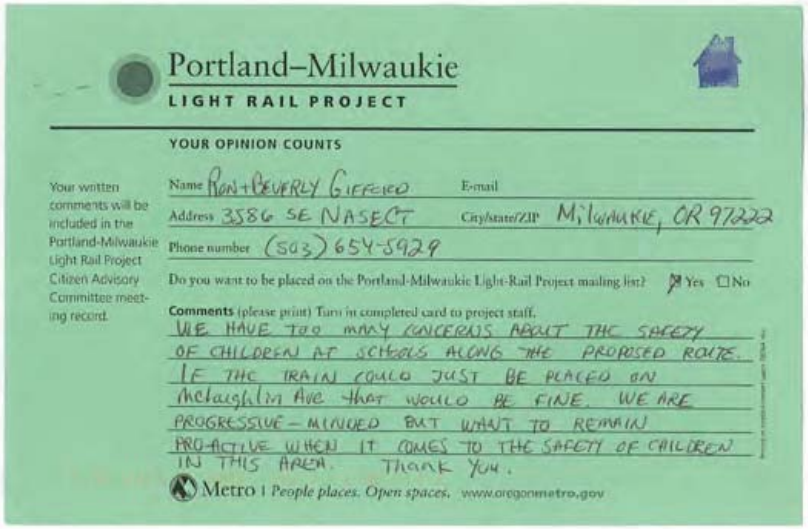
I-093-001



Portland–Milwaukie
LIGHT RAIL PROJECT

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name RON + BEVERLY GIFFORD E-mail
Address 3586 SE NASECT City/state/ZIP MILWAUKIE, OR 97222
Phone number (503) 654-5929
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☒ Yes ☐ No

Comments (please print) Turn in completed card to project staff.
WE HAVE TOO MANY CONCERNS ABOUT THE SAFETY OF CHILDREN AT SCHOOLS ALONG THE PROPOSED ROUTE. IF THE TRAIN COULD JUST BE PLACED ON McLaughlin AVE THAT WOULD BE FINE. WE ARE PROGRESSIVE – MINDED BUT WANT TO REMAIN PRO-ACTIVE WHEN IT COMES TO THE SAFETY OF CHILDREN IN THIS AREA. THANK YOU.

Metro | People places. Open spaces. www.oregonmetro.gov

I-093-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

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Trans System Accounts - Portland Milwaukie Light Rail Project comment:

From: "Arlene Glueck" <gluecka@ohsu.edu>
To: <trans@oregonmetro.gov>
Date: 6/16/2008 11:36 AM
Subject: Portland Milwaukie Light Rail Project comment:

I-094-001 I am distraught over the design of the Portland Milwaukie Light Rail Project where it addresses the stop at Harold Street. I do not know how you came to the conclusion that this was not a necessary stop! I do not know how you reached the conclusion that this stop would decrease rider ship from those catching the MAX in Milwaukie as it would add a minute to their commute. Come on now! A minute would really make a difference? Who are you trying to convince...maybe yourselves? People who I have asked (who this would affect) can't figure out how you came up with this either. I would be very interested to know how you arrived at these conclusions and the hard data that lead to these conclusions.

I-094-002 Harold Street connection is NECESSARY. It will not only connected the northern part of West Moreland, but will tie in with the pedestrian bridge crossing over the railroad from Reed College. I for one, would be willing to stop driving and take the MAX, but only if there is a connection at Harold Street connection.....as I can walk there. Walking to the Bybee or Holgate station is beyond walking distance for a lot of this part of West Moreland. High density housing has been going in around the area of Harold Street with the belief that there would be a MAX station there also.

I request that the Harold Street Station be included. I can speak for my neighbors that this station will be used more than you believe it will. We have been talking about leaving our cars behind and taking the Max and were thrown by your statements in the newsletter.

Arlene Glueck
5845 SE 23rd Ave
Portland OR 97202

I-094-001

Thank you for submitting your comments for consideration. The Metro travel forecasting model uses a variety of inputs, including socioeconomic and land use data, and auto and transit network characteristics. The inputs include survey data to help determine what are the factors important to people when deciding to travel by any mode (auto, walk, transit or bicycle). A full description of the model, including inputs, is included in the Travel Demand Forecasting Methods Report.

In the travel demand modeling, travel time is an important determinant of any trip. When looking at all modes the model shows that the longer a trip takes, the less attractive it is compared to trips using a different mode or trips to alternative destinations. The model uses a series of mathematical equations to calculate transit trips; as such, any delay in travel time for transit users results in a decrease in ridership.

Specifically regarding the Harold station, the riders lost due to the delay at the station is only one reason the station is designated a "future station", and is not planned to be constructed when the line opens. First, a pedestrian bridge would have to be constructed to provide access to the Reed neighborhood in order to make the station viable. Second, it would not serve a large number of households or employment that would not otherwise have access to either the Holgate station (just over 0.6 mile to the north) or Bybee station (under 0.6 mile to the south).

For these reasons, the Harold station is a less cost-effective station than others in the line.

Finally, the light rail project would accommodate construction of a future station at Harold Street. See Chapter 4 for more information.

I-094-002

Thank you for submitting your comments for consideration. The Locally

Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

(6/17/2008) Trans System Accounts - Fwd: LIGHT RAIL PROJECT - PUBLIC COMMENTS Page 1

From: feedback
To: Trans System Accounts
Date: 6/17/2008 6:55 AM
Subject: Fwd: LIGHT RAIL PROJECT - PUBLIC COMMENTS

Forwarding to Metro transportation planning.

>>> "JOHN E GOCHE" <gocheoraz@msn.com> 06/13/08 8:30 PM >>>

I-095-001 As the owner of commercial property consisting of 6 tax lots bordered by s.e. 14th and 15th Clinton and Taggart, I am vitally concerned about increased traffic flow and parking in an already congested area. My tenant, Rapid Bind, Inc. employs approximately 40 people on a 2 shift basis. Trucks and vans are always on the move in and out. Without any parking designated for the Clinton Station, "PARK AND HIDE" is going to become a major problem

I-095-002 for my tenant. Currently SE 14th dead ends at the railroad tracks with no pedestrian fences. People are constantly crossing here on foot. This is a major safety issue.

John Goche'
12455 SE 143rd Pl.
Happy Valley, Or 97086

(503) 329-7090

E-MAIL: GOCHEORAZ@MSN.COM

I-095-001

Thank you for submitting your comments for consideration. Developed in support of the FEIS, the Transportation Impacts Results Report shows an impact to about 25 on-street parking spaces and 20 off-street parking spaces around the Clinton Station. There are about 650 on-street spaces available within 1000 feet of the station, and based on a survey from June 2009, less than two-thirds of those spaces are currently being used. The Transportation Impacts Results Report suggests that parking mitigation strategies for off-street parking impacts on both SE Clinton Street and SE Gideon Street be developed.

I-095-002

The light rail alignment within the SE Clinton/SE 11th/SE 12th area is within and/or adjacent to the existing, active railroad right of way. The project would improve existing conditions by constructing safety fences, crossing gates and pedestrian zones. Safety treatments would be designed to meet all applicable standards and regulations. Pedestrian crossings would remain at their current locations and would be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "Z" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

(6/23/2008) Trans System Accounts - Portland-Milwaukie Light Rail Project comment Page 1

From: John Goff <johngoff@alum.pomona.edu>
To: Metro <trans@oregonmetro.gov>
Date: 6/22/2008 1:18 PM
Subject: Portland-Milwaukie Light Rail Project comment

I-096-001 I strongly object to the routing of light rail behind the Portland Waldorf School in Milwaukie. Surely a comprehensive environmental impact study will show serious adverse effects of placing this public utility adjacent to a school with young children in close proximity. I urge that the use of McLoughlin Boulevard be preferred to such a disruptive strategy.

John Goff
Portland, OR

I-096-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right of way. The project will improve existing conditions by constructing safety fences, crossing gates and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as zee crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-aged children near the Westside Express Service Commuter Rail line. See Section 3.16 for more detailed information about safety.

The Final EIS Section 3.10 and its accompanying Noise and Vibration Results Report provides updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as schools, churches and residences. The project's analysis directly considers existing conditions that include freight operations to those that

would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades.

The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the Final Environmental Impact Statement (FEIS) provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

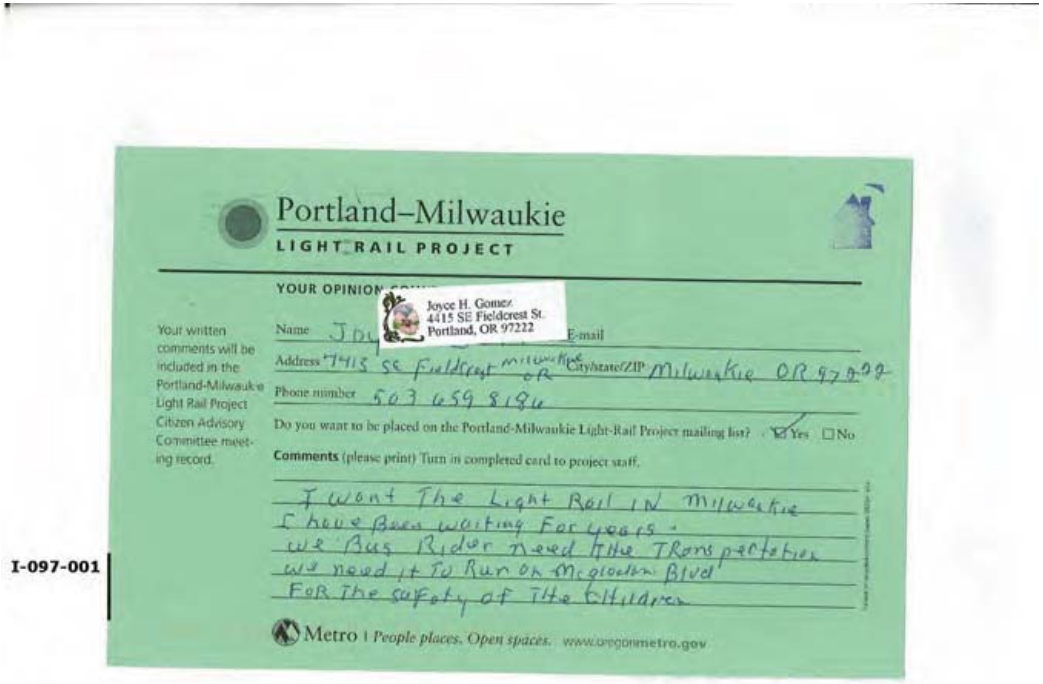
Previous studies covering the project corridor include:

- South/North Alternatives Analysis, 1993-1998
- South/North DEIS, 1998
- South Corridor SDEIS, 2002

In addition to the Chapter 2 discussion, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

The Refinement Study in 2007, due to concerns about the Tillamook Branch alignment through downtown Milwaukie, evaluated alignment options between Highway 224 and SE Lake Road along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option

or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project Purpose and Need.



Portland–Milwaukie
LIGHT RAIL PROJECT

YOUR OPINION

Joyce H. Gomez
4415 SE Fieldcrest St.
Portland, OR 97222

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name J DU E-mail

Address 7415 SE Fieldcrest Milwaukie OR City/state/ZIP Milwaukie OR 97222

Phone number 503 659 8186

Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☑ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

I wont The Light Rail IN Milwaukie
I have Been waiting For years.
we Bus Rider need The Transportation
we need it To Run on Mcloughlin Blvd
FOR The safety of The Children

Metro | People places. Open spaces. www.oregonmetro.gov

I-097-001

I-097-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the Final Environmental Impact Statement (FEIS) provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published in May 2008, also discussed this on pages 2-35 through 2-41.

Previous studies covering the project corridor include:

- South/North Alternatives Analysis, 1993-1998
- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002

In addition to the discussion in the 2008 SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

The Refinement Study in 2007 evaluated alignment options between Highway 224 and SE Lake Road along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 were held. The evaluation based on project criteria resulted in elimination of the McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-

Milwaukie Light Rail Project's Purpose and Need. Results of the refinement study may be found in Downtown Milwaukie Alignments Review (June 2007, August 2007) and are summarized in Chapter 2 and Appendix L of the SDEIS and FEIS.

Jenn Tuerk - FW: Light Rail plan for Milwaukie

From: "Runnion, Kelly" <RunnionK@trimet.org>
To: "Jenn Tuerk (E-mail)" <Jenn.Tuerk@oregonmetro.gov>
Date: 6/17/2008 12:22 PM
Subject: FW: Light Rail plan for Milwaukie
CC: "Unsworth, David" <UnswortD@trimet.org>

-----Original Message-----
From: kim guasco [mailto:kguasco@hotmail.com]
Sent: Tuesday, June 17, 2008 12:18 PM
To: Runnion, Kelly
Subject: Light Rail plan for Milwaukie

I-098-001 Dear Sir/Madam, I am writing today to express my grave concern over the current plan for placement by Tri-met of thei rnew light rail line in the city of Milwaukie. This line is being planned for what is essentially a mixed residential area with four elementary school either right next to or within one block of the planned line. This situation is especially untenable because of the potentially grave safety problems for the children of this area. Noise disruption for children during school hours is also of great concern as is the increase of crime in the downtown Milwaukie area. I want to protest in the strongest of terms the current plan and appeal to you to help find alternative placement. TriMet needs to consider alternate routes which are nearby and far superior alternate routes providing light rail service without the huge problems with the present plan. Thank you for your attention to this important issue.

Sincerely,

Kim *Guasco*
cell 503.348.8841
St. John the Baptist Catholic Church parishoner, Milwaukie resident and mother of 2 children at St. John the Baptist Catholic School

Earn cashback on your purchases with Live Search - the search that pays you back! Learn More

I-098-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

The FEIS Section 3.10 and its accompanying Noise and Vibration Results Report provide updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as

schools, churches, and residences. The project's analysis directly considers existing conditions that include freight operations and those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the FEIS provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

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Because of concerns about the Tillamook Branch alignment through downtown Milwaukie, the Refinement Study conducted in 2007 evaluated alignment options between Highway 224 and SE Lake Road

along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the SE McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project's Purpose and Need.

Trans System Accounts - FW: Light Rail - Milwaukie

From: "Runnion, Kelly" <RunnionK@trimet.org>
To: <tuerkj@metro.dst.or.us>
Date: 6/2/2008 2:22 PM
Subject: FW: Light Rail - Milwaukie

-----Original Message-----
From: Ron & Sue Hanks [mailto:rshanks@iinet.com]
Sent: Sunday, June 01, 2008 3:10 PM
To: Runnion, Kelly
Subject: Light Rail - Milwaukie

Dear Sir/Madam:

I-099-001 I am writing today to express my grave concern over the current plan for placement by Tri-Met of their new light rail line in the city of Milwaukie. This line is being planned for what is essentially a mixed residential area with four elementary schools either right next to or within one block of the planned line. This situation is especially untenable because of the potentially grave safety problems for the children of this area. Noise disruption for children during school hours is also of great concern. I want to protest in the strongest of terms the current plan appeal to you to find alternative placement. TriMet needs to consider alternate routes which are nearb y and far superior alternate routes providing light rail service without the huge problems that come with the present plan. Thank you for your attention to this important issue.

Sincerely,

Susan Hanks
(503) 657-5369
Parishioner of St. John's Parish Community

I-099-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

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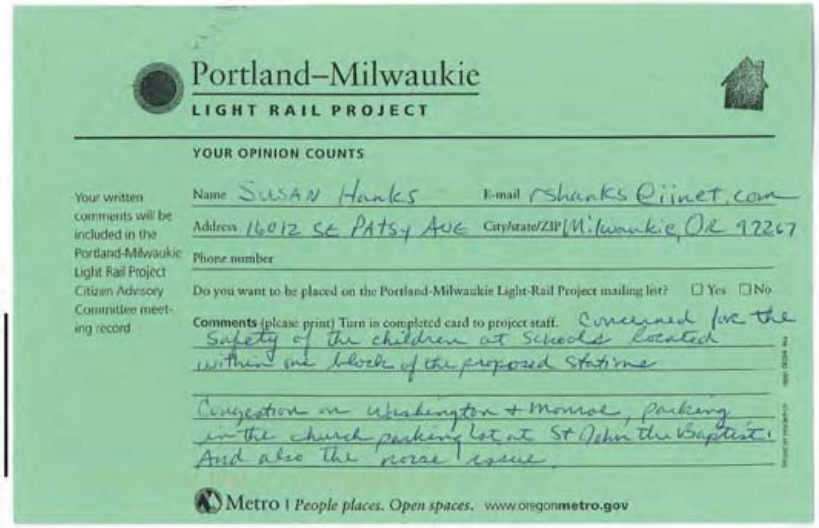
I-100-001



Portland–Milwaukie
LIGHT RAIL PROJECT

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name SUSAN Hanks E-mail rshanks@iinet.com

Address 16012 SE PATSY AVE City/state/ZIP Milwaukie, OR 97267

Phone number

Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☐ No

Comments (please print) Turn in completed card to project staff. Concerned for the safety of the children at schools located within one block of the proposed stations

Congestion on Washington + Monroe, parking in the church parking lot at St John the Baptist. And also the noise issue.

Metro | People places. Open spaces. www.oregonmetro.gov

I-100-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right of way. The project will improve existing conditions by constructing safety fences, crossing gates and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as zee crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

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Section 3.10 of the FEIS and its accompanying Noise and Vibration Results Report provides updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as schools, churches and residences. The project's analysis directly considers existing conditions that include freight operations to those that

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Chapter 4 provides updated information and details about the project's effects on traffic and parking in downtown Milwaukie and the mitigation commitments the project will make to avoid significant impacts.

Trans System Accounts - Portland-Milwaukie Light Rail Project

From: <paul.hawkins@daimler.com>
To: <trans@oregonmetro.gov>
Date: 6/16/2008 1:51 PM
Subject: Portland-Milwaukie Light Rail Project

To Whom it may concern:

The Historical city of Milwaukie is bordered by Portland on the North and a major waterway, the Willamette River, on the west. Transportation needs are accommodated by a four lane North/South state highway.

From an engineering standpoint, constructing a passenger car light rail line into the city where the elevation is 54', is certainly possible. However, the terrain changes dramatically outside of the downtown core. At Park Avenue, 3/4 mile south, the elevation is 110'. Over the next 1/4 mile, the ground rises to El. 189'. This is not a problem for bicycle, automobile or bus traffic.

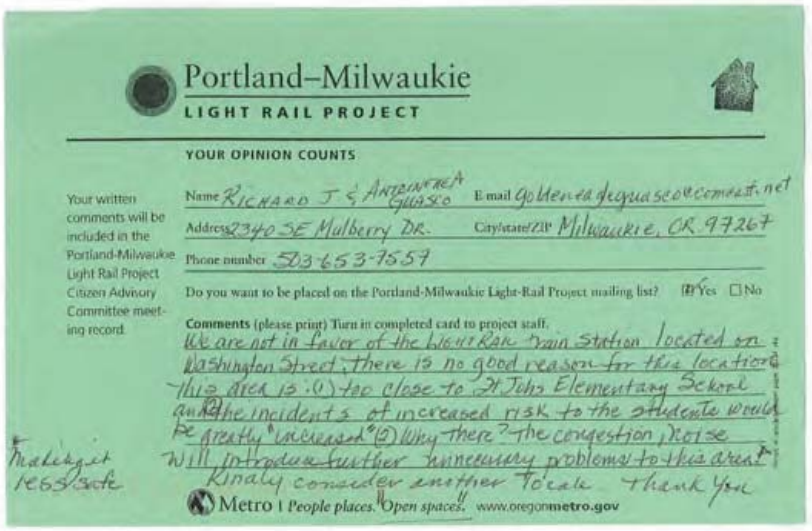
I-101-001 The P & W rail line carries freight through Milwaukie before shifting westward across the Willamette River. It would be easier to justify the construction cost of a potential project when new technology allows light rail to overcome a wider range of local terra firma.

Thank you,
Paul Hawkins
If you are not the intended addressee, please inform us immediately that you have received this e-mail in error, and delete it. We thank you for your cooperation.

I-101-001

Thank you for submitting your comments for consideration. The TriMet light rail system is capable of climbing the elevations to Park Avenue – it is capable of negotiating much greater grades than heavy rail – especially freight rail. Whether extension of light rail south will be advanced from Park Avenue or I-205 Town Center has not been determined, it appears as though topography can be addressed. However, many other significant issues would have to be addressed.

I-102-001



Portland–Milwaukie
LIGHT RAIL PROJECT

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name RICHARD J & ANTOINETTE A GUASCO E mail goldeneadeguasco@comcast.net

Address 2340 SE Mulberry DR. City/state/ZIP Milwaukie, OR. 97267

Phone number 503-653-7557

Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☑ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

We are not in favor of the Light Rail train station located on Washington Street; there is no good reason for this location. This area is: (1) too close to St Johs Elementary School and the incidents of increased risk to the students would be greatly "increased" (2) Why there? The congestion, noise will introduce further unnecessary problems to this area! Kinaly consider another locale. Thank You

Make it less safe

Metro | People places. Open spaces. www.oregonmetro.gov

I-102-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative includes a single Milwaukie station at SE Lake Road, and was endorsed by participating jurisdictions in summer 2008.

(6/20/2008) Trans System Accounts - East side Light Rail and the Harold Station Page 1

From: "Margaret Gunn" <gunnm@nwrel.org>
To: <Trans@metro.dst.or.us>, <Robert.Liberty@oregonmetro.gov>, <planningcomm...
Date: 6/20/2008 2:32 PM
Subject: East side Light Rail and the Harold Station

I-103-001

I am writing to support the Milwaukie-Portland Eastside Light Rail and a stop at Harold Street. Rapid transit has been a long time in coming to the eastside of Portland and we have waited patiently.

My neighborhood is the Reed Neighborhood and I would like to see project designers retain the plan to build a station at Harold Street between the Bybee and Holgate Stations. A location of a station there, with access to the Reed Neighborhood by way of a footbridge over the rail tracks at the south end of the yard, will give our whole neighborhood access to an easy and economical commute.

The Bybee and Holgate Stations are really just too far to walk in order to catch a train. The Harold station, via a bridge over the rail yard, would make light rail conveniently accessible to Reed College students, residents, elders, and those with bicycles. It is particularly exciting for me, as I choose not to have a car and do all my travel by public transit.

The light rail would be more frequent and efficient for commuters than the buses currently serving Steele Street (the line which runs through our neighborhood and has only limited service on Saturday and none on Sunday). If there were a station at Harold, I believe ridership on light rail would increase and more people would forgo driving downtown to work or recreation. But access must be close and inviting.

Bicyclists would have a safer route via Reedway and a bridge to the Harold stop than riding down Holgate to load their bikes at the Holgate station. There are areas between the Reed Neighborhood and downtown which are still not safe for the bicycle commute.

Congestion via McLoughlin (the chosen route from town to this area) would be lightened. There would probably be less traffic via the Sellwood Bridge from our neighborhood as well.

Residents would have a more direct commute to the airport without having to take a bus and transfer.

With the emphasis on infill in the city, we are aware that the infrastructure for transportation is not keeping up. If light rail is to take up the load, please put as many stations in as will serve each and every neighborhood safely and conveniently.

Please include the Harold Street station and make those residing in the Reed Neighborhood able to enjoy fast, safe, and easy access to your system. Don't pass us by!

Thank you for considering this request.

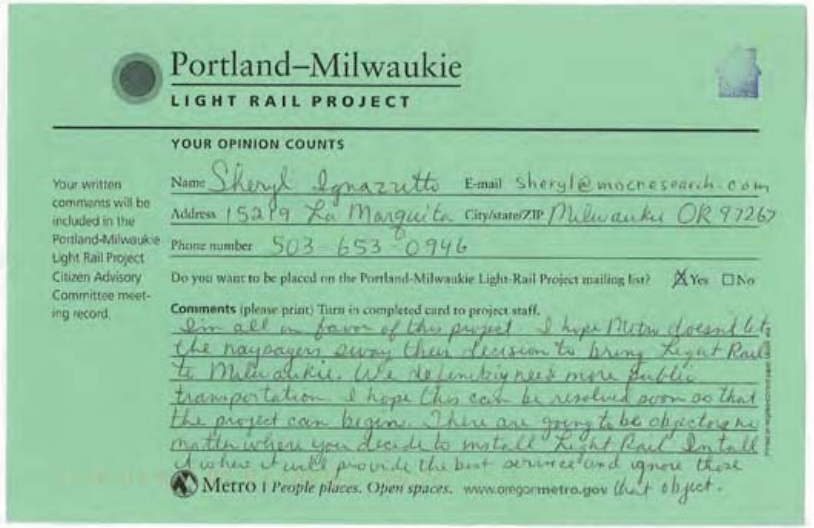
Margaret Gunn
Reed Neighborhood resident
503-774-1661

I-103-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

I-104-001



Portland–Milwaukie
LIGHT RAIL PROJECT

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name Sheryl Ignazzitto E-mail sheryl@mocresearch.com
Address 15219 La Marguita City/state/ZIP Milwaukie OR 97267
Phone number 503-653-0946
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☒ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

I'm all in favor of this project. I hope Metro doesn't let the naysayers sway their decision to bring Light Rail to Milwaukie. We definitely need more public transportation. I hope this can be resolved soon so that the project can begin. There are going to be objectors no matter where you decide to install Light Rail. Install it where it will provide the best service and ignore those that object.

Metro | People places. Open spaces. www.oregonmetro.gov

I-104-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.

H

I-105-001

The proposals for the alignment and station locations south of Tacoma Street all have their own pros and cons. It is most important that we impact as little as possible the traffic flow and existing industrial and commercial entities.

I would definitely like to see the line extended to Park with an above grade crossing of McLoughlin, but without a station at Bluebird. I would prefer the Washington station location unless the line ends at Lake Road, in which case I believe Lake should be the only station in downtown Milwaukie. Having said this, I support the alignments and station locations that Milwaukie city staff has put forward. I have the other preferences but I can see the logic in the choices they have made.

It is my personal belief that many of the citizens of Milwaukie really do and will support having light rail come into downtown, as long as we can resolve issues of public safety and the development around the station(s) is made attractive and useful. It is also my belief that a majority of the households don't think they will be impacted one way or the other and are therefore indifferent to the issue.

I hope that we can overcome the resistance of some of the "old-timers" who don't want progress and have continued to fight light rail despite growing congestion, gas prices and the clear message that we must have public transportation in the form of light rail to cope with future traffic issues.

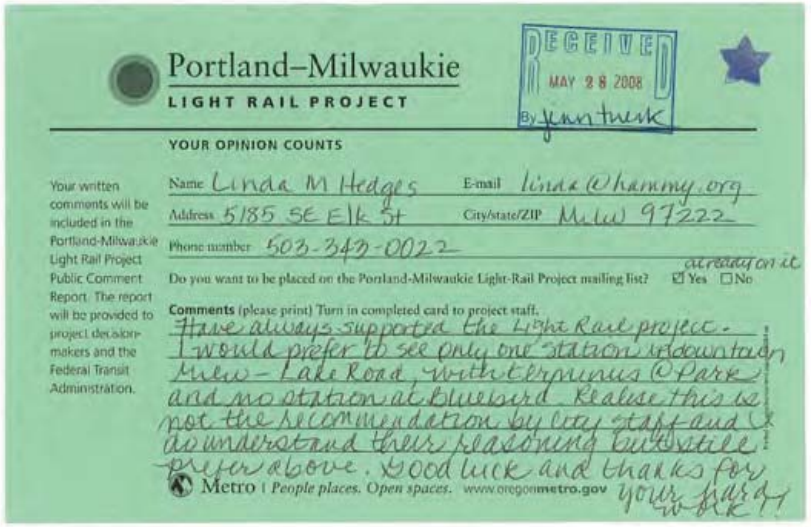
Linda M Hedges
Milwaukie, OR
Secretary, Hector Campbell Neighborhood Association

RECEIVED
JUN 04 2008
By
Via email

I-105-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project includes a station at SE Lake Road and a terminus at SE Park Ave, and was endorsed by all participating jurisdictions in summer 2008.

I-106-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 28 2008
By Jean Senk

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name Linda M Hedges E-mail linda@hammy.org
Address 5185 SE Elk St City/state/ZIP Milw 97222
Phone number 503-343-0022
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☑ Yes ☐ No (already on it)

Comments (please print) Turn in completed card to project staff.

Have always supported the Light Rail project. I would prefer to see only one station in downtown Milw - Lake Road, with terminus @ Park and no station at Bluebird. Realize this is not the recommendation by City staff and do understand their reasoning but still prefer above. Good luck and thanks for your hard work!

Metro | People places. Open spaces. www.oregonmetro.gov

I-106-001

Thank you for submitting your comments for consideration. The light rail project was endorsed by participating jurisdictions in summer 2008. The adopted Locally Preferred Alternative includes a single station in Milwaukie at SE Lake Road, a terminus at SE Park Avene and no Bluebird station.

From: Cliff Jenne <cbj2023@gmail.com>
To: <trans@oregonmetro.gov>
Date: 5/18/2008 5:51 PM
Subject: Light Rail Project (Milwaukie)

I-107-001 Regarding whether to extend the line to Park Ave., I have this comment. Your statement that approximately 1200 to 1600 households live within a 1/2 mile radius of the Park Ave. station. Maybe you have considered the Willamette View residents that live on River Road but there are about 500 residents and many of them do not have cars that use Tri-Met lift buses and bus line 34 to get to the downtown area and also the OHSU hospital. Many of us are on special tests at the hospital and do need to visit it occasionally for live exams. I would be in favor of the Park Ave extension for another reason also. The 1000 to 1200 car parking would certainly be attractive for those who live in Oregon City but work in Portland or OHSU. As you know, parking up at the hospital is limited and employees who work there are charged a parking fee. Anyone working in downtown Portland also needs parking and usually with some parking fee cost. My vote is for the extension to Park Ave if the cost and benefits relate. I do understand that it would cost one million dollars more per year for operating costs but what is the long run expansion plan and would the cost of construction now be favorable rather than paying the inflation costs of a later extension if practical. Thanks for listening.
Cliff Jenne 13021 S.E. River Rd. Apt. 312-P Portland, Or. 97222-8063 Tel. 503-652-6660

I-107-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project includes a terminus at Park Ave.

(6/5/2008) Trans System Accounts - Comments on Portland-Milwaukie Light Rail Project Page 1

From: Jussi Heikkola <jheikkola@yahoo.com>
To: <trans@metro.dst.or.us>
Date: 5/21/2008 7:17 PM
Subject: Comments on Portland-Milwaukie Light Rail Project

Hi,

I-108-001 I strongly support extending the MAX line from Portland to Milwaukie and I would use this line daily. Also, I think the Harold street station is necessary for people living in northern Westmoreland and Reed College students.

Thank you,
Jussi Heikkola

I-108-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

Trans System Accounts - FW: Concerns on light rail transit station

From: "Runnion, Kelly" <RunnionK@trimet.org>
To: "Jennifer Tuerk (E-mail)" <tuerkj@metro.dst.or.us>
Date: 6/23/2008 4:06 PM
Subject: FW: Concerns on light rail transit station

From: Jo [mailto:jomammanow@msn.com]
Sent: Monday, June 23, 2008 10:49 AM
To: bernardj@milwaukie.or.us; stones@ci.milwaukie.or.us; barnesd@milwaukie.or.us; chairmovg@milwaukie.or.us; loomisj@milwaukie.or.us; David.Bragdon@oregonmetro.gov; Carlotta.Collette@oregonmetro.gov; Rep.CarolynTomei@state.or.us; Sen.KurtSchrader@state.or.us; Runnion, Kelly
Subject: Concerns on light rail transit station

I-109-001

Dear Sir/Madam,

I am writing today to express my grave concern over the current plan for placement by Tri-met of their new light rail line in the city of Milwaukie. This line is being planned for what is essentially a mixed residential area with four elementary schools either right next to or within one block of the planned line. This situation is especially untenable because of the potentially grave safety problems for the children of this area. Noise disruption for children during school hours is also of great concern. I want to protest in the strongest of terms the current plan and appeal to you to help find alternative placement. TriMet needs to consider alternate routes which are nearby and far superior alternate routes providing light rail service without the huge problems that come with the present plan. Thank you for attention to this important issue.

Sincerely,
Your Name
Contact Number and connection to St. John's Parish Community

I-109-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

The FEIS Section 3.10 and its accompanying Noise and Vibration Results Report provide updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as

schools, churches, and residences. The project's analysis directly considers existing conditions that include freight operations and those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the FEIS provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

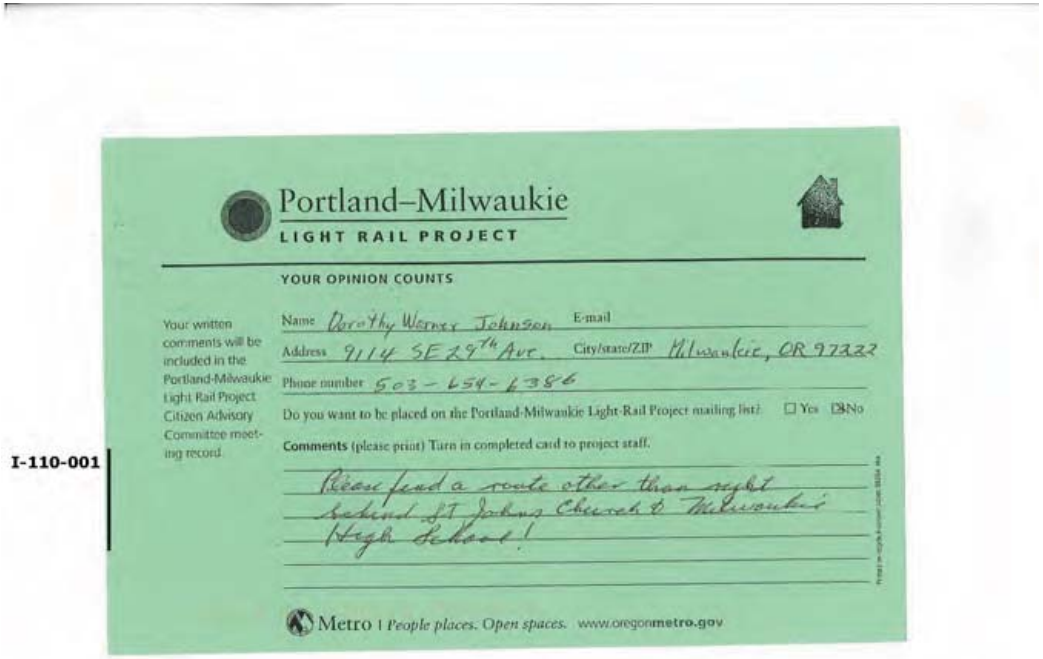
Previous studies covering the project corridor include:

- South/North Alternatives Analysis, 1993-1998
- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002

In addition to the discussion in the SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

Because of concerns about the Tillamook Branch alignment through downtown Milwaukie, the Refinement Study conducted in 2007 evaluated alignment options between Highway 224 and SE Lake Road

along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the SE McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project's Purpose and Need.



Portland–Milwaukie
LIGHT RAIL PROJECT

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name Dorothy Werner Johnson E-mail
Address 9114 SE 29th Ave. City/state/ZIP Milwaukie, OR 97222
Phone number 503-654-4386
Do you want to be placed on the Portland-Milwaukie Light Rail Project mailing list? ☐ Yes ☒ No

Comments (please print) Turn in completed card to project staff.

Please find a route other than right behind St Johns Church & Milwaukie High School!

Metro | People places. Open spaces. www.oregonmetro.gov

I-110-001

I-110-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the Final Environmental Impact Statement (FEIS) provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published in May 2008, also discussed this on pages 2-35 through 2-41.

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- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002

In addition to the discussion in SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

The Refinement Study in 2007 evaluated alignment options between Highway 224 and SE Lake Road along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 were held. The evaluation based on project criteria resulted in elimination of the McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-

Milwaukie Light Rail Project's Purpose and Need. Results of the refinement study may be found in Downtown Milwaukie Alignments Review (June 2007, August 2007) and are summarized in Chapter 2 and Appendix L of the SDEIS and FEIS.

Lauren S. Johnson
Home 4726 NE 14th Place
Portland, OR 97211
503-890-3544
laurensjohnson@gmail.com
Business 2300 SE Harrison Street
Milwaukie, OR 97222

RECEIVED
JUN 23 2008
By Jenn Tuerk
rec'd via email

June 23, 2008

Mr. Joseph Ossi, Department of Transportation
Federal Transit Administration
400 7th Street, SW
Washington, DC 20590-0003

Re: SDEIS for the South Corridor Light Rail project, Milwaukie Oregon

Dear Mr. Ossi,

I-111-001 The SDEIS for the above referenced project is not following the intent and purpose of NEPA, and causes me great concern. I am an employee of Portland Waldorf School, a site located adjacent to the proposed light rail line. The line is in such unprecedented proximity to our buildings and play areas and, if built, will seriously compromise our facility, our programs and our educational mission.

I-111-002 Instead of following a heavily used transportation corridor (Oregon Route 99E or 224), local planners seem to prefer that the line run through a quiet neighborhood and through school yards. There has been exhaustive discussion about this and it will continue.

Regarding the NEPA process, Portland Waldorf School previously suggested alternatives that would avoid the harms to our school and 2 other schools along this proposed route. The alternatives were not studied in detail, nor have they been evaluated in a comparative way that the general public would readily understand.

I-111-003 Furthermore, the SDEIS does not outline the two times that Milwaukie voters emphatically rejected this project (going so far to recall the mayor and members of the City Council!). My understanding is that NEPA requires a detailed disclosure of past rejections of a project and the reasons behind that rejection.

I-111-004 Finally, the taxes to be imposed are not clearly stated – how will the 40% of local funds be generated? Citizens of Milwaukie should know to allow them to evaluate and comment on the project.

Sincerely,

Lauren Johnson
cc:
FTA Region 10
Metro (trans@oregonmetro.gov)
City of Milwaukie

I-111-001

Thank you for submitting your comments for consideration. Analysis of LRT alignment options in Milwaukie dates back to 1993:

- South/North Alternatives Analysis, 1993-1998
- South/North DEIS, 1998
- South Corridor SDEIS, 2002
- Portland-Milwaukie SDEIS, 2008

In addition to the background on project decision-making provided in Chapter 2 of the SDEIS, the Portland-Milwaukie SDEIS Appendix L presents a chronicled summary of studies of other alignments. Routes studied were shown in Figures L-5 and L-6. In addition to previous analyses documented in Chapter 2 and Appendix L of the SDEIS, the alignments studied in the SDEIS in Milwaukie are the product of two intensive, outreach-based processes discussed in detail in the SDEIS on pages 2-35 through 2-41:

- The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.
- The Refinement Study in 2007 evaluated alignment options between Highway 224 and SE Lake Road along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option in downtown Milwaukie. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the SE McLoughlin Boulevard options and SE Main Street options, including the couplet options, for not meeting the project's Purpose and Need.

The analyses were based on criteria utilized in the SDEIS that are key to

distinguishing the comparative impacts and effectiveness of the options to allow decisions to be made about the alignment through Milwaukie by City staff, the Planning Commission, City Council, neighborhood leaders and interested citizens. The Locally Preferred Alternative decision was the product of this process. The LPA best meets the Purpose and Need for a major transit investment in the Milwaukie-Portland corridor. This process fully complies with FTA major capital project development process requirements. Approval of the Portland-Milwaukie Light Rail Project to enter the preliminary engineering phase of project development is the FTA's acknowledgment that conceptual design, preparation of the SDEIS and selection of the LPA have complied with FTA and NEPA requirements to date, although no final decision on the project to be built can be made until the FEIS is complete. Similar, any of the LPA identifications made throughout the history of the project are preliminary steps in guiding a narrowing of alternatives to those that represent the most promising alternatives that address the purpose and need, consistent with the intents of NEPA, but they do not represent a final decision to implement a project.

The option to terminate the project north of downtown Milwaukie was also considered prior to the LPA decision and is documented on page 2-41 of the SDEIS. Downtown Milwaukie is a town center in the Metro 2040 Growth Concept, in which high quality transit service connects town centers to other town centers and regional centers. Terminating the project north of downtown Milwaukie would require a transfer just to either reach downtown Milwaukie from the end of the light rail line or reach the end of the light rail line from downtown Milwaukie; a significant degradation in what should be high quality transit service that is attractive to the greatest number of riders. The added transfer for trips originating south and east of downtown Milwaukie could encourage more driving to the light rail line terminus, with spill over from park-and-ride facilities back into downtown. Also, a goal of the Milwaukie downtown and riverfront plans is to make downtown Milwaukie a more attractive

destination for both residents and visitors. Bringing the light rail line into downtown directly supports this local aspiration.

I-111-002

As discussed in response I-111-001 above, the SDEIS section 2.3.3.2 disclosed the justifications behind selecting the alignments for continued review in the SDEIS. The recommended alignments were defined in 2007 in an open public process that was accompanied by a series of public meetings, workshops and hearings, leading to the recommendations of the Milwaukie City Council and the Milwaukie Planning Commission, followed by the Metro Council's action.

The comment does not specifically identify which alignments suggested by others were not evaluated fully. However, documents such as the Downtown Alignment Report provided further detailed information on why other alignments, including other local street alignments or the use of SE McLoughlin Boulevard, were less effective in meeting the project's purpose and need due to higher environmental impacts, lower benefits, higher costs, and other concerns. Chapter 2 and Appendix L of the SDEIS and the FEIS describe the range of alternatives considered through all stages of the project. The project has also employed the same range of factors, based on purpose and need, to evaluate the impacts and benefits of various alignments, allowing a side-by-side comparison of all potential alternatives. The recommendations by the City of Milwaukie City Council and the Planning Commission, which are bodies comprising citizens of the City, also indicates that the information provided was accessible to the general public.

To address the specific alignments on SR 99/McLoughlin Boulevard and Highway 224: the SR 99 Alignments were reviewed in detail in EIS documents and in alignment refinement phases. SR 99 alignments were part of the alternatives analyzed in the 2002 SDEIS; they were not forwarded for further consideration in the Portland-Milwaukie SDEIS

because they had higher levels of traffic, property and business impacts, particularly in the Milwaukie Industrial area, compared to the LPA. They would have required reconstructing a section of McLoughlin Boulevard that were recently rebuilt and improved, they did not serve downtown Milwaukie as well, and they would have impacted the city's waterfront park as well as the historic trestle. Alignments that left McLoughlin Boulevard and used local streets including SE Main were also reviewed and again environmental, traffic and parking impacts were found to be higher than the LPA alignment.

The South/North Alternatives Analysis and DEIS evaluated several options to serve Clackamas Town Center along Highway 224, as well as Railroad Avenue. A ballot measure that would have reaffirmed funding for the South/North project was defeated and when the South Corridor project was initiated, no light rail alternative was included. In reponse to requests from community members and local jurisdictions to consider a light rail alternative, light rail on I-205 to serve Clackmas Town Center was included as a lower cost alternative. The 2002 South Corridor SDEIS and the I-205/Portland Mall FEIS, taken with the region's 2003 selection of a South Corridor LPA, provided the basis for the region's decision for developing light rail in two phases, one using I-205 and the other connecting from downtown Portland to the city of Milwaukie, and eliminating a Highway 224 alternative from further consideration.

I-111-003

The statewide referenda would have provided a source of local funding for the original South/North light rail project, but voters were not asked to approve or reject a specific light rail alignment. As described in Chapter 2 of the SDEIS and the FEIS, Metro and TriMet, working with FTA, the state, its local partners, and the region have since conducted an extensive public process leading to decisions to develop the South Corridor program in two phases. The South Corridor program includes the current Portland-Milwaukie light rail proposal as well as the I-205 and

Downtown Transit Mall light rail improvements that are now in operation. The project development history, including decisions to move forward with the development of light rail in the South Corridor in two phases was extensively discussed in Chapter 2 of the SDEIS. The 2002 SDEIS for the South Corridor and the FEIS for the I-205/Portland Mall project provided information about the prior votes, and the votes are again presented in Appendix L of the current FEIS. It was also included in many of the background documents identified in the 2008 SDEIS.

I-111-004

The financial analysis is a part of Chapter 5 of the FEIS and includes information about local financing. The local share comes from a variety of sources including: State of Oregon, TriMet, City of Portland, City of Milwaukie, Clackamas County, in-kind contributions and MTIP funds.

Trans System Accounts - Light Rail South Corridor - Harold St Station

From: Martin Heim <mheim1@yahoo.com>
To: <trans@metro.dst.or.us>
Date: 6/22/2008 2:36 PM
Subject: Light Rail South Corridor - Harold St Station

Greetings!

I-113-001

I'm reading in newspapers, newsletters, online about how the Harold Street station is likely to be dropped from the plan for the Light Rail South Corridor Project. I will be greatly disappointed if this comes to pass. This station would be ideally situated in that it will serve the neighborhood communities of Westmoreland and Reed College and therefore garner much higher ridership in these locations. If left to travel either north or south to the next nearest station, we may decide not to take advantage of this new branch of light rail at all.

Several years ago we bought our house in Westmoreland in part because of the promise of the Harold Street Station's location to our home, as indicated in earlier plans for the south corridor. Our family strongly supports public transit and while we are very pleased with our city's bus system, the thought of having a light rail station nearby would be that much greater incentive to keep the car at home and rely almost entirely on rail and bus.

I would love to see the Harold Street light rail station become a reality.

Thank you,
Martin Heim

I-113-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

June 23, 2008

RECEIVED
JUN 23 2008
By via email

Portland-Milwaukie Light Rail Project
Metro
600 NE Grand Avenue
Portland, OR 97232

To whom it may concern:

I-114-001 I support a terminus North of Kellogg Lake. In referring to the terminus maps it could be either A or C. I believe this a Milwaukie decision. I would say a larger P&R in

I-114-002 downtown Milwaukie has many advantages including allowing Milwaukie river front park to be built with less parking spaces and more green areas while sharing parking with Light Rail.

My opposition is extending the line south of Kellogg Lake include:

I-114-003 There has been very little discussion in the Oak Grove area. Metro held a community meeting in mid-March but apart from that meeting minimal discussions have occurred. Neither Metro nor the County has met with businesses along the McLoughlin Corridor. Many of the businesses clientele is local and have the concern the arrival of Light Rail would upset that equation. One reason Oak Grove has this limited market is the west side is the Willamette River.

People are confused by what is happening because of what appears to have been a lack of communication that all prior Plans are off the table and we are starting a new Plan. During the past 10 years the community has seen the end of Light Rail from Clackamas County (Milwaukie to the Clackamas Town Center) to Clark County. The McLoughlin Corridor Plan followed this where County staff said McLoughlin was too narrow for accommodate Light Rail. As the McLoughlin Corridor Plan concluded Metro started a new Plan without Light Rail called the South Corridor Plan. In the end it was recommended Light rail to Milwaukie and bus south of Milwaukie. Now with the advent of Light Rail the question people are asking, when does Oak Grove get to weigh in? This has been absent!!

I-114-004 It seems in the process before making the decision to extend the line south of Milwaukie the question should be asked is it more cost effective to go to Oregon City from Milwaukie or the Clackamas Town Center (CTC)? The length of the line would be shorter between the CTC and Oregon City. The Community College has campuses both in Oregon City and near the CTC. The level of projected investment in the CTC area is many times higher than Oak Grove and Milwaukie. Projected growth is nearer a Light Rail Line from the CTC than McLoughlin.

I-114-005 Construction of a P&R structure at Park Av. present opportunity for people will bad ideas to access the Trolley Trail and less than a ½ mile along it is grade school with children

I-114-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project includes a terminus at Park Ave.

I-114-002

A terminus at SE Lake Road was considered during the selection of the LPA and was rejected in favor of a SE Park Avenue Terminus. If the Minimum Operable Segment is selected to move forward then the project would only be built to SE Lake Road and would include a 275-space park & ride garage on SE Washington Street between SE Main Street and SE McLoughlin Boulevard.

I-114-003

The Portland-Milwaukie Light Rail Project's history dates back to the mid 1990s and has studied many routes and modes in this corridor. This history is recounted in Chapter 2 and Appendix L of the Final Environmental Impact Statement. Community participation has played an important role in shaping the alternatives that have been eliminated as well as those that have advanced through these studies.

Chapter 6 of the Final Environmental Impact Statement details the public involvement programs and activities during the Supplemental Draft Environmental Impact Statement, the Final Environmental Impact Statement, and Preliminary Engineering.

The public involvement programs during this phase of the project have expanded its focus on activities to engage Oak Grove citizens in response to your concern. From spring 2009 to winter 2010, the project has held eight public meetings for Oak Grove citizens. In addition, four representatives from Oak Grove were, and continue to serve as members of the project's Citizens Advisory Committee. The Citizens Advisory Committee meetings are open to the public and

I-114-005 who walk to and from school along the Trolley Trail. Public safety and security needs be addressed.

I-114-006 The ROW to be used for the Light Rail south of Kellogg Lake was purchased using the 1995 Open Space bond levy for a trail. If the Light Rail shares the 40 ft. ROW there will be 14 feet for the trail that will need be shared with the PGE electric line. On one side of the trail will be a cyclone fence and on the other 14 foot plus retaining wall and zero trees. This does not sound like a real Open space park area. The Trolley Trail was not just a project rather an identified purpose for the levy.

I-114-007 Access to a Park Av P&R will cause a lot of congestion problems. People coming from the east will travel down Lake Rd to Oatfield to Park and cross McLoughlin on Park Av. Oatfield is two lanes and there is no opportunity for widening it especially at Aldercrest where a lot of cross traffic occurs. Instead of a P&R at Park it would appear a more regional P&R at Tacoma has a lot of merit while using current infrastructure.

I background in this process is quite broad. I chair the Oak Lodge Community Council. I have been active both in the acquisition and development of the Trolley Trail. I served on the McLoughlin Corridor Committee. During the initial South Corridor Committee work I served on Metro Committee for Citizen Involvement (MCCI) and was at that time the Chair of the Transportation Subcommittee.

Thanks for evaluating my comments,

Dick Jones

3205 SE Vineyard Rd.
Oak Grove Or. 97267
e-mail Bulldogjones@comcast.net

frequently focus on issues related to the Oak Grove portion of the alignment.

I-114-004

The southernmost point of the Portland-Milwaukie Light Rail Project is SE Park Avenue. An extension of light rail to Oregon City on SE McLoughlin Boulevard or any other route is outside the scope of this project. However, Metro's recently completed High Capacity Transit System Plan, which represents the region's 20-year plan for high capacity transit and has been adopted as a part of the Regional Transportation Plan, includes a connection to Oregon City. For a description of the Portland-Milwaukie Light Rail Project's scope see Chapter 2.

I-114-005

Based on TriMet's experience with its existing system and on national information, crime levels along light rail project corridors are typically closely related to the existing crime conditions that prevail in the surrounding community. TriMet uses a combination of design, public education, and operations measures to lower the potential for crime and to minimize potential conflicts among trains, people, and other vehicles.

TriMet's Transit Police Division (TPD) is made up of contracted law enforcement officers from police agencies in the region. The TPD currently consists of 58 sworn officers, and an additional 30 TriMet staff members are dedicated to checking fares and issue warnings, citations and exclusions for riders without a valid fare. Another 46 TriMet supervisors check fares as a part of their daily duties. The TriMet Code includes penalties for fare evasion and rowdy or intimidating behavior on the system. Riders can also be immediately excluded from the system for up to six hours, and can receive longer exclusion periods of up to 90 days. Juvenile detention allows for a safety hold of up to 36 hours for repeat offenders violating the TriMet code or engaged in certain criminal

activity so officials can work with the youths and their families to stop the activity.

These officers TriMet's Director of Safety and Security and the TPD commander meet regularly with various community members, law enforcement agencies, and security partners to evaluate issues and collaborate on solutions. The agency also has an established transit rider security program that combines TriMet enforcement with public safety resources from other jurisdictions.

See Section 3.16 for more information on safety and security.

I-114-006

The commenter notes that the Levy specifically noted the funding was for a trail in this area. The light rail alignment will not change this use. FTA, TriMet, and Metro are working with the North Clackamas Parks and Recreation District (NCPRD) to ensure that trail connectivity is not compromised. Specific mitigation measures are being proposed and coordinated with NCPRD in areas where the light rail alignment will be located closely adjacent to the trail. The project is working to provide the appropriate width for the trail, consistent with Trolley Trail planning, as well as a buffer between light rail and the trail.

I-114-007

The SDEIS examined impacts and proposed mitigation at intersections along Park, Oatfield, and McLoughlin in the area of the park-and-ride. The FEIS looks in more detail at traffic impacts during the AM and PM peak periods due to the Locally Preferred Alternative (with a 600 space park-and-ride lot at Park Avenue, or an initial 355 space facility as part of the LPA Phasing Option) at the intersections of SE McLoughlin Blvd. at SE Park Avenue, SE Park Avenue at SE Oatfield Road, SE Oatfield Road at SE Aldercrest Road, and on SE Park Avenue at the entrance to

the park-and-ride lot. Traffic impacts and mitigation for these intersections is described in Chapter 4 of the FEIS.

I-115-001

>>> Margaret Hibbard <margarethibbard@yahoo.com> 6/22/2008 1:42 PM >>>
Dear Sir/Madam

I am writing today to express my grave concern over the current plan for placement by Try-met of their new light rail line in the city of Milwaukie. This line is being planned for what is essentially a mixed residential area with four elementary schools either right next to or within one block of the planned line. This situation is especially untenable because of the potentially grave safety problems for the children of this area. Noise disruption for children during school hours is also of great concern. I want to protest in the strongest of terms the current plan and appeal to you to help find alternative placement. TriMet needs to consider alternate routes which are nearby and far superior alternate routes providing light rail service without the hige problems that come with the present plan Thank you for attention to this important issue.

Sincerly,
Margaret Hibbard
Contact Number and connection to St. John's Parish Community

I-115-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

The FEIS Section 3.10 and its accompanying Noise and Vibration Results Report provide updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as

schools, churches, and residences. The project's analysis directly considers existing conditions that include freight operations and those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the FEIS provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

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Trans System Accounts - LIGHT RAIL PROJECT

From: JoAnn Jundt <herbjoann1313@yahoo.com>
To: <trans@oregonmetro.gov>
Date: 5/2/2008 8:59 PM
Subject: LIGHT RAIL PROJECT

I-116-001

RECEIVED A CARD IN THE MAIL ABOUT THE COMMENT PHASE. WE VOTED NOT TO HAVE THIS, BUT I GUESS THE PEOPLE DO NOT COUNT. BECAUSE YOU HAVE ALREADY STARTED IT.

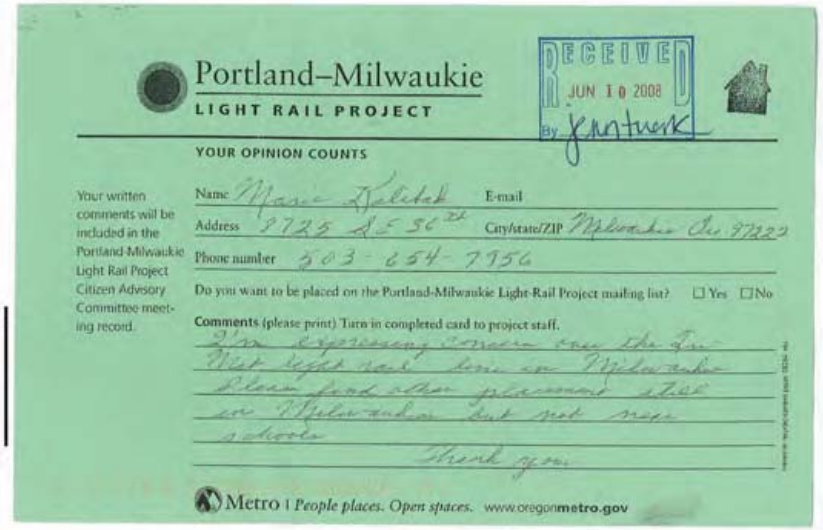
I AM TIRED OF MY TAX DOLLARS GOING FOR THINGS I DO NOT VOTE FOR. THIS RAIL IS ONLY TO HELP THE PEOPLE THAT ARE NOT PAYING TAXES, PLUS THEY DO NOT PAY TO RIDE EITHER, THE REASON I KNOW HIS IS BECAUSE WE HAVE AND EMPLOYEE THAT TELLS US HE NEVER PAYS.

Be a better friend, newshound, and know-it-all with Yahoo! Mobile. Try it now.

I-116-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.

I-117-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
JUN 10 2008
By [illegible]

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name [illegible] E-mail

Address 8725 SE 36th City/state/ZIP Milwaukie Ore. 97222

Phone number 503-654-7956

Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

I'm expressing concern over the Tri Met light rail line in Milwaukie. Please find other placement still in Milwaukie but not near schools

Thank you

Metro | People places. Open spaces. www.oregonmetro.gov

I-117-001

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----- Original Message -----
From: Randy and Lori Karambelas
To: barnesd@ci.milwaukie.or.us
Sent: Sunday, June 22, 2008 8:04 PM
Subject: Portland Milwaukie Light Rail Project - Proposed Alignment Concerns

June 22, 2008

Dear Commissioner Barnes,

This letter is to share my comments and observations on the present direction of the Portland-Milwaukie Light Rail Project.

First let me say that I am not against light-rail coming to Milwaukie. In fact, I attended one of the first open house meetings in 1998 and agreed with many of the alternatives presented at the time which were mostly Main Street and McLoughlin Boulevard alignments. These alignments made sense since they bring riders through an already industrialized and urbanized part of Milwaukie.

In reviewing the selections that have been narrowed down ("Maps A, B and C") in the brochure presented at the most recent public meetings, I cannot say I support any of these alternatives. In fact, no one present at this particular meeting (about 50 or 60 persons) was in support any of these alignments and had significant concerns that were discounted by the presenters of the proposals.

I have also reviewed parts of the SDEIS. While I have not read all 400+pages of the document, I take issue with some of the conclusions and the reasons offered for excluding the downtown alignments. Indeed, the SDEIS is a difficult read; even for educated persons.

I-118-001 The "Milwaukie Downtown Framework" plan (mentioned on pages 2-38 to 2-41 of the SDEIS) does not appear to include any provision for Light Rail, yet this plan would directly benefit from it. It seems to me that this should be an integral part of the vision. The "Framework" should be revised to integrate Light Rail into the vision or it should not move forward. I do not find this to be a valid argument for elimination of the downtown alignment from consideration.

To simply realign the route ***through neighborhoods and within one block of three elementary schools*** because it is the least expensive and least painful to businesses and warehouses does not make sense. These businesses will ultimately benefit from Light Rail.

I-118-002 As concerned parents of students at one of these schools:

1. ***We do not support any of the plans proposed, including the one most recently approved by the Milwaukie City Council (Plan "C" without the Monroe St. stop) and***
2. ***We would like Metro and the Milwaukie City Council to reconsider the downtown alignment for Light Rail and integrate it with the downtown vision rather than using the vision as a reason to realign it where it does not make sense.***

Thank you in advance for your thoughtful consideration in this matter.

Sincerely,

Randy and Lori Karambelas
Concerned Parents
St. John the Baptist Catholic School

I-118-001

Thank you for submitting your comments for consideration. The project staff have and continue to work closely with City of Milwaukie staff and within the framework of the City's planning efforts. During the Final Environmental Impact Statement and Preliminary Engineering phase, staff have coordinated closely with Milwaukie's South Downtown Plan, which accounts for the light rail project and a station at SE Lake Road.

I-118-002

The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the Final Environmental Impact Statement (FEIS) provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

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The Refinement Study in 2007 evaluated alignment options between

Highway 224 and SE Lake Road along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 were held. The evaluation based on project criteria resulted in elimination of the McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project Purpose and Need. Results of the refinement study may be found in Downtown Milwaukie Alignments Review (June 2007, August 2007) and are summarized in Chapter 2 and Appendix L of the SDEIS and FEIS.

City of Milwaukie's most recent planning effort, South Downtown Plan, refines the previous planning document and accounts for the light rail alignment and station at Lake Rd.

rec'd by email jennstuck 6/23/08

Comments on South Corridor,
Portland-Milwaukie Light Rail Project SDEIS

I-119-001 The SDEIS ignored the following alternatives:
1. Expanding road capacity (no tolls, no HOV, just ordinary lanes.)
2. Running transit buses on expanded roads

I-119-002 The following SDEIS assumptions appear to be unrealistic:
1. Table 4.2-8, no-build 2030 mode split is projected at 23% transit compared to present 16%. This ignores the fact that, with few exceptions, transit mode split has been in a downtrend for decades (except for temporary increases during recessions and gas price shocks.) Are the planners expecting a deep depression in 2030?
2. A mode share of up to 27% is projected for transit under the build scenarios. This is unsupported by comparison to other cities.

The SDEIS shows no advantage to building this project:

I-119-003 1. According to the SDEIS (tables 3.12-2 & 3), the light rail will not save any energy until after 14 years of operation. At that point it will reduce energy consumption 0.11% (one-tenth of one percent) Such tiny differences are well beyond the accuracy of projections. So there is no certain energy saving, and it may well result in a net energy consumption increase.

I-119-004 2. There is likely NO air pollution reduction. Table 3.11-2 lists build and no-build air pollutant emissions for three pollutants and CO2, a trace gas vital for life. In all cases the projected reduction is under 1% and likely within the unstated error bands. There is no certain reduction in pollutant or CO2 emissions and there may actually be an increase since the projected reduction is too small to be sure it is real.

I-119-005 3. Table 4.2-6 shows up to a 4% increase in transit ridership over no-build. This is appalling small for a Billion dollar project and likely is less than the errors inherent in projection 25 years into the future.
4. Table 4.2-10 projects a reduction of up to 460 vehicle-hours of delay. This is only a 1% reduction. Again this is much less than the error of projection 25 years into the future and may in fact cause an increase in vehicle-hours of delay.
5. Table 4.2-10 shows a regional roadway VMT reduction of up to 69,200 from a no build of 58,445,500. This is a savings of 0.11%, again so small compared to errors inherent in projections, that it may actually be an increase in VMT.
6. Table 4.2-11 shows up to a 600 vehicle reduction in 2030 average weekday P.M. peak vehicle volume on SE McLoughlin Blvd., etc. From a no-build of 20,500 this is only a 3% reduction. Again this is almost certainly less than the errors inherent in projection 25 years into the future and may well give and increase in peak vehicle volumes.

I-119-006 7. A number of Tables starting at 4.2-16 show degradation in level of service on many area roads due to this project.

I-119-007 8. The number of cars taken off of the road appears to be equivalent to about ½ of one lane of highway, but one lane pair could be added to McLouchlin for a mere fraction of the expected local match, leaving many dollars left to replace the Sellwood bridge and various congestion relief projects in the area.

This project appears to offer no transportation or environmental improvement and procures far less transportation improvement than far cheaper road improvement options.

Page 1 of 2

I-119-001

Thank you for submitting your comments for consideration. This project is designed to look at transit alternatives in the corridor, consistent with the project's Purpose and Need statement, including providing high-quality transit service and ensuring effective transit system operations in the corridor. As such, bus rapid transit and busways were considered as part of four analyses completed prior to the SDEIS (and as noted in the SDEIS in section 1.1.2.1 Modes Evaluated, starting on page L-2. These alternatives included adding lanes for bus rapid transit, but did not include adding lanes for general traffic as the Federal Transit Administration does not fund non-transit projects, such as roads, and to do so would require a significant change in federal transportation legislation to be considered a feasible alternative. The bus rapid transit and busways were not advanced for the reasons noted in SDEIS, Appendix L, pages L-8 and L-9.

In addition, ODOT, the region and local partners do plan additional road capacity consistent with the Regional Transportation Plan and local Transportation System Plans and these planned improvements are assumed in the traffic and transit modeling done for the Project for the year 2030. Individual road projects, over 60 percent of all planned transportation investments in the region to the year 2035, may be found at the Metro website page concerning the Regional Transportation Plan at: http://www.oregonmetro.gov/index.cfm/go/by.web/id=25036. There are numerous projects listed that do increase road capacity and which are included in the No Build alternative considered in the Project. That is, the region has identified road projects in the vicinity of the Project as well as funding and these road capacity projects will be built in the coming years and are taken into consideration in the "No Build" alternative.

I-119-002

The mode split in Table 4.2-8 of the SDEIS is an output of the model and

The project does not meet it's stated purpose and need

The project's purpose and need is stated on page S-4:

To implement a major transit improvement in the South Corridor that maintains livability in the metropolitan region, supports land use goals, optimizes the transportation system, is environmentally sensitive, reflects community values, and is fiscally responsive.

Taking each clause:

I-119-008

To implement a major transit improvement in the South Corridor

This is preselecting transit as the best way to meet some need and has no place in a purpose and need statement. Inserting this in the purpose and need statement shows that the real goal is not transportation.

that maintains livability in the metropolitan region,

What is livable about spending a billion dollars for no (or dubious) improvement?

supports land use goals,

This is a transportation project, not an experiment in social engineering. Land use goals have no place is meeting the public's needs. (Land use goals only aid planner's in implementing their goals which are usually different than the public's real needs.)

optimizes the transportation system,

This project degrades the LOS on many local streets

This project does not reduce traffic on McLoughlin when projection errors are considered.

is environmentally sensitive,

This project does not save energy when projection errors are considered.

This project does not reduce air pollution when projection errors are considered.

reflects community values,

This project does not reflect community values of the majority who drive cars. It may, however, reflect the values of a tiny minority of the population who falsely believe that increasing transit usage provides some benefit.

and is fiscally responsive.

This project is FINANCIALLY IRRESPONSIBLE as it costs several times what road improvement would cost for the same transport capacity.

This is a project that will only benefit a tiny minority of the population - the transit dependent, most of who would experience an increase in their standard of living if they could receive help to get a car.

Jim Karlock
3311 n.e 35 th ave.
portland or 97212
503-284-5644

Page 2 of 2

reflects only the mode split for trips between the corridor and the Central Business District. A key driver of the mode split is the projected increase in households and employment in the region between today and 2030.

I-119-003

The energy analysis shown in section 3.12 is designed to indicate if the project (or any major transportation project) is likely to substantially impact the supply or delivery of energy within a region. It is not designed to show an energy cost-benefit or to estimate life-cycle energy costs for the project. While the amount of operational energy shown may appear statistically slight, it is in part because the scale of the estimate is regional and is based on Metro's regional forecasts showing the project's ridership and the resulting travel demand effects due to the implementation of the light rail project in one corridor within the region. Similarly, the construction period estimates of energy use are also based on a planning-level review of anticipated construction costs, and then using construction industry factors to estimate what portion of construction costs would be for energy-related activities. Both methods are very conservative ways to show that the project would not create energy impacts, and Metro and TriMet believe it is appropriate to show that there would be a reduction in energy consumption regionally.

I-119-004

The EIS analysis of air quality is using best available data and methods. The air quality differences between the No-Build and Portland-Milwaukie Light Rail Project are very small. However, these figures are region-wide and virtually all of the surface transportation based air pollution is from motor vehicles. LRT emits almost no amount of Carbon Monoxide, Volatile Organic Compounds or Oxides of Nitrogen. Accordingly, each trip for which light rail is substituted for a motor vehicle trip, reduces by almost 100 percent the level of these pollutants associated with this trip and the more motor vehicle trips avoided, the more air quality is

improved.

With the Portland-Milwaukie Light Rail Project, people within the transit shed will have a new transportation choice, the option of taking light rail trips that reduce the health and quality of life impacts of air pollutants from surface transportation travel from motor vehicles using internal combustion. If, in the future, all autos are all electric or use some other method of propulsion comparable to light rail transit, this assessment would change to be mode neutral with regard to air pollution.

I-119-005
Delivering high capacity transit to this corridor has been deemed a regional priority.

I-119-006
At a number of intersection locations the project is projected to negatively impact the intersection level of service. In year 2030, when the intersection meets the local level of service standard in the No-Build condition but fails to meet the standard in the Build Alternative, the project will mitigate for the impacts. If the intersection fails to meet the the local level of service standard in the No-Build condition and the Build Alternative creates an additional 10 seconds of delay (on average) at that intersection, then the project will mitigate for the impact.

I-119-007
The project has been designed so that SE McLoughlin Boulevard may be expanded by ODOT in the future. See response to I-119-001 for information about this being a transit project and how it would take a very significant change in federal legislation to use transit funds for primarily road investments.

Further, building an exclusive transit right-of-way provides a much more

reliable, fast and convenient transportation alternative and choice to those who wish to use such an option – as well as those who cannot drive a motor vehicle.

I-119-008

Given that 1) the region's transportation plan calls for a balance of transportation modes and choices and includes plans for motor vehicles, freight, transit, walking and biking; and, 2) the Metro Regional Transportation Plan calls for a number of road and transit improvements in the South Corridor; and, 3) one of the major proposed funding sources is the Federal Transit Administration; and, 4) that there are other funds (over 60 percent of the region's total transportation investments) devoted to road investments, it is reasonable to have the purpose and need focus on transit improvements.

The region's livability will be increased by having improved transit reliability, speed and convenience by building and operating light rail. The decision as to whether the benefits outweigh the costs varies by perspective, and the region's elected officials have endorsed this approach.

The interaction between land use and transportation is a critical consideration as existing and forecast land uses – and the jobs and people to be served – help assess the potential benefit of any transportation project – whether transit or road.

The region's local elected officials, through the Metro Regional Transportation Plan as well as local transportation system plans have concluded that a balanced transportation system is the most effective approach to take. Building a system that relies solely on any one mode does not provide for choice, nor does it provide flexibility in how people move around the region. The goal of the transit system is to provide another means of getting around as well as to take advantage of the

environmental benefits of transit. Transportation forecasts completed for the Project do not show that traffic will be reduced as a result of light rail transit, rather that the capacity of the corridor – including road capacity and transit capacity is increased so that more people are able to move along and through the corridor.

Motor vehicles (not including buses) consume over 99 percent of the total energy consumed in surface transportation in the region (see Chapter 3.12, Table 3.12-1), with all transit, including buses consume less than 1 percent. While not all trips can be made by transit and there is uncertainty and a margin of error in most calculations, to the extent that travelers choose transit, energy is saved. Likewise, light rail, when powered by electricity generated by hydropower does not have the air pollution emissions that motor vehicles have.

It is difficult to say what the public preferences for travel is when there are not viable choices from which to choose.

The Federal Transit Administration requires that projects assess their cost-effectiveness and the FTA chooses to fund only those projects with the highest level of cost-effectiveness. There is no corresponding process when considering new roads.

Trans System Accounts - FW: Tri-met light rail placement

From: "Runnion, Kelly" <RunnionK@trimet.org>
To: <tuerkj@metro.dst.or.us>
Date: 6/2/2008 2:21 PM
Subject: FW: Tri-met light rail placement

-----Original Message-----
From: StanKaty@aol.com [mailto:StanKaty@aol.com]
Sent: Monday, June 02, 2008 10:45 AM
To: David.Bragdon@oregonmetro.gov
Cc: Carlota.Collette@oregonmetro.gov; Runnion, Kelly; bernardj@ci.milwaukie.or.us; stones@ci.milwukie.or.us; barnesd@ci.milwaukie.or.us; chaimovg@ci.milwaukie.or.us; loomisj@ci.milwaukie.or.us; Rep.CarolynTomei@state.or.us; Sen.KurtSchrader@state.or.us
Subject: Tri-met light rail placement

Dear Sir/Madam,

I-120-001 I am writing today to express my grave concern over the current plan for placement by Tri-met of their new light rail line in the city of Milwaukie. This line is being planned for what is essentially a mixed residential area with four elementary schools either right next to or within one block of the planned line. This situation is especially untenable because of the potentially grave safety problems for the children of this area. Noise disruption for children during school hours is also of great concern. I want to protest in the strongest of terms the current plan and appeal to you to help find alternative placement. Tri-met needs to consider alternate routes which are nearby and far superior alternate routes providing light rail service without the huge problems that come with the present plan. Thank you for attention to this important issue

Sincerely,
Stanley & Katherine Keltz
Parisioners of St. John the Baptist Church
503-654-4610

Life is fragile, handle with prayer

Get trade secrets for amazing burgers. Watch "Cooking with Tyler Florence" on AOL Food.

I-120-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

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Trans System Accounts - FW: Milwuakie Light Rail

From: "Runnion, Kelly" <RunnionK@trimet.org>
To: "Jenn Tuerk (E-mail)" <Jenn.Tuerk@oregonmetro.gov>
Date: 6/13/2008 3:31 PM
Subject: FW: Milwuakie Light Rail
CC: "Unsworth, David" <UnswortD@trimet.org>, "Clark, Olivia" <ClarkO@trimet.org>

-----Original Message-----
From: kerns1557@comcast.net [mailto:kerns1557@comcast.net]
Sent: Friday, June 13, 2008 3:12 PM
To: Carlotta.Collette@oregonmetro.gov; bernardj@ci.milwaukie.or.us; Rep.CarolynTomei@state.or.us; Runnion, Kelly; bcc@co.clackamas.or.us
Subject: Milwuakie Light Rail

I-121-001 I am writing to express my grave concern over the current plan for placement by Tri-met of their new light rail line in the city of Milwaukie. There are four elementary schools in close proximitry to the planned line. This will cause serious safety problems for the children, noise disruption during school hours, and traffic congestion. The traffic on 25th avenue will be extremely detrimental to St. John the Baptist School because it intersects the school campus. Access to both the church and the school will be impaired. I am a proponent of light rail, but in this case I strongly recommend that there be an alternative placement. There must be alternate routes which will serve the purpose without such substantial disruption to residential, church and school communities.

Sincerely,

Diane Kerns
503-708-9091
Member, St. John the Baptist Parish

I-121-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right of way. The project will improve existing conditions by constructing safety fences, crossing gates and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as zee crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-aged children near the Westside Express Service Commuter Rail line. See Section 3.16 for more detailed information about safety.

The Final EIS Section 3.10 and its accompanying Noise and Vibration Results Report provides updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as schools, churches and residences. The project's analysis directly considers existing conditions that include freight operations to those that

would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades.

The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the Final Environmental Impact Statement (FEIS) provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

Previous studies covering the project corridor include:

- South/North Alternatives Analysis, 1993-1998
- South/North DEIS, 1998
- South Corridor SDEIS, 2002

In addition to the Chapter 2 discussion, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

The Refinement Study in 2007, due to concerns about the Tillamook Branch alignment through downtown Milwaukie, evaluated alignment options between Highway 224 and SE Lake Road along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option

or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project Purpose and Need.

Chapter 4 provides updated information and details about the project's effects on traffic and parking in downtown Milwaukie and the mitigation commitments the project will make to avoid significant impacts.

(6/3/2008) Trans System Accounts - Lightrail Page 1

From: <tomkosmas@comcast.net>
To: <trans@oregonmetro.gov>
Date: 5/4/2008 12:07 AM
Subject: Lightrail

I-122-001 I have lived in Milwaukie for 20 years and I know hundreds of people here. I have not talked to 1 person who believes that the light rail will do anything but cause greif. Traffic problems due to construction, bring unwanted people to our community, crime due to the same reasons that the Portland MAX is having, the cost to keep the maintenence up on it. I do not want to see any light rail in Milwaukie and do not know anyone who does.

I-122-001

Thank you for submitting your comments for consideration. The light rail project was endorsed by participating jurisdictions in summer 2008.

The Final Environmental Impact Statement studies and addresses your concerns. For traffic impacts and mitigations, see Chapter 4. Safety and security is addressed in Section 3.16.



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
JUN 04 2008
By jwuntherk

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name JOHN KREILICH E-mail —
Address 13719 SE RIVER RD City/state/ZIP MILW OR 97222
Phone number 503 659-7040
Do you want to be placed on the Portland-Milwaukie Light Rail Project mailing list? ☒ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

THE IDEA OF LIGHT RAIL NEAR OUR SCHOOL IS A VERY BAD IDEA I WALKED MY GRAND CHILDREN HOME WHILE THEY WERE IN ST JOHN'S SCHOOL AND THEY DID NOT ALWAYS STAY NEAR BEING GLAD TO BE OUT OF SCHOOL THEY WOULD RUN AHEAD NOT PAYING ATTENTION

Metro | People places. Open spaces. www.oregonmetro.gov

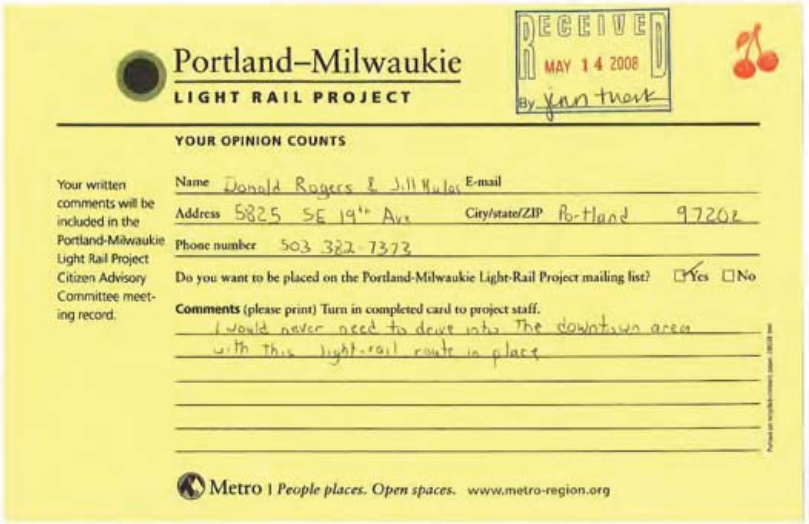
I-123-001

I-123-001

Thank you for submitting your comments for consideration. The light rail alignment through downtown Milwaukie uses an existing, active railroad right-of-way. The project provides several features to help reduce potential conflicts with rail, compared to today, including constructing safety fences, crossing gates, improved visibility and sight distances, clearly established pedestrian zones and improved pedestrian facilities, and other safety treatments. All features will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include the programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 for more detailed information about safety.

I-124-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 14 2008
By Jan Thark

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

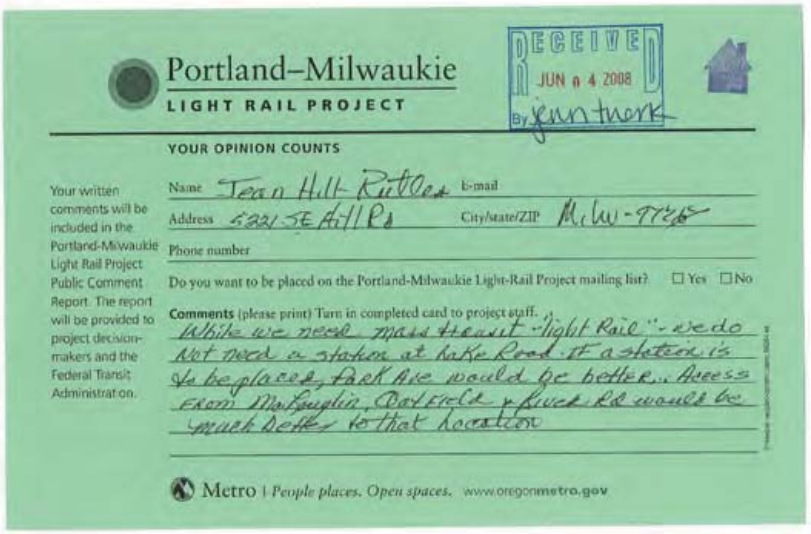
Name Donald Rogers & Jill Kuler E-mail
Address 5825 SE 19th Ave City/state/ZIP Portland 97202
Phone number 503 382 7373
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☑Yes ☐No

Comments (please print) Turn in completed card to project staff.
I would never need to drive into the downtown area with this light-rail route in place.

Metro | People places. Open spaces. www.metro-region.org

I-124-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
JUN 04 2008
By jun thork

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name Jean Hill-Rutter E-mail
Address 5321 SE Hill Rd City/state/ZIP Milw-97267
Phone number
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☐ No

Comments (please print) Turn in completed card to project staff.
While we need mass transit "light Rail" - we do not need a station at Lake Road. If a station is to be placed, Park Ave would be better. Access from McLoughlin, Bakerfield & River Rd would be much better to that location

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I-125-001

I-125-001

Thank you for submitting your comments for consideration. The light rail project, including a single Milwaukie station at SE Lake Road, was endorsed by participating jurisdictions in summer 2008. The Locally Preferred Alternative calls for a station and park-and-ride at SE Park Avenue.

RECEIVED
JUN 24 2008
By

Anne Hillyer
2515 SE Lake Rd
Milwaukie, OR 97222
June 22, 2008

Portland-Milwaukie Light Rail Project
Metro
600 NE Grand Avenue
Portland, OR 97232

Dear Madam or Sir,

I am a resident of Milwaukie, Oregon. My house is approximately 6 blocks from any of the proposed Milwaukie Light Rail alignments. My son attends the Portland Waldorf School, which is approximately 50 feet from Tillamook Branch alignment. This is a K-12 school where the pre-school and kindergarten playground is adjacent to the existing Tillamook Branch train tracks. The High School annex, where my son will be starting next fall, is also adjacent to the Tillamook Branch train tracks.

I-126-001

I am opposed to the Tillamook Branch alignment because it would disrupt the small-town feel of Milwaukie, and it would disrupt many activities at the Portland Waldorf School.

I think the best choice of alignments through Milwaukie would be along McLoughlin Blvd. This alignment would be the least disruptive to the city of Milwaukie. McLoughlin Blvd is already a traffic zone, so it would not be a change in land use. The City of Milwaukie has a beautiful waterfront revitalization project underway that involved redesigning and rebuilding McLoughlin Blvd just a few years ago. This was a major expense for the city and I can understand why the Mayor and other members of Milwaukie's city council would not support more construction on McLoughlin Blvd. However, I think that the impact of building a light rail line either on the Tillamook alignment or the 21st/Main Street alignment would be far greater and longer-lasting than the construction of Light Rail (or streetcar) tracks along McLoughlin Blvd. I think the Light Rail along McLoughlin Blvd would actually enhance the waterfront revitalization project by creating a more user-friendly destination there and reducing congestion along McLoughlin as commuters could use light rail instead of their own cars.

Thank you for taking the time to read this letter and please take my comments into consideration in any decisions that you make regarding the routing of Light Rail through Milwaukie.

Sincerely,

Anne Hillyer

cc: Rick Krochalis, Joseph Ossi, Milwaukie City Hall, John Otsyula

I-126-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the Final Environmental Impact Statement (FEIS) provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published in May 2008, also discussed this on pages 2-35 through 2-41.

Previous studies covering the project corridor include:

- South/North Alternatives Analysis, 1993-1998
- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002

In addition to the discussion in the 2008 SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

The Refinement Study in 2007 evaluated alignment options between Highway 224 and SE Lake Road along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 were held. The evaluation based on project criteria resulted in elimination of the McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-

Milwaukie Light Rail Project's Purpose and Need. Results of the refinement study may be found in Downtown Milwaukie Alignments Review (June 2007, August 2007) and are summarized in Chapter 2 and Appendix L of the SDEIS and FEIS.

Trans System Accounts - Harold street station for Inner Southeast MAX

From: "LaDouceur, Nicole" <Nicole.LaDouceur@nike.com>
To: <trans@oregonmetro.gov>
Date: 6/9/2008 3:18 PM
Subject: Harold street station for Inner Southeast MAX

Hi,

I-127-001 I wanted to voice my concern that the Harold street station may not be included as a stop on the inner southeast max line. This station will serve not only the north section of Westmoreland, but also Reed College and the neighborhood north of Reed College. I think that the additional stop will not delay the max line unduly enough to warrant removing this stop. Please keep the Harold street station in the final light rail plan for inner southeast.

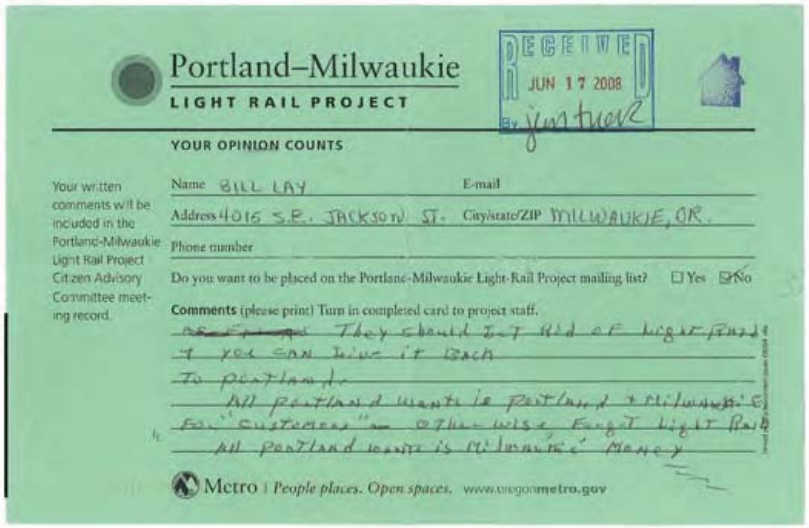
Thank you.
Nicole LaDouceur
6725 SE 21st Ave

I-127-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

I-128-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
JUN 17 2008
By jen tuer

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name BILL LAY E-mail

Address 4015 S.E. JACKSON ST. City/state/ZIP MILWAUKIE, OR.

Phone number

Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☑ No

Comments (please print) Turn in completed card to project staff.

They should Get Rid of Light Rail
+ you can Give it Back
To portland.
All portland wants is portland + Milwaukie
For "customers" — Otherwise, Forgot Light Rail
All portland wants is Milwaukie' Money

Metro | *People places. Open spaces.* www.oregonmetro.gov

I-128-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.

Trans System Accounts - light rail project

From: <slechert@aol.com>
To: <trans@oregonmetro.gov>
Date: 5/21/2008 11:51 PM
Subject: light rail project

I was unable to attend the Cleveland comment session and will try to make one of the other ones, but in case I don't, I wanted to ask a question.

I-129-001 Does the light rail plan for a Bybee station include a North bound exit from McLoughlin? Currently, there is not a northbound exit and I would like it to stay that way. A northbound exit would increase traffic substantially on Bybee. People would hop off McLoughlin onto Bybee when it is busy and try to take Milwaukie or 17th. Or if Tacoma is busy, they would then take Bybee to 13th to the Sellwood bridge. I do not want Bybee to turn into a Tacoma Street. A northbound exit would ruin Bybee and have a bad impact on the neighborhood.

scott lechert
westmoreland

Stay informed, get connected and more with AOL on your phone.

I-129-001

Thank you for submitting your comments for consideration. The Portland-Milwaukie Light Rail Project does not include a northbound exit ramp from SE McLoughlin Boulevard to SE Bybee Boulevard for the Bybee Station location. Also, ODOT does not have any current plans to increase access to SE Bybee Boulevard from SE McLoughlin Boulevard, which is a state highway.

I-130-001

>>> Penelope Lam <pennhl31@yahoo.com> 6/23/2008 8:01 AM >>>
Dear Sir/Madam,

I am writing to you today to express my grave concern over the current plan for placement by Tri-Met of their new light rail line in the city of Milwaukie. This line is being planned for what is essentially a mixed residential area with four elementary schools either right next to or within one block of the planned line. This situation is especially untenable because of the potentially grave safety problems for the children of this area. Noise disruption for children during school hours is also of great concern. I want to protest in the strongest of terms the current plan and appeal to you to help find alternative placement. TriMet needs to consider alternate routes which are nearby and far superior alternate routes providing light rail service without the huge problems that come with the present plan. Thank you for your attention to this very important issue.

Sincerely,

Penny Lee
(503) 654-0200 affiliated with St. John's Parish Community

I-130-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

The FEIS Section 3.10 and its accompanying Noise and Vibration Results Report provide updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as

schools, churches, and residences. The project's analysis directly considers existing conditions that include freight operations and those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the FEIS provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

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- South Corridor SDEIS, 2002

In addition to the discussion in the SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

Because of concerns about the Tillamook Branch alignment through downtown Milwaukie, the Refinement Study conducted in 2007 evaluated alignment options between Highway 224 and SE Lake Road

along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the SE McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project's Purpose and Need.

(6/24/2008) Sid Rothstein - Fwd: Public comment regarding Milwaukie light rail Page 1

From: Dana Lucero
To: Rothstein, Sid
Date: 6/24/2008 5:21 PM
Subject: Fwd: Public comment regarding Milwaukie light rail

>>> "Leedy, Erin" <Erin.Leedy@marketstrategies.com> 6/23/2008 3:54 PM >>>

Hello Dana,

I-131-001

I am a resident of Oak Grove and wanted to share my opinions on the light rail end point. I went online to add my comments today and only then realized the commentary period ended at noon today and not at close of business. I'm hoping you can incorporate my comments into the set of feedback received by the public to date.

First of all, my husband and I are strongly in support of Milwaukie light rail. We believe it'll be a boost to the community and will add flexibility to commuting options - much needed in light of increasing east side traffic and issues such as the Sellwood Bridge and it's probably construction and/or replacement.

In looking at the options for endpoints, we strongly prefer Option B. We would really benefit from having the line extend past Lake Road and closer to the Oak Grove area. Also, the planned Bluebird station in the Island Station neighborhood makes a lot of sense. While we also like Option C, we prefer Option B for its 2 additional stations.

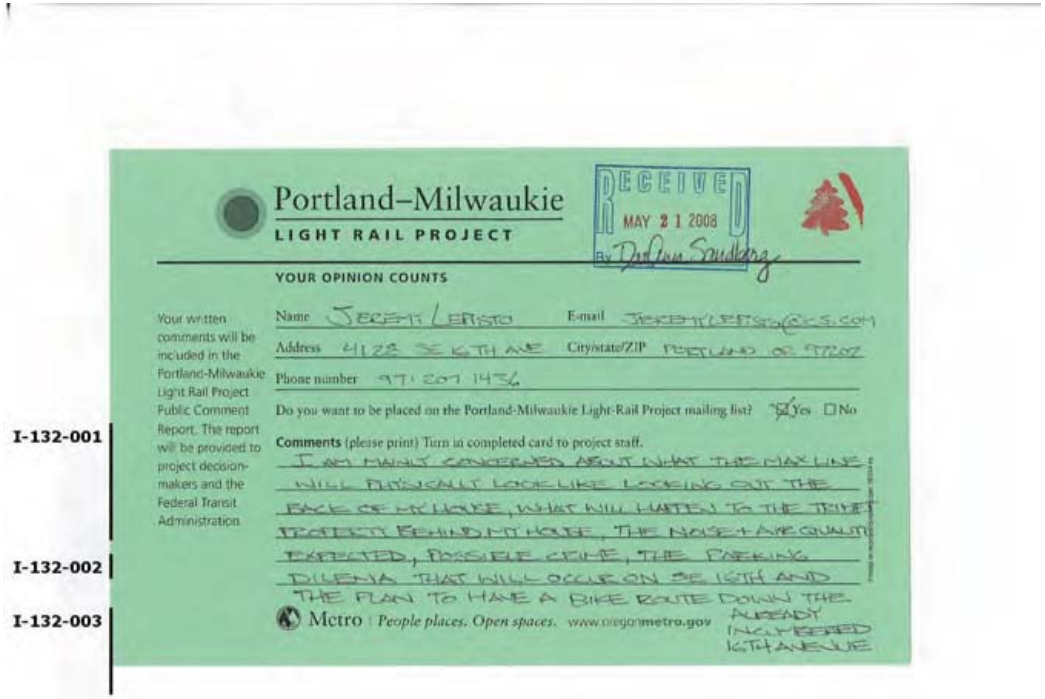
In terms of river crossings, we think the newer options - heading into South Waterfront - make the most sense and could benefit us in terms of heading to OHSU for medical needs. Also, a bridge at that point in the Willamette would be more striking that one closer to the Marquam.

I hope you can add this to your pool of public comments. We're looking forward to the next round of development.

Regards,
Erin and Greg Leedy
Oak Grove

I-131-001

Thank you for submitting your comments for consideration. The light rail project was endorsed by participating jurisdictions in summer 2008. The Locally Preferred Alternative includes a terminus at SE Park Avenue and the river crossing with a connection to the South Waterfront. It does not include a station at Bluebird.


Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 21 2008
By Dorlene Sandberg

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name JEREMY LEPISTO E-mail JEREMYLEPISTO@CS.COM
Address 4128 SE 16TH AVE City/state/ZIP PORTLAND OR 97202
Phone number 971 207 1436
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☒ Yes ☐ No

I-132-001
I-132-002
I-132-003

Comments (please print) Turn in completed card to project staff.
I AM MAINLY CONCERNED ABOUT WHAT THE MAX LINE WILL PHYSICALLY LOOK LIKE LOOKING OUT THE BACK OF MY HOUSE, WHAT WILL HAPPEN TO THE TRIMET PROPERTY BEHIND MY HOUSE, THE NOISE + AIR QUALITY EXPECTED, POSSIBLE CRIME, THE PARKING DILEMA THAT WILL OCCUR ON SE 16TH AND THE PLAN TO HAVE A BIKE ROUTE DOWN THE ALREADY INCUMBERED 16TH AVENUE

Metro | People places. Open spaces. www.oregonmetro.gov

I-132-001

Thank you for submitting your comments for consideration. In the Brooklyn neighborhood, as described in the discussion of visual impacts in the SDEIS and FEIS, shallow excavation would be required to construct the subgrade and track and station platform slabs for at-grade segments. Overhead catenary support poles would be placed in the street or on the sidewalks, before the overhead catenary system would be installed above the trackway. A station would be located in an island median north of the SE 17th Avenue and SE Rhine Street intersection. The existing pedestrian overpass of the UPRR tracks at SE Lafayette would be replaced by a new structure with the LPA, although the LPA Phasing Option defers the replacement.

Along SE 17th Avenue, the addition of light rail would require modifications at most intersections and a widening of the SE 17th Avenue right of way. Signalized intersections with crosswalks will be provided for the crossings of light rail and SE 17th Avenue at SE Rhine, SE Center, a SE Holgate Boulevard, and SE Schiller Street. A traffic signal would also be located at the TriMet bus parking access on SE 17th Avenue. Other side streets and driveways along SE 17th Avenue will be restricted to right-in, right-out movements only. An island station would be located in a median of SE 17th Avenue, just north of SE Holgate Boulevard. Mitigation measures may include landscaping to screen the view of the light rail from residences on SE 16th Avenue.

The project follows FTA noise and vibration regulations. The FTA criteria for noise and vibration are based on years of study and found to be a very effective criteria to address noise and vibration related to high capacity transit operations. TriMet has the benefit of the experience of assessing and providing noise vibration mitigation along other previously constructed alignments. The potential noise and vibration mitigation measures we have at our disposal are very effective at reducing noise and vibration from the light rail vehicles. Documentation of noise and

vibration impacts and mitigation measures for the Locally Preferred Alternative, Minimum Operable Segment as compared with No Build conditions are located in Section 3.10 of the FEIS.

The project follows FTA air quality regulations. Light rail vehicles are all electric and have no combustion engines, and so therefore, have less air quality impact than autos or diesel buses, for example. For more information on Air Quality impacts, please see Section 3.11 of the FEIS. Mitigation for any air quality impacts, will also be addressed in Section 3.11.

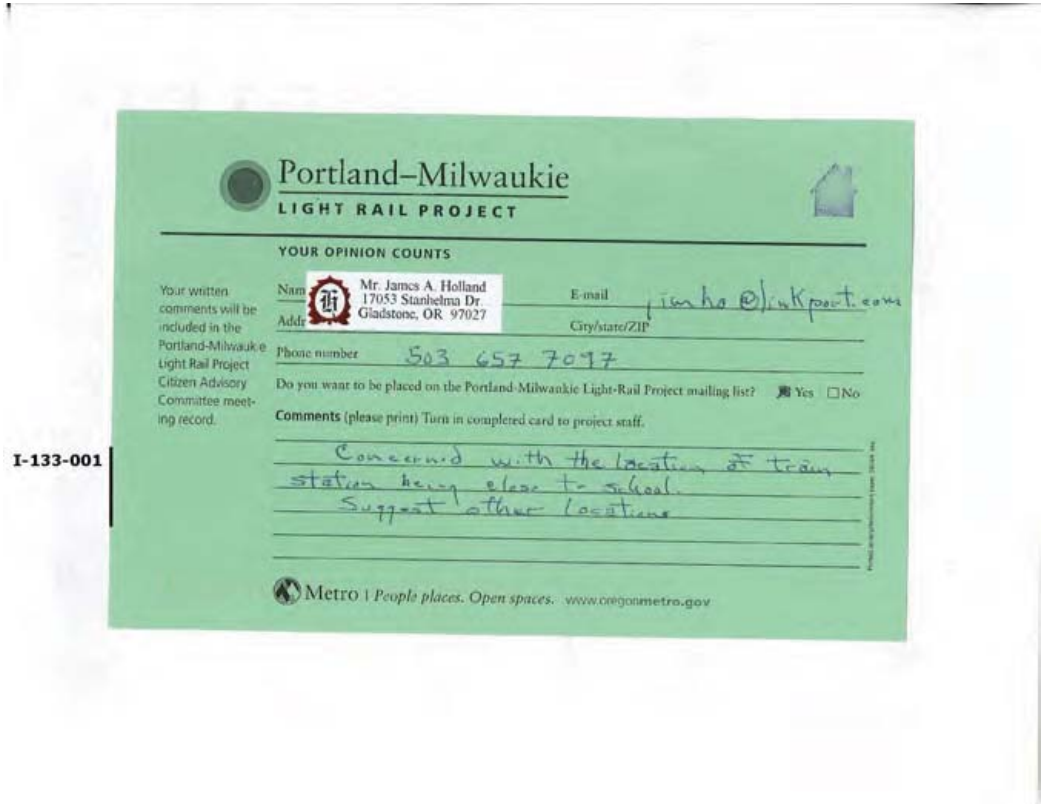
I-132-002

The LPA also shows an impact to about 55 on-street parking spaces within 1,000 feet of the Holgate Boulevard Station, and an impact of about 110 off-street parking spaces at the TriMet employee parking lot on SE 17th Avenue. Based on the survey conducted in June 2009, there are about 135 available spaces within 1,000 feet of the Holgate Station and the current daytime usage is about 70 spaces. Based on current usage, there would be about 80 available spaces and mitigation for on-street parking would not be required.

The off-street parking lot is currently fully occupied and the loss of spaces due to LRT would require mitigation. The Transportation Impacts Results Report suggests that parking management strategies be developed for off-street parking impacts on SE 17th Avenue, and consider other off-street parking locations for TriMet employee parking.

I-132-003

Dedicated bike lanes will be striped on 17th Avenue from SE McLoughlin Boulevard to SE Powell Boulevard.



Portland–Milwaukie
LIGHT RAIL PROJECT

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Mr. James A. Holland
17053 Stanhelma Dr.
Gladstone, OR 97027

E-mail jimho@inkpost.com

City/state/ZIP

Phone number 503 657 7097

Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ■ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

Concerned with the location of train station being close to school. Suggest other locations

Metro | People places. Open spaces. www.oregonmetro.gov

I-133-001

I-133-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

The FEIS Section 3.10 and its accompanying Noise and Vibration Results Report provide updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as

schools, churches, and residences. The project's analysis directly considers existing conditions that include freight operations and those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the FEIS provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

Previous studies covering the project corridor include:

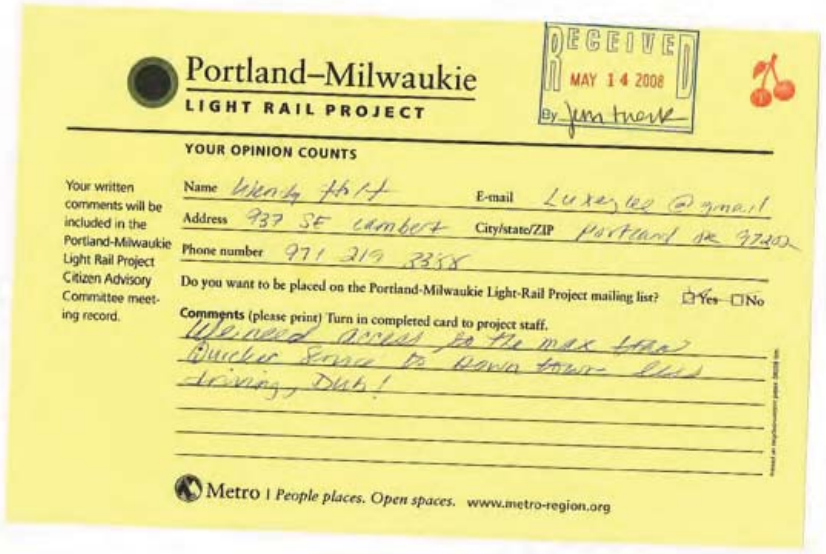
- South/North Alternatives Analysis, 1993-1998
- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002

In addition to the discussion in the SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

Because of concerns about the Tillamook Branch alignment through downtown Milwaukie, the Refinement Study conducted in 2007 evaluated alignment options between Highway 224 and SE Lake Road

along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the SE McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project's Purpose and Need.

I-134-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 14 2008
By Jim Frank

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name Wendy Holt E-mail Luxeyles@gmail
Address 937 SE Lambert City/state/ZIP Portland OR 97202
Phone number 971 219 3358
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☑Yes ☐No
Comments (please print) Turn in completed card to project staff.
We need access to the max train
Quicker Service to Down town less
driving, Duh!

Metro | People places. Open spaces. www.metro-region.org

I-134-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.

Trans System Accounts - FW: Light Rail Support

From: "DuVal, Pat" <duvalp@ci.milwaukie.or.us>
To: <trans@oregonmetro.gov>
Date: 6/18/2008 7:04 AM
Subject: FW: Light Rail Support

-----Original Message-----
From: James Bernard [mailto:bgarage@bernardsgarage.com]
Sent: Tuesday, June 17, 2008 3:01 PM
To: DuVal, Pat
Subject: FW: Light Rail Support

From: Lee Holzman [mailto:lmholzman@reliablecredit.com]
Sent: Tuesday, June 17, 2008 11:46 AM
To: 'Susan Stone '; 'Deborah Barnes '; 'Greg Chaimov'; 'James Bernard '; 'Joe Loomis '
Subject: Light Rail Support

I commend you for your patience in dealing with an issue that from my perception was already decided.

I-135-001 I think bringing light rail to Milwaukie is a "no brainer". When you consider the expected population growth, the expense of gasoline which should unfortunately only increase, the lack of parking available in downtown Milwaukie, and the harmful effects to our environment from automobile exhaust, it seems illogical to dispute the desire to bring light rail to Milwaukie.

Please continue to support light rail for Milwaukie.

Lee Holzman
Reliable Credit Association, Inc.
503-462-3073
503-462-3040 (Fax)

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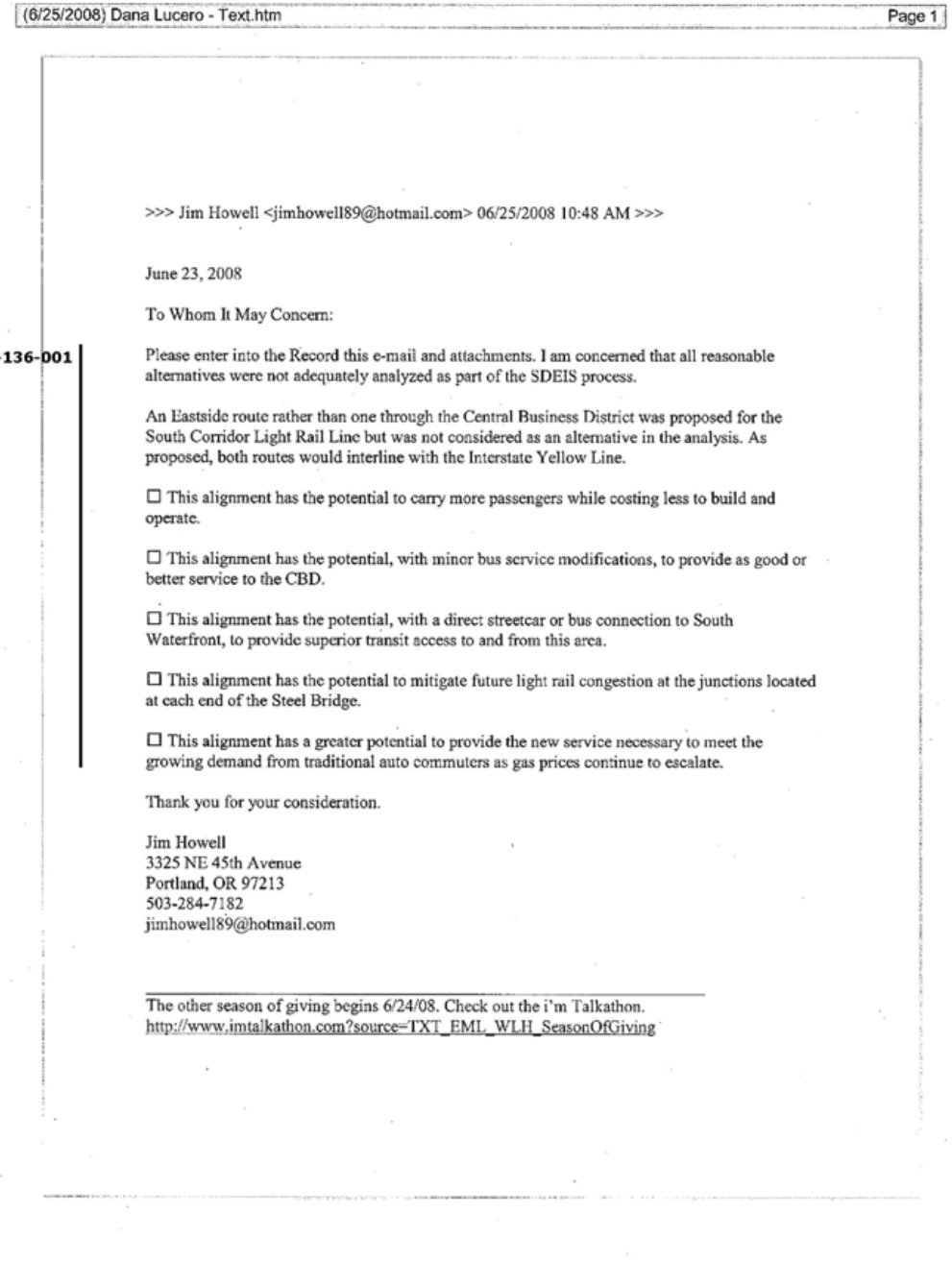
PUBLIC RECORDS LAW DISCLOSURE:
This e-mail is a public record of the City of Milwaukie and is subject to public disclosure unless exempt from disclosure under Oregon Public Records law. This email is subject to the State Retention Schedule.

I-135-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.



(6/25/2008) Dana Lucero - Text.htm Page 1

>>> Jim Howell <jimhowell89@hotmail.com> 06/25/2008 10:48 AM >>>

June 23, 2008

To Whom It May Concern:

I-136-001

Please enter into the Record this e-mail and attachments. I am concerned that all reasonable alternatives were not adequately analyzed as part of the SDEIS process.

An Eastside route rather than one through the Central Business District was proposed for the South Corridor Light Rail Line but was not considered as an alternative in the analysis. As proposed, both routes would interline with the Interstate Yellow Line.

☐ This alignment has the potential to carry more passengers while costing less to build and operate.

☐ This alignment has the potential, with minor bus service modifications, to provide as good or better service to the CBD.

☐ This alignment has the potential, with a direct streetcar or bus connection to South Waterfront, to provide superior transit access to and from this area.

☐ This alignment has the potential to mitigate future light rail congestion at the junctions located at each end of the Steel Bridge.

☐ This alignment has a greater potential to provide the new service necessary to meet the growing demand from traditional auto commuters as gas prices continue to escalate.

Thank you for your consideration.

Jim Howell
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Portland, OR 97213
503-284-7182
jimhowell89@hotmail.com

The other season of giving begins 6/24/08. Check out the i'm Talkathon.
http://www.imtalkathon.com?source=TXT_EML_WLH_SeasonOfGiving

I-136-001

Thank you for submitting your comments for consideration. Subsequent to the publication of the SDEIS in May 2008, the project publicly assessed this alternative and found that it would have less ridership than one crossing the Willamette River. These results were presented in a publicly noticed meeting of the Project Steering Committee on June 4, 2008 and representatives of Portland Spirit and Association of Oregon Rail and Transit Advocates were present. As proposed, the alignment would be substantially on elevated structures, a much more costly design to construct than at-grade. Alternatively, if this alignment were placed at-grade, there would be substantial issues concerning at-grade street crossings and/or displacements. The Project Steering Committee did not choose to pursue this alternative, one of many alternative alignments considered as documented in Appendix L.

East Side North/South light Rail Line

Serious flaws with light rail on the mall have been identified. Consideration of other options should be analyzed before further assumptions about the alignment of the Milwaukie Light Rail Line are written in stone.

An old idea proposing an eastside north/south Water Avenue route should be reconsidered. Slow downtown operation now discourages regional east-west commuters from using light rail; the downtown mall operation should not do the same for north-south commuters. Light rail must do a better job of attracting non-downtown trips if it is to have a significant impact on reducing freeway congestion. This more direct route, mostly on a separated right-of-way, would be faster, cheaper and less costly to operate than diverting the Yellow Line downtown over two Willamette River bridges and it would eliminate the train delaying interlock at the Rose Quarter.

Given the serious traffic congestion in the McLoughlin Blvd./I-5 corridor, this faster Yellow Line alignment is needed as soon as possible, along with an extension north to Hayden Island. In the future, the line should be extended north to Clark County and south to Oregon City, providing a north-south and east-west high capacity rail system as an effective alternative to freeways.

Transfers would not be a significant deterrent to downtown-bound commuters if frequent service, a quality transfer environment and sufficient capacity were provided. Rail systems throughout the world require many passengers to transfer to reach their destinations. As an example, in Toronto, passengers on the heavily used Bloor-Danforth cross-town line must transfer to the Younge-University-Spadina Lines to go to or from downtown.

The Rose Quarter Station should be modified to provide a better environment for high levels of transferring passengers. Platform-to-platform escalator connections could provide safe indoor access between trains if an elevated Yellow Line station was located immediately west of the existing platforms. A similar covered station would be needed at the Hawthorne Bridge ramps to provide direct platform-to-platform connections to all of the Hawthorne Bridge bus routes and a streetcar or trolleybus line.

March 3, 2007

Reasons to Keep the Yellow Line on the Eastside

The current plan to connect the future McLoughlin light rail line to downtown Portland via a new "Caruthers Bridge" should be reevaluated.

Many regional commuters currently clogging north-south corridors (McLoughlin, MLK/Grand and I-5) would opt for a fast and reliable transit mode if one existed. Light rail must do a better job of attracting non-downtown trips if it is to have a significant impact on reducing freeway congestion.

If large numbers of auto commuters are going to switch to transit, light rail will have to operate more like a metro system with faster trains and fewer stops.

One way to provide this service is to connect the future McLoughlin line to the Interstate line through the inner eastside. If the McLoughlin line is diverted to downtown, north-south, east-south and east-north transit trips will continue to be too slow to lure many non-downtown bound commuters from their cars.

Water Avenue is the logical corridor for this line because it is the most direct route between OMSI and the Rose Quarter and would require little land acquisition. Trains operated on an exclusive right of way, making stops only at stations under the Hawthorne, Morrison and Burnside bridgeheads, could travel between OMSI and the Rose Quarter in seven or eight minutes. Dual-level covered stations with elevators or escalators would provide easy transfers to and from buses and streetcars on the bridges. These stations could also provide access to new eastside developments such as the Burnside Bridgehead Project.

The Yellow Line could connect with the 1,100 buses that cross these bridges every weekday, greatly enhancing transit access to the eastside. These buses, on eight different routes, currently carry one-quarter of TriMet's bus riders.

The Yellow Line in this corridor would not compete with an eastside streetcar circulator proposed to serve the Lloyd District, the MLK/Grand Corridor and OMSI. Conversely, it would compliment and feed that system.

Transfers between north-south and east-west trains would not be a serious deterrent to downtown-bound commuters. Both lines, if connected with a high capacity station at the Rose Quarter, could accommodate more downtown commuters than the current system. This would eliminate the Yellow Line junction now causing operational delays at the Rose Quarter. These delays will become more frequent when another junction is added at the west end of the Steel Bridge to accommodate mall trains.

The Interstate Line could extend south of the Rose Garden on an elevated track avoiding traffic, buses and pedestrians. It could cross the existing east-west tracks immediately west of the freeway. The station, with escalator access between train platforms, could be completely covered or developed in conjunction with a high-rise transit oriented project on the site.

A covered station at the Hawthorne Bridge ramps would provide a direct connection with the 590 buses that cross this bridge every day. The proposed eastside streetcar, if routed from OMSI over the Hawthorne Bridge instead of a new bridge, could provide additional capacity for Yellow Line passengers traveling to or from downtown during peak hours.

Given the serious traffic congestion in the McLoughlin Blvd/I-5 corridor, this faster Yellow Line alignment, along with an extension north to Hayden Island, is needed as soon as possible. This direct eastside north-south light rail route would be cheaper to build and operate and would attract more passengers than one that is detoured through downtown.

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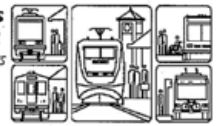
Also known as OreARP • Oregon Association of Railway Passengers
Phone & Fax: 503-241-7185 • OregonRail@netscape.com • www.aortarail.org



MEMORANDUM

July, 9, 2007

To: South Corridor Phase II Steering Committee
From: Jim Howell
Re: Potential Yellow Line ridership - CBD vs. Eastside routing

The purpose of this memo is to begin to assess the ridership potential of routing the Yellow LRT Line (Expo to Milwaukie) through Southeast Portland rather than through downtown. It is my understanding that this route will be modeled as one of the South Corridor Phase II options.

The information on the attached maps is from Metro's 2025 origin and destination forecast aggregated into 26 metropolitan area zones. Zone 26, Clark County, is not included. Yellow indicates zones of origin, orange, westside destinations and blue, eastside destinations.

Figures #1 and #2 show the relative number of trips from the Interstate and Mcloughlin Corridors to the CBD and the Central East Side. The Central Eastside attracts almost 9,000 (27%) more trips from the Interstate Corridor than the Central Business District (40,876 vs. 32,133). The relative number of trips to the CES or the CBD from the McLoughlin Corridor is roughly equal (29,246 vs. 28,877).

However, if the Interstate and McLoughlin corridors can be interconnected directly through the eastside with light rail (Figures #3 and #4), the potential for attracting more commuters to transit grows substantially (Interstate to the CES and McLoughlin - 51,259 vs. Interstate to the CBD - 32,133). From McLoughlin, the daily trips are 40,818 to the CES and Interstate vs. 28,877 to the CBD. When both routes take a slow diversion through downtown, the advantage of this fast-interconnected system is not realized.

Furthermore, access between the Yellow Line and the east-west light rail and bus routes would be faster on the eastside than in the CBD. Figures #5 and #6 show the potential destinations that could be served with convenient eastside transfers. The 71,218 trips from the Interstate Corridor that could benefit from the eastside connections are in addition to those trips to the east that are currently transferring to the Blue and Red Lines at the Rose Quarter and do not include future transfers to the Green Line.

The total number of trips from the Mcloughlin Corridor to the north and east, which could benefit from an eastside connection, is 119,921 (Figure #6). This is 3 times more than would benefit from a westside alignment (39,481), even when the South

Waterfront Zone is included with the CBD.
The O and D data clearly shows that an eastside alignment would serve more commuters than a downtown alignment.

The crucial detail is to design the transfers and the modeling of the transfers so that they work effectively and do not pose an analytical bias. Recent analysis shows that when service is reasonably frequent, and the transfer environment is conducive, the penalty for transferring is no different from an amount of walking time equal to the actual time involved in making the transfer. As the purpose of the eastside alignment is to open up the system to many more potential riders, effort (and ultimately capital and operating cost) spent on optimizing transfers would be appropriate for this analysis.

While current transit ridership is skewed much more toward downtown than is travel in general, the obvious reason is that is where the current transit service is provided with sufficient intensity. The modeling process should be carefully reviewed to make sure that the calibration process to enable the model to replicate current ridership under the current system does not introduce any hidden bias toward that skewed pattern.

Contact:

Jim Howell – Director, Strategic Planner
(503) 284-7182
jimhowell89@hotmail.com

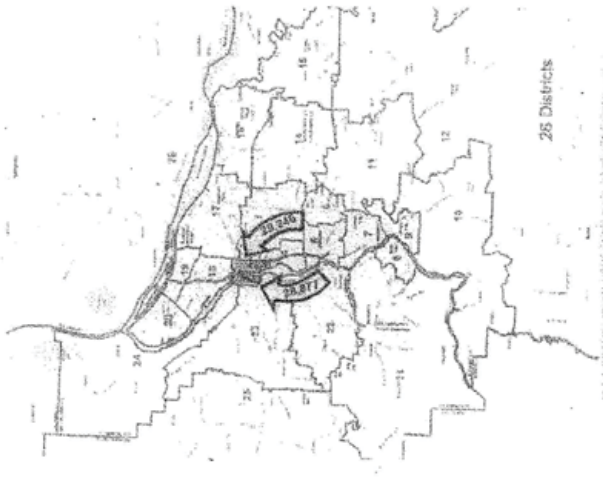


FIGURE #2

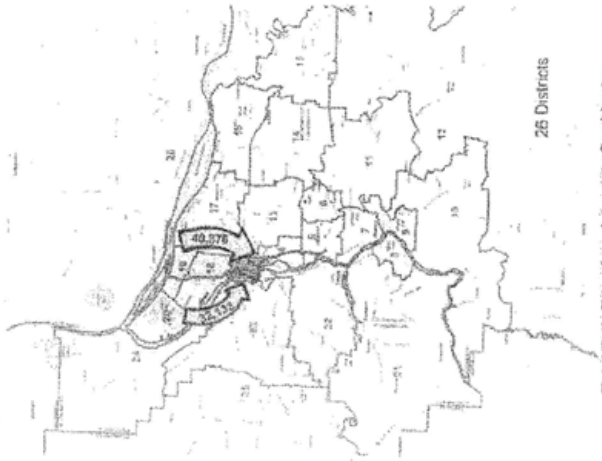
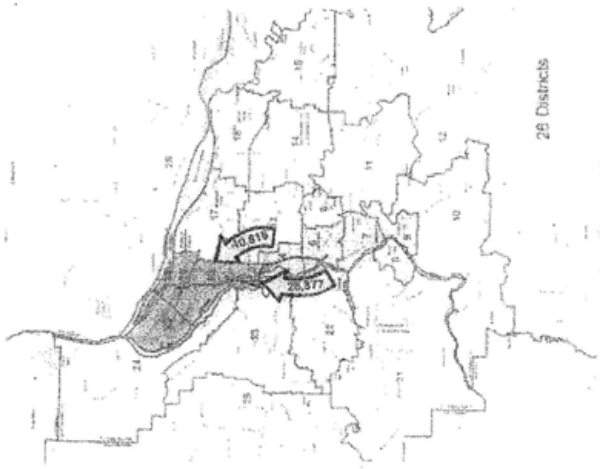
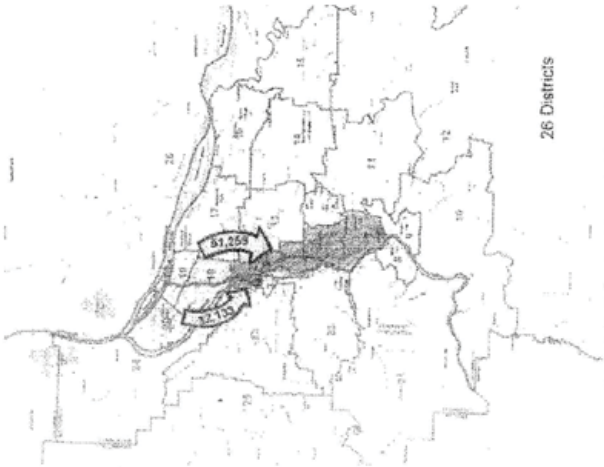


FIGURE #1



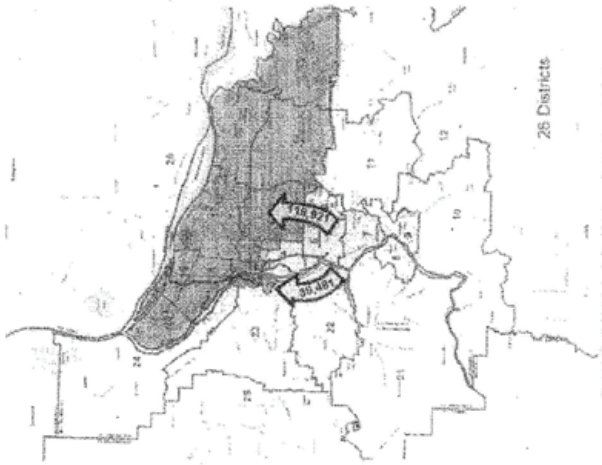
Total Daily Trips from McLoughlin Corridor to: CES & INTERSTATE CORRIDOR or DOWNTOWN

FIGURE #4



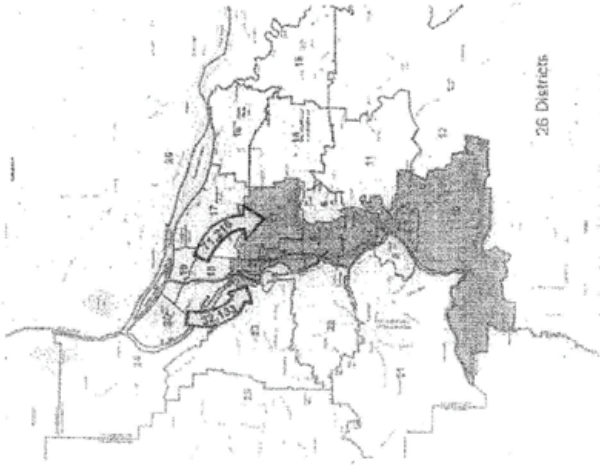
Total Daily Trips from Interstate corridor to: CES & McLOUGHLIN CORRIDOR or DOWNTOWN

FIGURE #3



Total Daily Trips from McLoughlin Corridor to: N, NE, SE and OUTER EAST or CBD and SWF

FIGURE #6



Total Daily Trips from Interstate corridor to: EASTSIDE or DOWNTOWN

FIGURE #5

A North – South Rapid Transit Corridor

Traffic congestion in the 99-E travel corridor (McLoughlin – MLK/Grand – I-5N) is projected to grow to intolerable levels and yet there are no current plans to relieve this congestion with an effective public transportation alternative along this heavily used corridor.

A high capacity rapid transit line from Oregon City to Vancouver WA could be the optimal alternative. It would provide many varied trip opportunities along its 22-mile length, as well as convenient transfer opportunities to numerous east-west bus routes and three MAX lines.

Part of this line is already in place. The Interstate MAX (Yellow Line) provides frequent, reliable service on the 5.8 mile segment between the Rose Quarter and the Expo Center. Plans for the 5.5 mile segment between OMSI and Milwaukie are well under way and could be submitted for federal funding within a year.

What is missing? A critical 2.5 mile segment between the Expo Center and Vancouver, which could provide traffic relief across the Columbia River, is tied up as part of an expensive freeway river-crossing project. Ironically, the Columbia River Crossing Project will add to the corridor traffic congestion. It may take a decade or more to fund and construct, thus holding up any traffic relief that light rail could provide.

The 6.7 mile Milwaukie to Oregon City segment is not currently part of any regional plan. Although it is not as critical to the viability of the total corridor, this section should be included.

This leaves the 1.5 mile link between the Rose Quarter and OMSI to connect the north and south segments of this vital rapid transit corridor. This segment could - and should - be included as one of the alternatives to be evaluated in the Supplemental Draft Environmental Study (SDEIS) required by the Federal Transit Administration for obtaining federal funding for the proposed Milwaukie Light Rail Line.

All of the current alternatives being considered require diverting this line downtown over a new Willamette River bridge, through the Transit Mall and then returning to the eastside over the Steel Bridge. This slow diversion to the CBD would seriously diminish this route's effectiveness as an alternative to auto commuting in this corridor.

Leadership at TriMet, Metro and the City must make a decision by September to include this alternative in the SDEIS if it is to be evaluated for further consideration. It would be a shame if they didn't.

Jim Howell 7-19-07 jimhowell89@hotmail.com 503 284-7182

July 31, 2007

Transit Access to South Waterfront

Is putting a Milwaukie MAX station on the west bank of the river, either at the location in the Locally Preferred Alternative (LPA) or one at the recently donated OHSU site, the best way to serve South Waterfront with public transportation?

There is strong evidence that it is not.

If transit is expected to make a significant impact in reducing traffic congestion in the area, South Waterfront must have fast and reliable transit service from all areas of the metropolitan region, not just the McLoughlin Corridor. If most commuters must run the gauntlet on the transit mall and then transfer to a streetcar or bus, their trip would be neither fast nor reliable.

What if the Milwaukie Light Rail Line were routed directly north on the eastside from OMSI to the Rose Quarter where it would interconnect with the Interstate (Yellow) Line, and the proposed Eastside Streetcar crossed the Hawthorne Bridge and then ran south through South Waterfront?

No new bridge would be needed.

This combination of light rail and streetcar would provide the same transit access between Milwaukie and South Waterfront as the current proposals, with transfers between light rail and the streetcar being made on the eastside rather than westside. (See attached map.)

More importantly, this proposal would provide commuters from N, NE and SE Portland more direct and reliable transit access to the South Waterfront.

An eastside MAX connection would provide a direct north-south high capacity rapid transit spine that could eventually extend from Clark County to Oregon City. It would also provide convenient eastside transfer connections with three other MAX lines and over 20 heavily used eastside bus routes.

In addition, the Eastside Streetcar, routed directly to South Waterfront would provide a no-transfer trip between the Central Eastside/Lloyd District and South Waterfront. Furthermore, it would provide streetcar access to the Keller Auditorium Area.

The following table is created from Metro's 26 Zone Origin and Destination estimates for all trips in 2025.

Trips between South Waterfront (Zone 3) and the following:

	To SW	From SW	Total
Milwaukie Corridor (Zones 4, 5 and 7)	10,604	6,093	16,697
North Corridor (Zones 2, 18, 19, and 20)	12,908	13,722	26,630
East Portland (Zones 6, 13 and 17)	19,537	11,658	31,195

The potential trip market between South Waterfront and the Milwaukie Corridor is about 17,000 weekday trips. The potential ridership between South Waterfront and N, NE and SE Portland is about 58,000 weekday trips, more than three times as many.

Common sense indicates that a significant number of commuters who must travel between this large eastside area and South Waterfront would use public transit as their travel choice if this faster, more direct routing through the eastside were provided.

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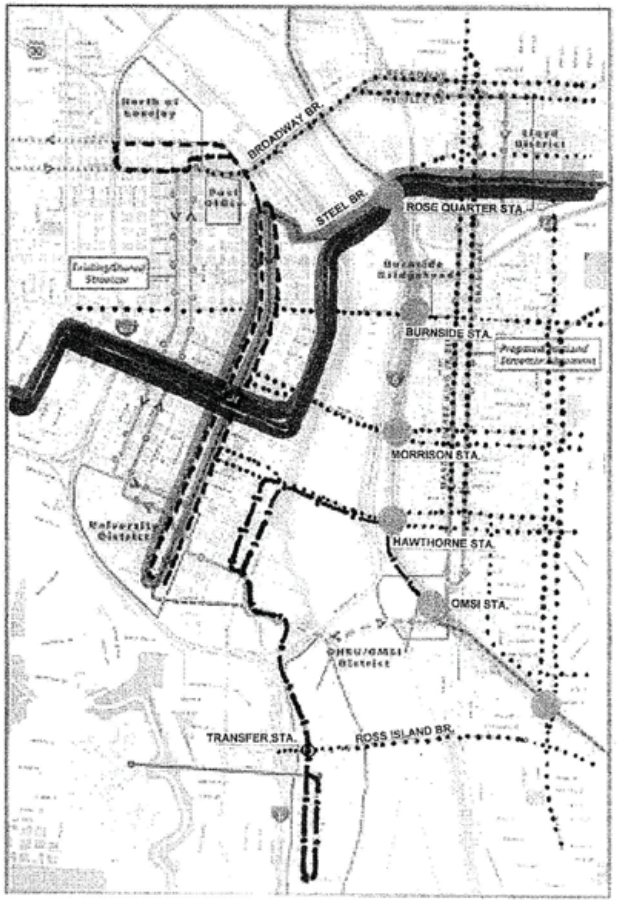


EASTSIDE LIGHT RAIL SUPPLEMENTED WITH STREETCAR

LEGEND

- YELLOW MAX LINE
- GREEN MAX LINE
- BLUE MAX LINE
- RED MAXLINE
- (EXISTING) "A" STREETCAR LINE (NW 23RD – SOUTH WATERFRONT)
- "B" STREETCAR LINE (OMSI – SOUTH WATERFRONT)
- "C" STREETCAR LINE (PEARL – MALL – PSU)
- BUS LINES

Jim Howell 2-27-08 jimhowell69@hotmail.com

Milwaukie LRT Facts

- According to the latest data from Metro and TriMet, The 2003 Locally Preferred Alignment (Lake Road to SW Jackson Street) would cost $1,255,090,000 in inflated dollars including16 vehicles, expanded maintenance facilities and a new bridge across the Willamette River. The system cost of the bridge and it's approaches is $443,000,000, 34% of the total project.
- The projected LRT ridership in 2030 is 24,360 daily boardings resulting in 8,000 additional boardings to the entire system over what would be expected if the project were not built (No-Build Option).
- The estimated running time between Lake Road and the Rose Quarter (8.53 miles) is 36 minutes (see attached table).
- 22 minutes of the total running time (60%) is devoted to the 2.53-mile segment between OMSI and the Rose Quarter with an average speed of 7 MPH.
- If the line extended north from OMSI to the Rose Quarter on a Water Avenue alignment (1.55 miles), it would take 8 minutes with an average speed of 12 MPH.
- The total running time between Lake Road and the Rose Quarter on the eastside alignment would be 22 minutes, equal to the running time in the LPA for only the downtown diversion between OMSI and the Rose Quarter.
- The constructed length of the LPA, including the bridge, would be 6.52 miles compared with 7.04 miles for the eastside alternative.
- The current running time on the Yellow Line between the Rose Quarter and Expo (5.76 miles) averages 18 minutes.
- If the Yellow Line were extended 0.5 mile to Hayden Island it would add approximately 2 minutes to its current running time.
- The running time between Lake Road in Milwaukie and Hayden Island on the eastside alignment (13.81 miles) would be approximately 42 minutes with an average speed of 20 MPH.
- The running time between Lake Road in Milwaukie and Hayden Island on the downtown alignment (14.79 miles) would be approximately 56 minutes with an average speed of 16 MPH.

Jimhowell89@hotmail.com 2-23-08

An Eastside Light Rail Link

Why is a bridge over the Willamette River being considered for the proposed light-rail extension to Milwaukie? Isn't this overkill? Every weekday, more than 3,200 buses and MAX trains pour over the six existing bridges that connect the eastside and downtown.

What is missing in the transit system is a north-south high capacity transit line serving the 99E / I-5 corridor. The heavy commuter traffic on McLoughlin, MLK/Grand and I-5 north is a direct result of the lack of this transit service.

This option would be possible if, rather than crossing the river on a very expensive new bridge, the proposed Milwaukie light rail line extended north on the eastside from OMSI to the existing Interstate Yellow Line at the Rose Quarter. On this route, travel time between Milwaukie and the Expo Center could be only about 40 minutes, 20 to 30 minutes faster than today and at least 15 minutes faster than the via the proposed downtown routing.

According to data from Metro, two out of three commuters using this corridor have destinations on the eastside as opposed to downtown. These commuters would benefit from a direct eastside line. Excellent access to downtown can still be maintained with a quick transfer to over 3,000 buses and trains that will continue to cross the river.

South Waterfront would also benefit. The Porter/Sherman Bridge would only provide faster service from the South Corridor to a station at OHSU's proposed new campus, where transfers to the streetcar would still be required for transit access to most of the South Waterfront District.

With the eastside alignment, this transfer could be made at a Hawthorne Bridge Station to either a streetcar or bus, routed across the Hawthorne Bridge and south on 1st Avenue to Harrison Street, where it could follow the existing streetcar route that serves South Waterfront.

The big advantage of this option is that South Waterfront would gain direct transit access to and from north Portland via the Yellow Line, and faster access to and from the airport and east county via the Blue, Red and Green Lines. In addition, it would provide faster connections with at least 16 bus routes that serve N, NE and SE Portland.

Following the principals of "least cost planning" an eastside alignment should have been considered as a South Corridor Alternative. It clearly would be less expensive to build, less expensive to operate and would most likely carry more passengers and stimulate more ridership on the overall transit system.

Jim Howell 5-21-08 jimhowe89@hotmail.com

Testimony to Steering Committee on the South Corridor SDEIS
By Jim Howell, 6-6-08

I support Metro and TriMet for filing a Supplemental Draft Environment Impact Statement to the FTA in order to construct a light rail line to Milwaukie in the McLoughlin Corridor.

Unfortunately, the sole purpose of this SDEIS is to obtain federal funds to build a narrowly defined project. A project primarily focused on the needs of a small segment of the population that will have to drive to park-and-ride facilities in order to access a light rail line to their jobs in the CBD and the OSHU South Waterfront campus.

The ridership forecast used to show the FTA that this project meets their cost-benefit threshold is largely dependent on auto dependent commuters.

It may be cheaper and easier to pick the low hanging fruit – these auto oriented commuters, attracted to free parking, rather than car-free commuters making the light rail connection via a network of direct and frequent bus routes.

In the long run, a system approach to transit planning will have to be used if transit is expected to become a major player in the regions transportation system. The current approach, focusing on one piece at a time, will be too costly and will not shift enough people from cars to transit to achieve a significant reduction in greenhouse gas emissions and oil consumption.

I am a realist. A Locally Preferred Alignment will probably be selected from the options identified in this SDEIS but, the following suggestions would have made the project more environmentally sustainable, cheaper to build, cheaper to operate, and would have added more ridership to the total transit system.

1. Do not build park-and-ride structures.

They are expensive, they encourage auto dependence and they are a major impediment to transit oriented development around stations. Nevertheless, low cost surface parking can become a temporary land-banking use until an adequate transit network is in place, at which time the parking lot can be converted to a compact mixed use development.

2. Include in the project a more robust bus feeder system.

For example, a frequent service cross-town bus route could provide a fast and convenient transfer connection at the Tacoma Station and replace the need for a thousand stall parking structure. A new route connecting Clackamas Town Center to Washington Square and WES via Johnson Creek Blvd., Tacoma Street, the Sellwood Bridge and Taylors Ferry Road would greatly reduce traffic

1

demand in these corridors. It would interconnect three rail lines and 30 bus routes, providing an exponential increase in transit opportunities over what is provided today.

3. **Forego the construction of an expensive new light rail bridge by connecting this line to the MAX Yellow line through the eastside.**

- The 3,200 buses and trains now crossing the river every weekday could provide downtown access. During peak hours, shuttle buses or streetcars from the OMSI Station could provide additional capacity to and from downtown. Incidentally, if these shuttles were timed to meet the Max trains, the trip to the CBD would be as fast or faster than the trip over the proposed out-of-direction Porter-Sherman alignment.

- South Waterfront would actually get better transit service than with the Porter-Sherman crossing if the project included a direct bus or streetcar link to South Waterfront via the Hawthorne Bridge, SW First and Naito and Harrison Street. This new faster connection to and from North, Northeast and Eastside Portland would attract many new riders, more than would be lost from the South Corridor because of a slightly longer trip.

- An eastside connection provides redundancy to the system not provided by an additional river crossing. The Steel Bridge will become a major bottleneck in the system when all four Max lines cross it. The Yellow Line will become a major problem because of crossing issues at the Rose Quarter Junction when the Green Line is added next year. An eastside alignment avoids this problem. In the event of a Steel Bridge breakdown, it could also provide access to all the buses that cross the river on the other bridges.

- An eastside connection would allow more frequent service with the same equipment and operating hours because it would cut about 25% from the total route running time. Frequency of service is a primary factor in attracting ridership.

In closing, an eleventh hour modeling attempt by metro staff of an eastside alternative, that did not include the systemic improvements mentioned above, still showed it would attract about as many passengers to the system as would the downtown options.

Jim Howell
3325 NE 45th Avenue
Portland, OR 97213
Jimhowell89@hotmail.com

Trans System Accounts - public comment re: Milw/Port light rail

From: Dolly Macken-Hambright <dollym-h@hotmail.com>
To: <trans@oregonmetro.gov>
Date: 6/19/2008 11:42 AM
Subject: public comment re: Milw/Port light rail

Metro, TriMet, et al;

How do you stop a moving train? Hopefully, by thoughtful public comment???

Regarding the proposed light rail line from Portland into Milwaukie please consider the following:

I-137-001 The overall cost and energy expenditure to just build the line would provide expanded bus service to underserved neighborhoods such as Linwood well into the forseeable future, serving folks that would be able to actually use the service without driving to a park-and-ride location in order to use any public transportation.

Light rail is a fixed track that goes from point A to point B and back to point A. It has no route flexibility such as found with buses, and therefore serves overall a very meager number of riders, especially when factored with the cost per rider, which makes light rail very expensive when weighed against bus service. The nightly evening/morning news showing traffic along Hwy 26 to the W. clearly indicates that the MAX line has not been any too sucessful in reducing vehicular congestion and tends to serve pretty much only those persons that routinely used buses before the line was constructed, albeit with more driving or the additional use of buses in order to get to the MAX line, in many cases.

Light rail ceases to function when the ridership needs to depend on it, during heavy ice and snow conditions. Buses, however, are much more adaptable and have proven, alternate routes in order to continue to serve many of the people who need it most during those times.

I-137-002 While some of the argument for light rail is wrapped around the use of fossil fuels, it is necessary to point out that other cities, such as Los Angeles are experimenting with alternatively fueled buses, such as hydrogen-fueled buses. While this experiment has proven costly to date, at least some areas are attempting to address these issues, and knowing American ingenuity, these types of experiments will undoubtly break ground for viable alternatives in the future, especially for mass transit. Light rail is old technology and runs on resources that require a huge expenditure of electricity (reads coal and dams), with limited overall passenger-carrying results.

I-137-003 Light rail also drives a number of other sets of circumstances such as Transit Oriented Development, Tax Increment Financing, and so forth, which do nothing for the tax-paying populace other than to provide new development along the light rail lines. Most of these publicly subsidized new developments are large, sometimes cheaply constructed, apartment/condo complexes, often of mixed-use. As has been proven on other routes and in other countries, much of this artificially inflated population is lower income, which, by its very nature, skews the need for other concentrated public-oriented services, which then drives the need for more, or more concentrated, government over-sight in a given area, both circumstances of which ultimately cost the municipality/county additional tax dollars.

I-137-004 Light rail is not as safe for passengers, either waiting for or riding, due to the lack of supervision at the stations and on the cars. This has never really been addressed on any sustainable level due to the overall cost of same and portends to remain a very large problem into the future. Milwaukie's police department already expends tremendous resources in downtown Milwaukie due in large part to the bus terminus, and it is foreseeable that light rail will cost exponentially larger tax dollars just to monitor the downtown and N. area with the addition of light rail and a more concentrated population. The rest of the city will undoubtedly be paying the price of lower police presence because of already shown statistical need for service in the downtown area. The county sheriff's office will be paying the price of addressing the need for more presence as the line extends into the county S. of

I-137-001

Thank you for submitting your comments for consideration. Alternative modes to light rail between Portland and Milwaukie were evaluated in the process of determining the 2003 LPA alignment for the South Corridor Project. The evaluation is documented in South Corridor Project Transportation Alternatives, SDEIS, December 2002 (2002 South Corridor SDEIS). Chapter 2 of the 2002 South Corridor SDEIS describes all mode alternatives evaluated: Bus rapid transit and Busway in addition to light rail in the Portland to Milwaukie and/or I-205 corridors. Chapter 3 presents the environmental analysis; Chapter 4, the transportation analysis and Chapter 5, the financial analysis. From these analysis results, the 2003 South Corridor Project LPA was selected following extensive public outreach and local jurisdiction public hearings. The 2003 South Corridor Project LPA called for light rail in both the Portland to Milwaukie and I-205 corridors.

Prior to starting the SDEIS, a number of transportation alternatives were examined including river transit, high occupancy vehicle lanes, high occupancy toll lanes, radial commuter rail, circumferential commuter rail, busway, and bus rapid transit. Consideration of these alternatives was documented in the 2000 South Corridor Transportation Alternatives Study (SCTAS). The 2000 SCTAS was prepared as a step in the evaluation of alternatives required by the National Environmental Policy Act. As required by NEPA, the alternatives analysis process provided the opportunity for public review and comment.

I-137-002

The region's decisions to move forward with light rail as the most appropriate transit technology for the corridor were described in the SDEIS in Chapter 2 and Appendix J, and were updated for the FEIS. Energy use is but one of many of the reasons that influenced the region to make the decision to further invest in light rail. Other factors include travel speeds, ridership capacity, travel time reliability, and system

I-137-004 Milwaukie. Neither of these needs will be met without increased tax revenues, and citizens directly, not the ridership, TriMet or Metro, will be paying the tab for these additional needs, regardless of whether in-house policing improves on MAX lines or not.

I-137-005 Regarding Milwaukie specifically, the footprint to be used for the preferred MAX line is huge in a fairly small area of very few blocks of our downtown. In the foreseeable future including a light rail line, downtown Milwaukie will likely lose any small-town feel and become just another over-sized, perhaps primarily self-serving community of small shops, restaraunts and housing with a MAX line running through it. Light rail is too big to preserve much of the current downtown feeling, and while this affects the outlying neighborhoods somewhat less than those in closer proximity, we still feel that the loss of our downtown will cause grief to those that "knew it when", those who have grown up in the area, those who have invested time and energy to help keep/make our town a source of pride for all residents.

I-137-006 The traffic which stays in Milwaukie but goes E. to W. will be greatly and adversely affected simply because of the logistics of the train crossings, and perhaps the forced closure of many streets. There are many folks who live in Milwaukie currently that percieve little or no reason to go to downtown Milwaukie today except for special events, meetings and the like, and even those reasons may not be enough to motivate Milwaukie's citizens to venture into their own downtown if the ingress/egress/parking situation becomes less viable than it is today. Light rail will serve to cut Milwaukie off from its own citizens to some fair degree.

I-137-007 This light rail line into downtown Milwaukie will affect 4 schools and not offer much in the way of benefits to those schools. Everyone knows that additional distractions of noise, people and other diversions, not to mention the possible adverse effects to personal safety of students, are not conducive to better learning. The older students who apparently skip class during school hours and wander the streets of Milwaukie would, however, "benefit" from having an influx of more potentially adverse influences, as well as a means to remove themselves from town readily during school hours. This behavior is not conducive to building better citizens, however, so it does not serve Milwaukie, as a whole, very well.

I-137-008 Kellogg/Kronberg Park is a parcel of land that was donated to the city with the intent that it be a park for the citizens to enjoy, not as the underbelly of a light rail line. Fish recovery, indeed the entirety of the natural areas on the S. of downtown do not benefit in any way from the extension of light rail through downtown Milwaukie. In fact, the extension will adversely affect this area, most likely to the point of complete devastation.

In short, what does extending light rail into Milwaukie do FOR Milwaukie? It brings more people to Milwaukie, either to live in order to ride mass transit and possibly reap some intrinsic benefits, or merely to increase the needs of additional infrastructure such as water/sewer/traffic/parking/police and fire services/social services, etc., thereby increasing the need for government presence and losing the "small-town" feel of our downtown.

I-137-009 What does bringing light rail into downtown do TO Milwaukie? It takes a huge swath of space, ties up traffic into/out of the downtown area and onto/off of Hwy. 99, provides a ready conduit for undesirable activity, drives taxes ever higher (most especially if Milwaukie has to cover an intial $5M commitment to bring it here), adversely affects the livability of the existing, tax-paying citizens already living in the downtown area, cuts downtown Milwaukie off from many of the rest of the folks who visit downtown today, adversely affects natural habitat and potential stream water quality, begs the question of today's infrastucture and in general, causes the loss of an area many of Milwaukie's citizens would like to continue to enjoy and live in.

All of this skirts the primary issue of the simple fact that Milwaukie citizens feel quite strongly that they have voted down light rail on multiple occasions and that this is being forced upon them by self-serving politicians/government. Many of the answers to questions tendered by citizens have never been answered, either at the "open house" level, in "working groups", or otherwise and many of the answers have differed from one occasion to another. There is a very strong feeling among many citizens that there have been nefarious activities surrounding this segment of light rail, which will go largely unaddressed by the elected officials as well as the governance in general. None of these perceptions, right or wrong, will ever serve to make light rail palatable to the general populace.

It is in TriMet's/Metro's best interests to bring this allignment to a public vote, including the funding for same. If

interface. Further, light rail systems are in use throughout the world and as more and more systems come into development, the technologies used continue to become more and more efficient. Light rail is not be considered an old technology. Metro and TriMet recognize that technological advances are also occurring in other transit modes such as buses, and TriMet will continue to consider such technologies in its overall transit systems planning and operations.

I-137-003

The scope of the project does not include rezoning, redevelopment, or tax increment financing proposals.

The light rail project relies on existing zoning to estimate future growth, but the scope of the project does not include rezoning or redevelopment proposals. However, fixed-rail projects are known to stimulate more intense development or redevelopment where the zoning allows. The City of Milwaukie and the City of Portland set the zoning for their respective communities based on the regional need for housing and employment capacity outlines in the Urban Growth Report and 2040 Regional Plan. No specific changes are proposed in the SDEIS or the FEIS. Any potential changes to zoning or to comprehensive plan designations would be required to go through the local jurisdictions land use judicial or quasi-judicial land use approval process.In a concurrent project during the same time as the SDEIS, Metro, TriMet, and its partners conducted a station area assessment to help maximize the ability of the light rail project to help support the region's existing goal for livable communities. The "Portland to Milwaukie LRT Station Area Best Practices Assessments and Recommendations Report" (Draft, September 2009) has recommended actions for some of the proposed light rail station areas. The recommendations of this assessment act only as guidance. Local governments control the decisions about land use, including zoning and specific development approvals.

the vote supports light rail and the intrinsic costs thereof, there will be much less opposition. If the vote is against light rail, let that be the end!

I-137-010 What will folks in Milwaukie support? Perhaps there is sufficient support among the population to bring light rail to the Southgate location (Hwy 224/Hwy 99) and then run the line E/W down highway 224. This has been suggested many times, but seems to fall on deaf ears??? Only a vote of the people will truly answer any of these nagging questions.

Dolly Macken-Hambright
Linwood NDA treasurer, Milwaukie

The City of Milwaukie also chooses how to tax its residents. At this time, the City has not proposed tax increment financing to support additional development along light rail.

I-137-004

Based on TriMet's experience with its existing system and on national information, crime levels along light rail project corridors are typically closely related to the existing crime conditions that prevail in the surrounding community. TriMet uses a combination of design, public education, and operations measures to lower the potential for crime and to minimize potential conflicts among trains, people, and other vehicles.

TriMet's Transit Police Division (TPD) is made up of contracted law enforcement officers from police agencies in the region. The TPD currently consists of 58 sworn officers, and an additional 30 TriMet staff members are dedicated to checking fares and issue warnings, citations and exclusions for riders without a valid fare. Another 46 TriMet supervisors check fares as a part of their daily duties. The TriMet Code includes penalties for fare evasion and rowdy or intimidating behavior on the system. Riders can also be immediately excluded from the system for up to six hours, and can receive longer exclusion periods of up to 90 days. Juvenile detention allows for a safety hold of up to 36 hours for repeat offenders violating the TriMet code or engaged in certain criminal activity so officials can work with the youths and their families to stop the activity.

These officers TriMet's Director of Safety and Security and the TPD commander meet regularly with various community members, law enforcement agencies, and security partners to evaluate issues and collaborate on solutions. The agency also has an established transit rider security program that combines TriMet enforcement with public safety resources from other jurisdictions.

See Section 3.16 for more information on safety and security.

I-137-005

The presence of light rail in Milwaukie does represent change. However, growth in Milwaukie will occur with or without the light rail line. The footprint generally would be confined to the existing UPRR right-of-way so there would be no discernible change in size through downtown, although the frequency of the trains would clearly be different and the line would 'feel' more active and present in the downtown community. The light rail station at SE Lake Road would create some additional building mass that does not currently exist, but as it is on the south edge of downtown, it is not expected to have an adverse impact on the major downtown streets or buildings. To the extent that light rail would bring more people into and through downtown, it may support the vitality of the downtown. Additional transportation options will help manage growth and provide a higher-speed transportation option to the single occupant vehicle that currently does not exist.

If the MOS option is chosen, then there would be a greater displacement of existing businesses in downtown Milwaukie. However, the MOS option will provide replacement retail space, as well as additional parking to serve light rail as well as businesses.

I-137-006

Queuing of vehicles at the LRT crossings at SE Monroe Street and SE Washington Street were not reported in the SDEIS. However, the FEIS considered queuing at these locations and SE Harrison Street in downtown Milwaukie along with the average delay per vehicle in the PM peak hour, when the most light rail trains will be crossing these streets. It is estimated that in 2030 the average delay on SE Washington Street is 8 seconds for each direction, and on SE Monroe Street it is 6 seconds in the eastbound direction and 12 seconds in the westbound direction

during the PM peak hour. By federal regulation the gates at the crossings are down (including the time it takes for the gates to come down and go back up) for a total of 50 seconds.

I-137-007

The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008. The light rail alignment through downtown Milwaukie lies within the existing, active railroad right of way. The project will improve existing conditions by constructing safety fences, crossing gates and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as zee crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-aged children near the Westside Express Service Commuter Rail line. See Section 3.16 for more detailed information about safety.

The Final EIS Section 3.10 and its accompanying Noise and Vibration Results Report provides updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as schools, churches and residences. The project's analysis directly

considers existing conditions that include freight operations to those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades.

The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the Final Environmental Impact Statement (FEIS) provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41. Previous studies covering the project corridor include: South/North Alternatives Analysis, 1993-1998; South/North DEIS, 1998; and South Corridor SDEIS, 2002.

In addition to the Chapter 2 discussion, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

The Refinement Study in 2007, due to concerns about the Tillamook Branch alignment through downtown Milwaukie, evaluated alignment options between Highway 224 and SE Lake Road along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and

hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project Purpose and Need.

I-137-008

As stated in the SDEIS, a narrow vegetated corridor near Kellogg Lake will be impacted by the construction and operation of the LRT line. In coordination with City of Milwaukie planning staff, impacts have been minimized to the extent practicable. The project has supported recovery of the Kellogg Creek system, and is proposing ecosystem enhancement activities for portions of the Kellogg Creek area in accordance with local, state, and federal requirements. Additional information on enhancement activities is discussed in the FEIS.

I-137-009

The purpose of the Final Environmental Impact Statement is to study the impacts of constructing and operating light rail. The light rail will lie almost entirely within the current, active railroad corridor. For impacts and mitigations related to traffic in downtown Milwaukie, see Chapter 4. Safety and security practices and mitigations are detailed in Section 3.16. Community impacts are are detailed in Section 3.3. Water quality and ecosystems impacts and mitigations are found in Sections 3.8 and 3.9.

Community participation plays an important role in shaping the light rail project. The public involvement programs and activities in the Supplemental Draft Environmental Impact Statement phase and the Final Environmental Impact Statement and Preliminary Engineering phase are detailed in Chapter 6. In response to your concern the project has held numerous light rail meetings focused on specific topics such as traffic and station area design, in addition to city-sponsored monthly public light rail meetings in Milwaukie since spring 2009.

I-137-010

See response I-137-007.

Jenn Tuerk - Milwaukie light rail comment

From: "Peter Markgraf" <markgraf@gmail.com>
To: <Jenn.Tuerk@oregonmetro.gov>
Date: 6/19/2008 11:28 AM
Subject: Milwaukie light rail comment

I would like to comment on the Milwaukie light rail DEIS:

I-138-001 The extension of light rail through OMSI district is a logical next step, and I support it. I ride MAX every day, and every addition to the system makes it more valuable and increases transportation options.

The Sherman option balances the needs of eastside businesses with the transportation and circulation needs of the City. Putting MAX through the OMSI district establishes a new transportation corridor on the east side – that makes sense, and the investment in light rail is a proven winner.

As more people move to this region, we will need to find creative transportation solutions to move people between their homes and jobs. Light rail has proven that it can be effective in Portland.

Sincerely,
Peter Markgraf

I-138-001

Thank you for submitting your comments for consideration. The refined Porter-Sherman alignment option was selected as the Locally Preferred Alternative. See Chapter 2.1 Portland-Milwaukie Light Rail Alternative for more information.

Jenn Tuerk - I support light rail to Milwaukie

From: "Tom Markgraf" <markgraf@teleport.com>
To: <Jenn.tuerk@oregonmetro.gov>
Date: 6/19/2008 11:22 AM
Subject: I support light rail to Milwaukie

I-139-001 I support the extension of light rail from Portland to Milwaukie. We are especially supportive of the Sherman street crossing. Light rail has been a good investment in this region and adding this segment will increase the value of the entire system.

The light rail crossing at Sherman is a good compromise. It is the least intrusive to businesses, and it was forged in collaboration with the public, balancing the needs of everyone who will be affected by this development.

Commuters, businesses, and people traveling into Downtown will benefit from this new light rail. It will promote economic development, private investment, and sustainable transportation.

Build the damn thing and build it soon.

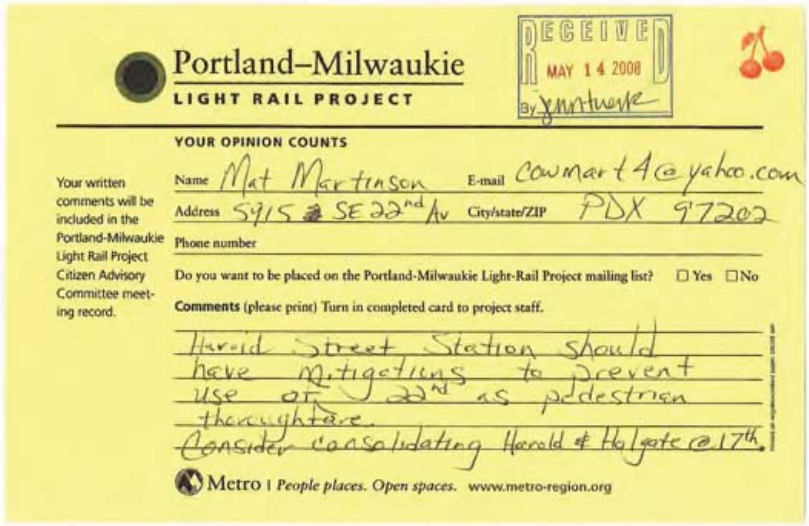
Sincerely,

Tom Markgraf

I-139-001

Thank you for submitting your comments for consideration. The refined Porter-Sherman alignment option was selected as the Locally Preferred Alternative. See Chapter 2.1 Portland-Milwaukie Light Rail Alternative for more information.

I-140-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 14 2008
By [illegible]

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name Mat Martinson E-mail cowmart4@yahoo.com

Address 5915 SE 22nd Av City/state/ZIP PDX 97202

Phone number

Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

Harold Street Station should have mitigations to prevent use of 22nd as pedestrian thoroughfare.
Consider consolidating Harold & Holgate @ 17th.

Metro | *People places. Open spaces.* www.metro-region.org

I-140-001

Thank you for submitting your comments for consideration. Consolidation of the stations that will be built on SE 17th Avenue and at SE Harold Street was considered during Preliminary Engineering phase. The Project will move forward with a station at SE Holgate and SE Bybee Boulevard bridge. A future station at SE Harold Street will provide more convenient access to the light rail line for residents and businesses in that station area. When a determination is made to add the Harold Station, a design study will be conducted that will address pedestrian connections to the station.

(6/3/2008) Trans System Accounts - Fwd: Milwaukie Light Rail Plan Page 1

From: "feedback feedback" <feedback.MRC-PO.MetCen@oregonmetro.gov>
To: <trans@metro-region.org>
Date: 5/5/2008 8:53 AM
Subject: Fwd: Milwaukie Light Rail Plan

Forwarding to Metro transportation planning.

>>> "Ann Masterman" <annwitch@comcast.net> 05/04/08 12:11 PM >>>
I looked at the maps of the proposed alignments. Here are my reactions to what I saw:

I-141-001 A light rail (or any other kind) station directly behind a school is so very scary to me. I have heard and read about all the crime problems in Gresham and Beaverton connected to light rail stations, and I definitely don't want that in Milwaukie. Those children deserve better than this plan.

Another station appears to be very close to Milwaukie High School. If you combine the student element and the transient element, you may find some policing problems.

The map shows the line going down the existing train line. This is so close to so many businesses (I'm sure this was the idea in the first place) that Milwaukie will be nothing more than a large light rail station. I don't like the idea.

Is someone planning on drastically increasing the police patrols at such proposed stations? It will be necessary, based on what has already happened at other places (Gresham and Beaverton). Please, not on my tax dollar.

I-141-002 The one thing I did like in the plan was extending it to Park Avenue. This would give the people from the surrounding area better access, and make it extendable to the Oak Grove, Gladstone, and Oregon City areas.

I have ridden on rail line in the Washington, D.C. area, and it works very nicely. However, the stations are not in the back yard of schools, and are mostly underground. We don't have that option here, and I foresee eyesores and crime problems. It makes me want to be in downtown Milwaukie even less than I am now. My grocery stores moved out and my drugstore closed. Not much parking left at my library, and it has been made known in years past that automobile traffic is not desired in the downtown area. I don't have much left there.

I-141-001

Thank you for submitting your comments for consideration. Based on TriMet's experience with its existing system and on national information, crime levels along light rail project corridors are typically closely related to the existing crime conditions that prevail in the surrounding community. TriMet uses a combination of design, public education, and operations measures to lower the potential for crime and to minimize potential conflicts among trains, people, and other vehicles.

TriMet's Transit Police Division (TPD) is made up of contracted law enforcement officers from police agencies in the region. The TPD currently consists of 58 sworn officers, and an additional 30 TriMet staff members are dedicated to checking fares and issue warnings, citations and exclusions for riders without a valid fare. Another 46 TriMet supervisors check fares as a part of their daily duties. The TriMet Code includes penalties for fare evasion and rowdy or intimidating behavior on the system. Riders can also be immediately excluded from the system for up to six hours, and can receive longer exclusion periods of up to 90 days. Juvenile detention allows for a safety hold of up to 36 hours for repeat offenders violating the TriMet code or engaged in certain criminal activity so officials can work with the youths and their families to stop the activity.

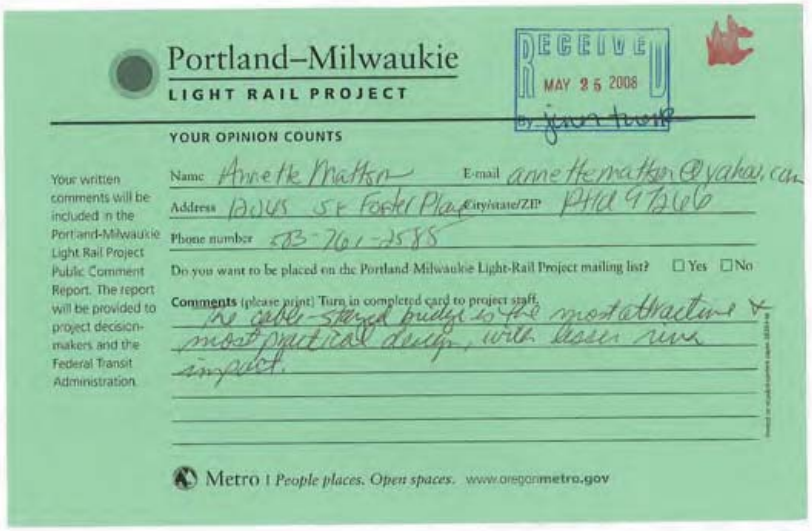
These officers TriMet's Director of Safety and Security and the TPD commander meet regularly with various community members, law enforcement agencies, and security partners to evaluate issues and collaborate on solutions. The agency also has an established transit rider security program that combines TriMet enforcement with public safety resources from other jurisdictions.

See Section 3.16 for more information on safety and security.

I-141-002

The Locally Preferred Alternative for the light rail project includes a terminus at Park Ave.

I-142-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 25 2008
By: [illegible]

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

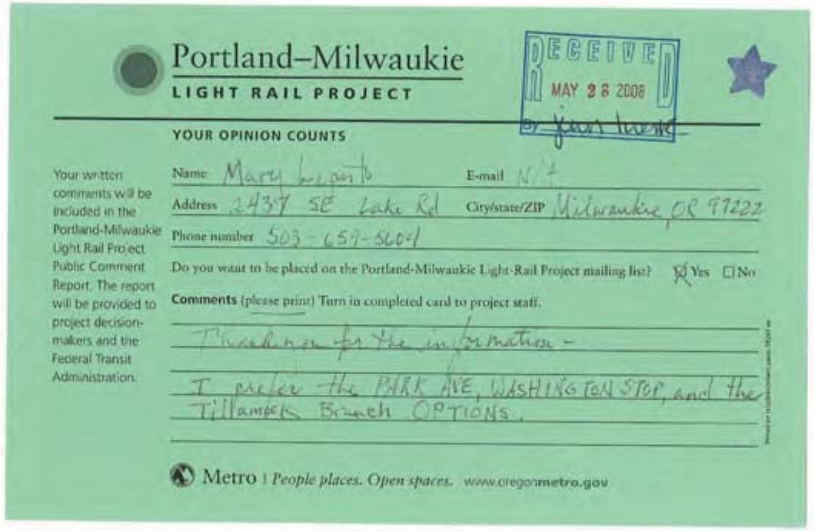
Name: Annette Matton E-mail: annettematton@yahoo.com
Address: 8045 SE Foster Place City/state/ZIP: PHA 97266
Phone number: 503-761-2585
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☐ No

Comments (please print) Turn in completed card to project staff.
I'd cable-stayed bridge is the most attractive & most practical design, with lesser river impact.

Metro | *People places. Open spaces.* www.oregonmetro.gov

I-142-001

Thank you for submitting your comments for consideration. A cable stay bridge design has been recommended to be constructed as part of the project.



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 28 2008
By

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name Mary Legarth E-mail N/A
Address 2437 SE Lake Rd City/state/ZIP Milwaukie, OR 97222
Phone number 503-659-5604
Do you want to be placed on the Portland-Milwaukie Light Rail Project mailing list? ☒ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

Thankyou for the information -
I prefer the PARK AVE, WASHINGTON STOP, and the Tillamook Branch OPTIONS.

Metro | People places. Open spaces. www.oregonmetro.gov

I-143-001

I-143-001

Thank you for submitting your comments for consideration. The light rail project was endorsed by participating jurisdictions in summer 2008. The Locally Preferred Alternative follows the Tillamook Branch, ends at a terminus at SE Park Avenue and includes a single station in Milwaukie at SE Lake Road. There will not be a station at SE Washington Street.

(6/23/2008) Trans System Accounts - Portland-Milwaukie light rail project Page 1

From: William Flynn <nccet@comcast.net>
To: <trans@oregonmetro.gov>
Date: 6/22/2008 7:20 PM
Subject: Portland-Milwaukie light rail project

I-144-001 Please be sure that there is some sort of shuttle to get people from the Sellwood/ Moreland area served by the #70 bus line over to the light rail stop near Tacoma..

Martha

######################
Martha Mattus
Office Manager
National Council for Continuing Education & Training
PO Box 820062
Portland, OR 97282-1062
503-233-1842
fax: 503-232-1073
www.nccet.org

I-144-001

Thank you for submitting your comments for consideration. Specific details of how bus service will connect neighborhood areas to light rail stations will be determined by TriMet during the final design phase.

Trans System Accounts - Milwaukie Light Rail Project comment

From: "Heather Jo Maxwell" <heatherjo777@gmail.com>
To: <trans@oregonmetro.gov>
Date: 6/10/2008 11:21 AM
Subject: Milwaukie Light Rail Project comment

I live very close to downtown Milwaukie. In theory, a light rail there would be fun for me and my children. We could ride downtown (where we never go because of parking, and it would be helpful for getting us to Beaverton, a frequent destination.

The reality, though, is that we would hardly ever use it. Occasionally if there was a real need, and once when it was new, for the novelty (for my kids). We can't afford to ride the MAX, or the buses. Only one of my three kids can still ride free. We would usually be gone long enough to need to pay a second fare for the ride home. Anywhere we went would be out of our zone.

I-145-001 I assume the expense of building the light rail would raise TriMet prices even higher. That would hurt most the people that the bus system should be helping - those who can't afford another option. I would rather keep TriMet prices as they are, so that I can at least occasionally use the bus if I have to.

I-145-002 I also do not think downtown Milwaukie is big enough for a transit center. It would take up so much space, and add so much noise and bustle, that it would end up as a dominant focal point. What a miserable focal point!

Despite that, I would seriously consider the convenience of a light rail - if only it truly were a convenience.

Please do not go forward with the Milwaukie light rail project!

- Heather Maxwell

I-145-001

Thank you for submitting your comments for consideration. While the project's capital construction costs are substantial, there are trade-offs between capital costs and operating and maintenance costs. Light rail service has been proven to attract more riders than buses, and, because of its substantially greater passenger capacity, resulting operating costs per rider are lower with light rail than with bus service. Capital costs are substantially funded by the Federal Transit Administration through competitive grants. Operating funds, however, are almost all locally derived and recovered through the farebox. Accordingly, the project's approach is more likely in the long run to be more cost-effective and keep fares lower, than bus service on such high ridership corridors.

I-145-002

The proposed Lake Road station would occupy currently vacant space. There is sufficient room on publicly-owned property to build the station within those limits. This station location is not expected to serve as a transit center. The City of Milwaukie and TriMet have recently completed a reorganization and remodel of the bus transit center, which is outside the scope of the Portland-Milwaukie Light Rail Project, in northern downtown Milwaukie. TriMet expects that the benefits to the city of easier access to downtown Portland will outweigh the use of this land for a light rail station rather than a different use.

Trans System Accounts - Milwaukie Light Rail Project

From: <mlmccann@pcc.edu>
To: <trans@oregonmetro.gov>
Date: 6/23/2008 10:15 AM
Subject: Milwaukie Light Rail Project

Hello,
I-146-001 This email is in regards to the proposed plan to run light rail through the city of Milwaukie. I am against this happening because there are four schools in the location of downtown Milwaukie which brings a threat to our children. It is not necessary to come into Milwaukie with this. The line can go up Hwy 224 or it can stay of McLaughlin Blvd. One stop is enough. There certainly doesn't need to be so many in such a small area. No other areas have so many in such a short span.
Please take these comments into consideration and look more carefully at the proposed project.
Thank you,
Mary Lou McCann

I-146-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

The FEIS Section 3.10 and its accompanying Noise and Vibration Results Report provide updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as

schools, churches, and residences. The project's analysis directly considers existing conditions that include freight operations and those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the FEIS provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

Previous studies covering the project corridor include:

- South/North Alternatives Analysis, 1993-1998
- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002

In addition to the discussion in the SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

Because of concerns about the Tillamook Branch alignment through downtown Milwaukie, the Refinement Study conducted in 2007 evaluated alignment options between Highway 224 and SE Lake Road

along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the SE McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project's Purpose and Need.

Trans System Accounts - Light Rail path

From: "Julia McCarl" <jmccarl3@verizon.net>
To: <trans@oregonmetro.gov>
Date: 6/22/2008 12:55 PM
Subject: Light Rail path
CC: <jotsyula@hotmail.com>

To Whom it may concern,

I-147-001 I am a fan of public transportation, since I lived in Japan for awhile. I believe that we need to work towards having it more available to the population. I do not believe that rails need to be near schools however, and I feel it is unwise and unsafe to put children at risk in our efforts to make transportation decisions. I believe we deserve evaluations that consider all possibilities and minds geared towards making a long term decision that will serve the community for years into the future. I don't understand why Highway 99 is not considered in the way that Burnside has been used in the SE out to Gresham. It could even be designed like Vancouver, BC's Skytrain. We have to think of the routes already in use for transit and augment them, so there is less trauma to the existing communities where gentleness and safety are the most important components. Thank you for working so hard to help with the problems of transit, but I think more studying needs to be done.

Sincerely,

Julia McCarl
2323 SE Barnes Rd.
Gresham, OR 97080

503-663-9264

I-147-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

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schools, churches, and residences. The project's analysis directly considers existing conditions that include freight operations and those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the FEIS provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

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- South Corridor SDEIS, 2002

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Because of concerns about the Tillamook Branch alignment through downtown Milwaukie, the Refinement Study conducted in 2007 evaluated alignment options between Highway 224 and SE Lake Road

along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the SE McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project's Purpose and Need.

Jenn Tuerk - Fwd: Milwaukie Light Rail

From: Lake McTighe
To: Tuerk, Jenn
Date: 6/16/2008 2:14 PM
Subject: Fwd: Milwaukie Light Rail

>>> "Don McCarthy" <donoregon@gmail.com> 6/12/2008 11:10 AM >>>
All to often the only contact regarding civic or political issues are usually negative.

I-148-001

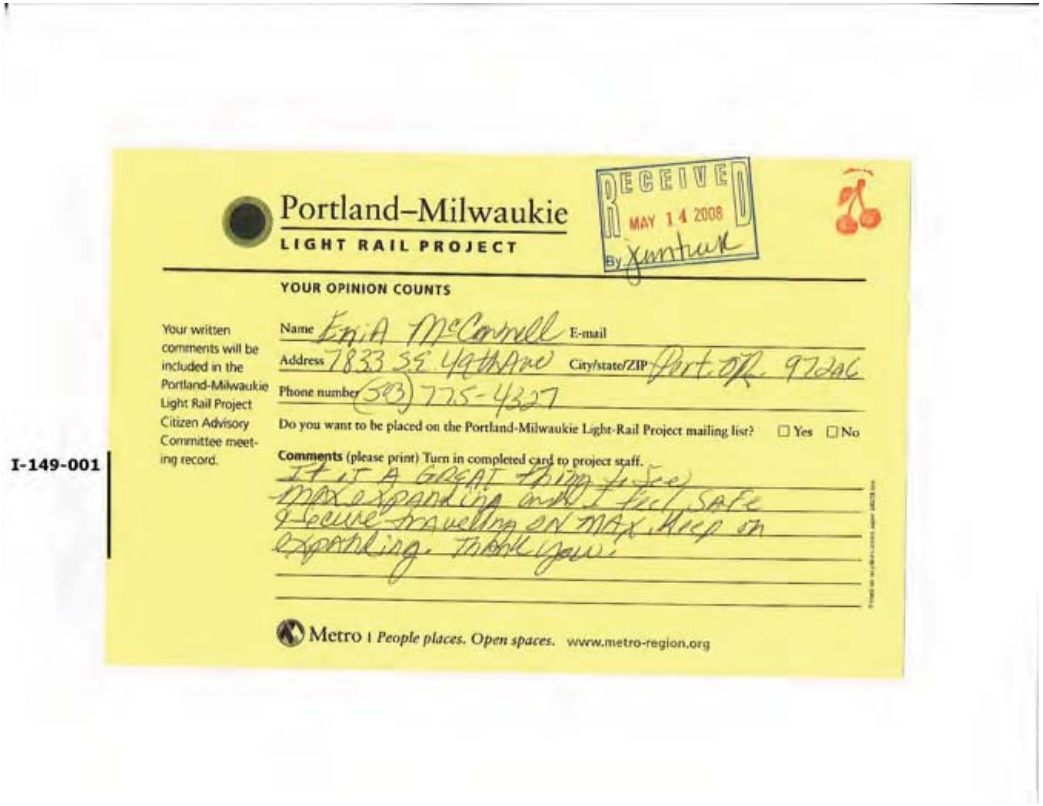
I am one person who is **in favor** of the Light Rail coming to Milwaukie. In a perfect world everything would be easy and there would be no problems as voiced for those against such projects as this one. Also, all to often, those in favor of such projects rarely raise their voice.

I am but one voice. I am certain, however, there are many like myself who is in favor of this project.

Don McCarthy
Milwaukie, OR

I-148-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 14 2008
By Jantuck

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name Enia McConnell E-mail
Address 7833 SE 49th Ave City/state/ZIP Port. OR. 97206
Phone number (503) 775-4327
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☐ No

I-149-001

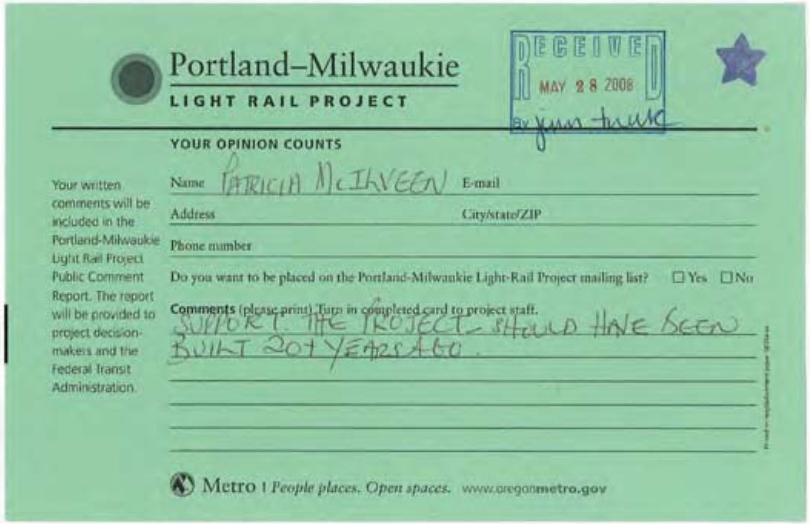
Comments (please print) Turn in completed card to project staff.
It is a great thing to see max expanding and I feel safe & secure traveling on max. keep on expanding. Thank you!

Metro | People places. Open spaces. www.metro-region.org

I-149-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.

I-150-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 28 2008
By Jana Travis

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name PATRICIA McIVEEN E-mail

Address City/State/ZIP

Phone number

Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

SUPPORT THE PROJECT - SHOULD HAVE BEEN BUILT 20+ YEARS AGO.

Metro | *People places. Open spaces.* www.oregonmetro.gov

I-150-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.

From: Matt Menely <mtnsoles@hotmail.com>
To: <trans@oregonmetro.gov>
Date: 6/22/2008 11:45 PM
Subject: Portland to Milwaukie SDEIS Comments

Below you will find our Comments, Concerns, & Questions regarding the Portland to Milwaukie SDEIS.

I-151-001 Why are other reasonable and viable alternatives left out of the SDEIS?
There are other reasonable and viable alternatives alignments that have not been included in the SDEIS. The alignment alternatives that have been included would harm to schools and neighborhoods. We do not see that any other alternatives have been studied in detail, or a comparison of all reasonable and viable alternatives has been made to the proposed alignments. Including all other reasonable and viable alternatives is required to fulfill the intent and purpose of the National Environmental Policy Act (NEPA).

I-151-002 Voters rejected light rail 2 times already?
The SDEIS provides little information regarding the two times that Milwaukie voters rejected this project, including a recall of the Mayor and City Council Members. It is our understanding that you are required by NEPA to disclose in detail if the project has been previously rejected and why.

I-151-003 Where is the local funding (Milwaukie/Clackamas county portion) coming from?
Taxes to pay for the local funding are not clearly described in the EIS. The citizens of Milwaukie and Clackamas County should be provided this information to allow them to evaluate and give comments on the SDEIS.

I-151-004 This SDEIS is the third supplement to a very old document. Is there not a point at which the original EIS is tossed out and completely started over? Information used from the original EIS and subsequent SDEIS's could be out of date and in need of a full rewrite/restudy.

Why does the alignment need to come into downtown Milwaukie?
It seems that the main argument being made is that it will be the catalyst to "revitalize" the downtown business district. Light rail and property development are 2 separate issues and should not be linked together. In our opinion, the only goal of light rail should be to provide reliable, safe, alternative transportation to the largest number of the population, with the least harm to Schools and Neighborhoods and the Environment, at the most reasonable cost to the taxpayers, not property development.

In our research on the Metro web site, Metro's own urban growth models show that of the 369,600 people expected to move into Clackamas Co. in the next 25 or so years (see Metro RTP page 2-6, table 2.2), the majority of them are going to be living in east county (Damascas, Carver, Estacata, and so on). Metro's own RTP traffic models also show that these people will likely use Hwy 224 one of their main routes into Portland. However it looks like the map Figure 4.2-5 somehow ignores this data? Shouldn't a light rail line be put where the bulk of the people are traveling, on hwy 224? Hwy 224 is the most direct route into the heart of Portland, not 205 where a light rail line is currently being built. We support an alignment that would go from Portland to the Milwaukie Southgate site, and then turned and headed out 224, before entering downtown Milwaukie. Milwaukie Marketplace, a large strip shopping mall located in Milwaukie and facing Hwy 224 has essentially replaced downtown Milwaukie as a center of commerce in Milwaukie. A Hwy 224 max line could include a station and park and ride on the large piece of vacant land directly behind Milwaukie Marketplace. A 224 alignment would not only also serve more of the residents of Clackamas county, but it would serve more of Milwaukie's residents and businesses. A further line extension could then continue out 224 either southeast towards Damascas, Carver, and Estacata, or head south along hwy 205 to serve Gladstone Oregon City, Canby, and West Linn. There is plenty of right of way in hwy 224 to handle the infrastructure needed for a light rail alignment

I-151-001

Thank you for submitting your comments for consideration. Analysis of light rail alignment options in Milwaukie dates back to 1993:

- South/North Alternatives Analysis, 1993-1998
- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002

SDEIS Appendix L presents a chronicled summary of alignment studies. Routes studied are shown in Figures L-5 and L-6.

The Locally Preferred Alternative is the product of two intensive, outreach-based processes discussed in detail in the SDEIS on pages 2-35 through 2-41:

- The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.
- The Refinement Study in 2007, due to concerns about the Tillamook Branch alignment through downtown Milwaukie, evaluated alignment options between Highway 224 and SE Lake Road along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the project's Purpose and Need.

I-151-002

The statewide referenda would have provided a source of local funding for the original South/North light rail project, but voters were not asked to approve or reject a specific light rail alignment. As described in Chapter

I-151-004 Metro would argue that they already looked at the 224 alignment option in a past EIS, but that alignment still came into the Historic Neighborhood and went out to 224 on Monroe St. which would have cut through and destroyed the Historic Neighborhood which is why it was rejected by citizens.

We have enough pieces of large transportation infrastructure that have cut up Milwaukie (hwy 224, 99E, and 2 rail road lines). If the goal is to replace car trips, then put the alignment where the cars are currently traveling, and encourage people to leave there cars at home. If it must go south and touch upon Downtown Milwaukie, then put it on 99E or Main Street, rather than the Tillamook alignment. The mayor should not have been allowed to remove these reasonable and viable alignment options from the SDEIS.

I-151-005 Cut-through traffic and parking problems?
Increased cut-through traffic in Milwaukie, on Harrison, Monroe, Washington, and Lake Road have not adequately been addressed in the SDEIS. If the alignment goes into Milwaukie, cut-through traffic coming from Hwy 224 into the Historic Neighborhood and Downtown Milwaukie will increase, as will increased parking issues (which are currently problematic without light rail). Add to that the need for crossing signalization at 3 out of 4 of those streets where the Light Rail line crosses them and there will become a traffic problem where their traditionally has not been one. We do not want to see more traffic coming through the neighborhoods just so that they can park and ride light rail. We already have that problem with the 30 year old "temporary" bus transit center. Parking issues in downtown and the Historic Neighborhood have increased since Tri-Met closed the park and ride station at Southgate a while back.

All 4 of these street have schools located on them:
Lake Road- Rowe Middle School & Milwaukie High School
Washington- Milwaukie High School & St. John the Baptist
Monroe- Portland Waldorf School
Harrison-Portland Waldorf School
Increased cut-through traffic on these streets will pose more danger to students at these schools as well as pedestrians accessing the Ledding Libray (on Harrison) or multiple churches parishioners.

I-151-006 Chapter 4.2.2.6 in the SDEIS says:
"With all alignment options terminating at Lake Avenue (it's actually Road), the most frequently used station would be in downtown Milwaukie (Harrison/Monroe/Washington), with 16 to 18 percent of riders." Where are these cars coming from/to and where are they going to park? The SDEIS does not properly address the traffic and parking problems that will arise from this quote.

I-151-007 Noise and Vibration Impacts-
We are not going to dive into this subject too deep because it is probably going to be addressed quite well by those associated with the Schools and Historic Neighborhood. They all have very valid points about why the alignment should not be located so close to their houses or buildings and we totally agree with them. Everything that we have heard from Tri-Met to this point leads us to believe that they will only do the minimum mediation required by NEPA to address these problems, especially as the cost of this project continues to climb and costs need to be contained.

I-151-008 Problems with light rail trains in freight corridors?
Our understanding is that there have been some accidents with light rail lines located in close proximity to freight rail lines (Littleton, CO and San Diego, CA?) Is there a possibility that the Federal Railroad Administration or the Railroad company that owns the right of way will not allow the light rail alignment to be built along the Tillamook Alignment? If that is a possibility, then shouldn't other alignments be included in this study?

I-151-009 Doesn't the Mayor of Milwaukie have a conflict of interest?
The Mayor of Milwaukie, Jim Bernard, owns commercial property directly adjacent to the proposed alignment and possible station/terminus at Lake Road. It is essentially guaranteed that the Mayor's property values will increase dramatically should light rail be built on the proposed alignment, because it is zoned as commercial property. Commercial property values began to rise dramatically on North Interstate as that light rail line was planned and built. We would gather that the Mayor's property would do the same

2 of the SDEIS and the FEIS, Metro and TriMet, working with FTA, the state, its local partners, and the region have since conducted an extensive public process leading to decisions to develop the South Corridor program in two phases. The South Corridor program includes the current Portland-Milwaukie light rail proposal as well as the I-205 and Downtown Transit Mall light rail improvements that are now in operation. The project development history, including decisions to move forward with the development of light rail in the South Corridor in two phases was extensively discussed in Chapter 2 of the SDEIS. The 2002 SDEIS for the South Corridor and the FEIS for the I-205/Portland Mall project provided information about the prior votes, and the votes are again presented in Appendix L of the current FEIS. It was also included in many of the background documents identified in the 2008 SDEIS.

I-151-003

The financial analysis is a part of Chapter 5 of the FEIS and includes information about local financing. The local share comes from a variety of sources including State of Oregon, TriMet, City of Portland, City of Milwaukie, Clackamas County and MTIP funds.

I-151-004

The FTA project development process requires that each subsequent analysis and documentation step review all previous background assumptions and update them if conditions have changed. The FTA must concur that this action has been taken before it approves the scope of the proposed analysis and documentation. This is accomplished through the required public "scoping" process. Scoping for the Portland-Milwaukie Light Rail Project SDEIS took place in spring 2007. The project development process and background for PMLRT is documented on pages 2-24 through 2-41 in the SDEIS.

The option to terminate Portland-Milwaukie Light Rail Project north of downtown Milwaukie was also considered prior to the LPA decision and

I-151-009 once this line is set to be built. What is the possibility that he will benefit from this light rail line? He would likely be able to sell and/or redevelop his commercial property (and more easily gain funding for redevelopment) into more attractive retail/commercial space more easily if this alignment is built vs. not being built. Thus, Jim Bernard should not be representing Milwaukie on the Steering Committee, nor should be take part in any Milwaukie City Council votes associated with this light rail alignment.

Don't get us wrong, we are fans of alternative transportation and would love to use light rail if it comes to Milwaukie. It just seems that there is not a proper look at all the reasonable and viable options taking place as part of the SDEIS.

Thank you for your time,

Matt & Sarah Menely
Milwaukie, OR Residents for 6+ years
PO Box 82518
Portland, OR 97282
503-654-1819

Earn cashback on your purchases with Live Search - the search that pays you back!
http://search.live.com/cashback/?&pkw=form=MIJAAF/publ=HMTGL/crea=earncashback

is documented on page 2-41 of the SDEIS. Downtown Milwaukie is a town center in the Metro 2040 Growth Concept, in which high quality transit service connects town centers to other town centers and regional centers. Terminating the Portland-Milwaukie Light Rail Project north of downtown Milwaukie would require a transfer just to either reach downtown Milwaukie from the end of the light rail line or reach the end of the light rail line from downtown Milwaukie; a significant degradation in what should be high quality transit service that is attractive to the greatest number of riders. Also, a goal of the Milwaukie downtown and riverfront plans is to make downtown Milwaukie a more attractive destination for both residents and visitors. Bringing the light rail line into downtown directly supports this local aspiration.

Corridors for potential extensions of light rail or other modes of high capacity transit to serve future growth areas in Clackamas County are being identified in the ongoing update of the Regional Transportation Plan. Future major transit investment decisions will build on the existing light rail system and the planned Portland-Milwaukie Light Rail Project; and integrate with locations of regional centers and town centers.

I-151-005

Queuing of vehicles at the light rail crossing at SE Harrison Street was reported on as part of the SDEIS. However, the FEIS looked at queuing at SE Monroe and SE Washington as well as and SE Harrison Street in downtown Milwaukie along with the average delay per vehicle in the PM peak hour, when the most light rail trains will be crossing these streets. It is estimated that in 2030 the average delay on SE Washington Street and SE Monroe Street is between 6 seconds and 12 seconds during the PM peak hour. By federal regulation the gates at the crossings are down (including the time it takes for the gates to come down and go back up) for a total of 50 seconds. Therefore, unlike the delay due to freight trains, no vehicle would ever be delayed by light rail longer than 50 seconds. See the FEIS Transportation Impacts Results Report for more information.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right of way. The project would improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones. Safety treatments would be designed to meet all applicable standards and regulations. Existing pedestrian crossings would continue to occur in their current locations and would be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 for more detailed information about safety.

I-151-006

The Locally Preferred Alternative (LPA) has a terminus at Park Avenue (one mile past downtown Milwaukie) and does not have a park and ride lot at the Lake Road Station in downtown Milwaukie. This is the alternative that the project partners prefer to build. However, FTA requires that projects seeking federal funds identify interim or shorter sections that could be implemented if funding is not available for the full length project. Thus, the project is looking at the MOS as part of the FEIS. The Minimum Operable Segment (MOS) ends in downtown Milwaukie at Lake Road, and has a 275-space park-and-ride lot at the

corner of SE Main Street and SE Washington Street. The LPA reduces traffic at SE Washington Street and SE McLoughlin Boulevard (and other intersections in downtown Milwaukie) since more trips that would be on SE McLoughlin Boulevard are now on transit (compared to an alternative that has no light rail project).

The SDEIS showed that the light rail project would remove 34 off-street parking spaces (next to the railroad tracks between SE Monroe and SE Washington) and about 12 on-street parking spaces in downtown Milwaukie. The parking impacts have been reevaluated and now show 52 on-street parking spaces being removed by the project. The City of Milwaukie does not include the 34 off-street parking spaces in the City's downtown parking inventory, and therefore the FEIS does not include the loss of these unofficial parking spaces as an impact of the light rail project.

Potential parking mitigation alternatives that could be implemented include replacement of on-street parking, parking management strategies and revising parking restrictions. Coordination with the City of Milwaukie should occur to determine the best strategy to address the on- and off-street parking impacts should parking become an issue around station locations.

It is estimated that approximately 50% of the park and ride trips for the Lake Road facility would access via SE McLoughlin Boulevard from the south. Other approaches are estimated at approximately 30% for SE Lake Road, 12% SE Washington Street, 5% SE Monroe Street and 3% SE Harrison Street. It should also be noted that not all trips generated at a park and ride are trips that are destined to/from the park-and-ride (meaning motor vehicle trips that would require parking). Some trips are actually "quick drops" or pick-up/drop-off trips where the vehicle passes by the park and ride and either picks-up or drops-off passengers, but does not park at the facility.

I-151-007

The project will comply with the FTA regulations for noise and vibration. The FTA criteria for noise and vibration are based on years of study related to high capacity transit operations, including light rail. TriMet has the benefit of years of experience with providing noise vibration mitigation for light rail along other previously constructed alignments. The potential noise and vibration mitigation measures we have at our disposal are very effective at reducing noise and vibration from the light rail vehicles.

Section 3.10 of the FEIS provides the location of noise and vibration impacts and mitigation measures for each impact.

I-151-008

The Union Pacific Railroad (UPRR) will require a 25-foot separation between the center lines of the freight and light rail track centers with a six-foot tall safety wall down the middle of the separation along the Tillamook Branch Line. This is the same distance between track centers as included in the SDEIS. Safety wall will start 250-feet from intersections to meet the UPRR sight distance requirements.

I-151-009

The vote of Mayor Bernard at the Portland-Milwaukie Project Steering Committee was not a conflict of interest because the Mayor publicly disclosed and declared his property ownership throughout all stages of the proceedings; the Mayor's vote in the Steering Committee was as a representative of the City of Milwaukie in accordance with Milwaukie Resolution 51-2008, and not as a private citizen or as simply the Mayor of Milwaukie; and in any case the votes were unanimous in the Steering Committee and in the City of Milwaukie resolution, and the Mayor's votes did not change the outcome of any decision. It is also important to note that the City's resolution and the Steering committee recommendations are advisory to the Metro Council, which is actually the party that takes

the action to identify project alternatives. Finally, all of these decisions remain preliminary until issuance of the FEIS and the Record of Decision by the Federal Transit Administration.

Trans System Accounts - Comment--South Corridor II

From: john lewis <jlewis60@hotmail.com>
To: <trans@oregonmetro.gov>
Date: 5/18/2008 2:12 PM
Subject: Comment--South Corridor II

Metro,

I-152-001

I am not opposed to dedicated high traffic lanes but am opposed to light rail for several reasons:

Lack of versatility for future planning and transit changes
Locked in on electric power and coal burning
Very costly
Trains designed and built overseas
Embedded rails are hazardous to pedestrians and cyclists, skateboards, baby strollers, etc.

Now, dedicated bus lanes makes more sense and leaves opportunity for newer fuels and different vehicles. I suggest you look at the Springfieldd to Eugene dedicated bus line and stations. Tandem buses work great and allow for many possibilities. They meld with traffic easier and can be phased in as needed. As technology changes, so can the vehicles power sources. In emergency situations, vehicles can be easily added and removed. This would immediately provide more American jobs and add pressure to the transit industry to come up with better buses. This is cheaper up front and in the long run, no rail infrastructure and power grid to maintain. We have to look at costs and adaptability.

An embedded rail and power grid is not cost effective and adaptable.

Please consider my opinion.

Thanks,

John Lewis
2440 SE Tibbetts St.
Portland, OR 97202
503-816-1225

Test your Star IQ Play now!

I-152-001

The advantages and disadvantages of buses and light rail have been weighed during the project's history. There are many choices that have been considered before selecting light rail. For example, light rail has a fixed location, and does not have the flexibility of bus routing. However, it is less likely that substantial urban development will occur as a result of bus service as bus service can be relocated. Light rail uses electricity and buses may use a variety of fuels. However, the source of the electricity can vary greatly and in this way a wide range of energy sources may power light rail. Chapter 2 and Appendix L of the FEIS document the reasons for choosing light rail and not bus.

(6/23/2008) Trans System Accounts - Portland-Milwaukie Light Rail SDEIS comments Page 1

From: Ralph Merwin <prizmev@yahoo.com>
To: <trans@oregonmetro.gov>
Date: 6/23/2008 6:18 AM
Subject: Portland-Milwaukie Light Rail SDEIS comments

My comments regarding the SDEIS pertain mainly to the section in or near the City of Milwaukie.

I-153-001 In the Industrial Area, the alignment should stay on McLoughlin Blvd. This would allow for a Park and Ride at the former Southgate Cinemas location, as previously agreed to by TriMet and Milwaukie. Having a Park and Ride at this location is important since it allows potential riders coming in on highway 224 an opportunity for easy access to light rail. If this Park and Ride is not present, these riders will likely just continue to drive into Portland and not use light rail at all.

A Park and Ride at the Southgate location would also be useful for a bus layover function (as was successfully done previously).

I-153-002 South of the Industrial Area, the alignment should stay on McGloughlin instead of veering over to the railroad tracks. McGloughlin is an existing transportation corridor, and large projects such as a light rail belong in transportation corridors, not neighborhoods. This is a key item from the "14 Points" agreement in Milwaukie. Putting the alignment on Mcgloughlin would suddenly become very attractive if the right-of-way next to the railroad was not available, so the Mcloughlin alignment should be given serious consideration (not just a quick all-night session as was done in the summer of 2007).

Regardless of the alignment location, there should be just one station in Milwaukie, at Lake Road. This should be a Park and Ride.

I-153-003 If the alignment stays on the railroad right-of-way, the entire section from 224 to Lake Road should be converted to a "quiet zone".

In the section between 224 and Lake Road, the rail bed should be build on vibration absorbing material.

I-153-004 The bus transfer/layover function should be moved out of downtown Milwaukie. More than half of the noise in downtown is from the buses starting, idling, stopping, etc. Such a concentration of buses also attracts large numbers of, for lack of a better word, 'punks' - people with nothing better to do than hang around bus stations. They litter the area, defecate in the bushes in neighboring businesses and make rude comments to passers-by. If this bus area was split into two bus stops (one north, one south near the light rail station at Lake), and the layover function moved to the Southgate location, the buses would become a pleasant addition to Milwaukie instead of a major detraction.

I-153-005 When the light rail crosses McGloughlin, it should be an at-grade crossing not a massive, blocks-long raised platform (flyway?). No matter where the crossing point occurs, having such a large raised section is a major visual detraction to the area.

I-153-006 The light rail line should extend to Park Avenue. There should be a station at Blue Bird to service that neighborhood.

Ralph

I-153-001

Thank you for submitting your comments for consideration. The light rail project was approved by participating jurisdictions in summer 2008. The Locally Preferred Alternative includes an alignment along the Tillamook Branch in the North Industrial Area of Milwaukie. The Main Street alignment, near McLoughlin Blvd, was rejected due to its impacts on the businesses in this area. Commuters coming from Highway 224 will have direct access to the park-and-ride at Tacoma and SE McLoughlin Boulevard.

I-153-002

The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the Final Environmental Impact Statement (FEIS) provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published in May 2008, also discussed this on pages 2-35 through 2-41.

Previous studies covering the project corridor include:

- South/North Alternatives Analysis, 1993-1998
- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002

In addition to the discussion in SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in

the North Milwaukie Industrial Area.

The Refinement Study in 2007 evaluated alignment options between Highway 224 and SE Lake Road along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 were held. The evaluation based on project criteria resulted in elimination of the McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project's Purpose and Need. Results of the refinement study may be found in Downtown Milwaukie Alignments Review (June 2007, August 2007) and are summarized in Chapter 2 and Appendix L of the SDEIS and FEIS.

I-153-003

All noise related to the project is reviewed in section 3.10 Noise and Vibration of the Final EIS. The project assumes a successful application for a quiet zone exemption or a light rail horn waiver. Under the quiet zone exemption, neither the light rail nor Amtrak or freight trains would be required to sound the vehicle-mounted horns unless there was an obstruction on the tracks or in case of emergency.

During preliminary engineering, project staff held “pre-diagnostic” review of the intersections with the Federal Railroad Administration (FRA), Union Pacific Railroad (UPRR), Portland and Western Railroad, ODOT Rail, City of Portland, and City of Milwaukie staffs to discuss and refine designs of the shared crossings and to incorporate the appropriate supplemental safety measures in order to qualify for quiet zone consideration. The cities of Portland and Milwaukie are supportive of these supplemental safety measures and have indicated that they will support the request for the quiet zone.

I-153-004
Transit center functions are planned to be shifted to the Lake Road station. Dwell locations will be determined by TriMet prior to the light rail opening.

I-153-005
The Locally Preferred Alternative (LPA) includes a grade separated light rail crossing over SE McLoughlin Boulevard. The project evaluated an at-grade and a grade separated alternative and concluded that a grade separated alignment would be the most appropriate solution at this location because of potential safety and traffic concerns.

The project has done a visual analysis for this alignment, see Section 3.4 of the FEIS for more information. The light rail structure would located parallel to the existing Tillamook Branch line trestle and would be of similar scale and height. The proposed structure would cross over SE McLoughlin Boulevard and curve towards the south to return at grade parallel to SE McLoughlin Boulevard. A small number of residences with visual access to SE McLoughlin Boulevard would have long duration foreground views of light rail bridge and associated structural elements.

I-153-006
The Locally Preferred Alternative includes a terminus at Park Ave, but not a station at Bluebird.

A station at Bluebird was not advanced for reasons cited in section 4.4.2 of the July 24, 2008 *Locally Preferred Alternative Report* and are listed below:

- the station would need to be elevated and station construction costs and visual impact would be substantially greater than at-grade stations.

- the light rail ridership would be significantly lower than other stations along the light rail line (the Bluebird station is estimated to have only about 1,400 boardings and alightings daily compared with the station median of 2,748)

- the real estate potential of the surrounding area is very limited because of existing zoning and land uses.

- there are existing commercial uses that would have to be acquired and displaced.

Trans System Accounts - light rail comments

From: "Arlene Miller" <arlenemima@comcast.net>
To: "trans metro" <trans@oregonmetro.gov>
Date: 6/17/2008 2:19 PM
Subject: light rail comments
CC: "Joe Loomis" <loomisj@ci.milwaukie.or.us>, "Deborah Barnes" <barnesd@ci.milwaukie.or.us>, "Jim Bernard" <bernardj@ci.milwaukie.or.us>, "Susan Stone" <stones@ci.milwaukie.or.us>, "gregory chaimov" <chaimovg@ci.milwaukie.or.us>, "DuVal, Pat" <duvalp@ci.milwaukie.or.us>

LIGHT RAIL COMMENTS

I-154-001 I have lived in Milwaukie for almost 30 years. Reared two children here and now my two small grandchildren who attend the Milwaukie Elementary school, very near the "proposed" light rail.

With that said, I TOTALLY OPPOSE the light rail going through Milwaukie proper. Milwaukie is just too small a town to have a large rail project. We voted it down twice some years ago and NOT just for monetary reasons. We did not and still do not want it going through or near our neighborhoods and Milwaukie downtown is like a neighborhood with Historic Milwaukie a hairbreath away.

Milwaukie is like an oasis, a haven, a peaceful town and we want to keep it that way - there are not many left.

Please, I petition greatly to leave Milwaukie alone.

At a very last resort, light rail can have a terminus at Southgate and travel down Hwy. 224, with stops at Milwaukie Market Place, KMart, etc. with park-n-rides located at the stops.

I hope you will consider my comments.

Thank you,

Arlene Miller
503.659.9339

I-154-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

The FEIS Section 3.10 and its accompanying Noise and Vibration Results Report provide updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as

schools, churches, and residences. The project's analysis directly considers existing conditions that include freight operations and those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the FEIS provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

Previous studies covering the project corridor include:

- South/North Alternatives Analysis, 1993-1998
- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002

In addition to the discussion in the SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

Because of concerns about the Tillamook Branch alignment through downtown Milwaukie, the Refinement Study conducted in 2007 evaluated alignment options between Highway 224 and SE Lake Road

along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the SE McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project's Purpose and Need.

Trans System Accounts - Light rail service in Milwaukie

From: "ERIC MILLER" <ERICMILLER271@MSN.COM>
To: <trans@oregonmetro.gov>
Date: 6/22/2008 10:04 PM
Subject: Light rail service in Milwaukie

I-155-001 I am writing to express my strong support for bringing light rail service to Milwaukie.

I am a resident and homeowner in the Island Station neighborhood of Milwaukie. The proposed light rail service would provide a reliable, inexpensive alternative for transportation to downtown Portland and other areas. It would also help ease traffic load on McLaughlin Boulevard between Milwaukie and Portland.

As the population of the area grows, and transportation and fuel costs increase, the light rail project will go a long way to maintaining essential transportation required to keep this area viable.

Eric Miller
12322 SE 20th Avenue
Milwaukie, OR 97222

I-155-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.

From: "Anders Liljeholm" <aliljeholm@gmail.com>
To: <trans@oregonmetro.gov>
Date: 5/25/2008 1:24 PM
Subject: Milwaukie MAX Alignment

I-156-001

I think the proposed Milwaukie MAX line is an excellent idea.

I do believe that either Sherman alignment is superior to the Caruthers alignments.

It's frustrating that OHSU is being catered to, disrupting the already established, perfectly good 2003 alignment. But since they do employ a huge number of people, I understand the desire to make their facility accessible by transit.

I-156-001

Thank you for submitting your comments for consideration. The refined Porter-Sherman alignment option was selected as the Locally Preferred Alternative. See Chapter 2.1 Portland-Milwaukie Light Rail Alternative for more information.



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 27 2008
By

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name Jim Moffat E-mail

Address City/state/ZIP

Phone number

Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☒ No

Comments (please print) Turn in completed card to project staff.

Too Expensive!! Use the money to buy busses instead. I don't care where the money comes from Federal, State, or whatever. Busses will go where the people want to go – not just where you put the tracks.

Metro | People places. Open spaces. www.oregonmetro.gov

I-157-001

I-157-001

Thank you for submitting your comments for consideration. Federal, State, and local transportation funding do have some flexibility in some areas, but in large part, the funds are allocated to specific types of transportation investment types. For example, some funds are dedicated to safety improvements and cannot be used for adding capacity. With regard to funding buses rather than light rail, Federal Transit Administration funding does allow funding improved bus service as well as light rail. However, in comparing bus service in the corridor with light rail, light rail performed better - that is, served more riders - than bus service. Accordingly, Federal funding for light rail service is being sought for the project.

Trans System Accounts - Include Harold Street Station in Portland to Milwaukie LRT

From: "SEAN AND CATHY MURRAY" <nwmurrays5@msn.com>
To: <trans@oregonmetro.gov>
Date: 6/4/2008 9:33 PM
Subject: Include Harold Street Station in Portland to Milwaukie LRT
CC: "Sean Murray" <s.murray@alliant-systems.com>

Dear Metro Planning Team-

I-158-001 As a property owners and residents of North Westmoreland, we are writing to declare our strong support for inclusion of the Harold Street Station in the Portland to Milwaukie Light Rail Project.

When we and our three young children had the opportunity to move to Portland eight years ago, we focused our housing search in Sellwood-Westmoreland because of the relative affordability of homes, family focused community, and excellent public schools.

In the intervening years we have seen many changes. While Sellwood-Moreland has remained a vibrant and popular neighborhood, the steady rise in property values has priced many families out of the area. We have witnessed the impact of this situation first-hand with declining school enrollment threatening closure of Llewellyn Elementary, and increased development of multi-unit, car centered condominium projects which are not typically suitable for families.

Of all of the areas bordering the Portland to Milwaukie route, North Westmoreland is unique in providing high density zoning and relatively affordable property adjacent to an established and popular neighborhood. As we have already seen, development of this end of Sellwood is inevitable. The question remaining to be answered is what type of development we will see.

We believe that the addition of the Harold Street station can be the cornerstone for rebuilding north Westmoreland into a dynamic neighborhood of affordable, family centered homes. With the amenity of easy access to LRT provided by the Harold Street Station, the incentive for investment to renovate existing housing and develop quality multi-family housing is much higher. Besides increasing light rail ridership, this type of development will lead to stability in the local schools, and increased support for local businesses.

Without inclusion of the station, our neighborhood will remain a mis-zoned oddity. With the combination of high density requirements, and "cheap" property due to limited transportation access, I believe that we will see more car centered, single lot developments forced into the neighborhood. This will lead to reduced property values, lack of cohesive communities, and reduced quality of place. I do not believe that this type of development is in anyone's best interests.

Portland constantly touts the livability of its neighborhoods, focus on sustainability, and willingness to lead on design issues. Inclusion of the Harold Street Station in the Portland to Milwaukie line is a golden opportunity to demonstrate these values and expand a vibrant and sustainable community.

For all of these reasons, I strongly urge you to please include the Harold Street Station in the final planning for the Portland to Milwaukie light rail Project.

Sincerely,

Sean & Cathy Murray
2043 SE Ellis
Portland, Or
503-619-4044

I-158-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

Trans System Accounts - South Corridor comments

From: "Chris Ling" <cling@easystreet.net>
To: <trans@oregonmetro.gov>
Date: 5/20/2008 3:15 PM
Subject: South Corridor comments
Attachments: Chris Ling.vcf

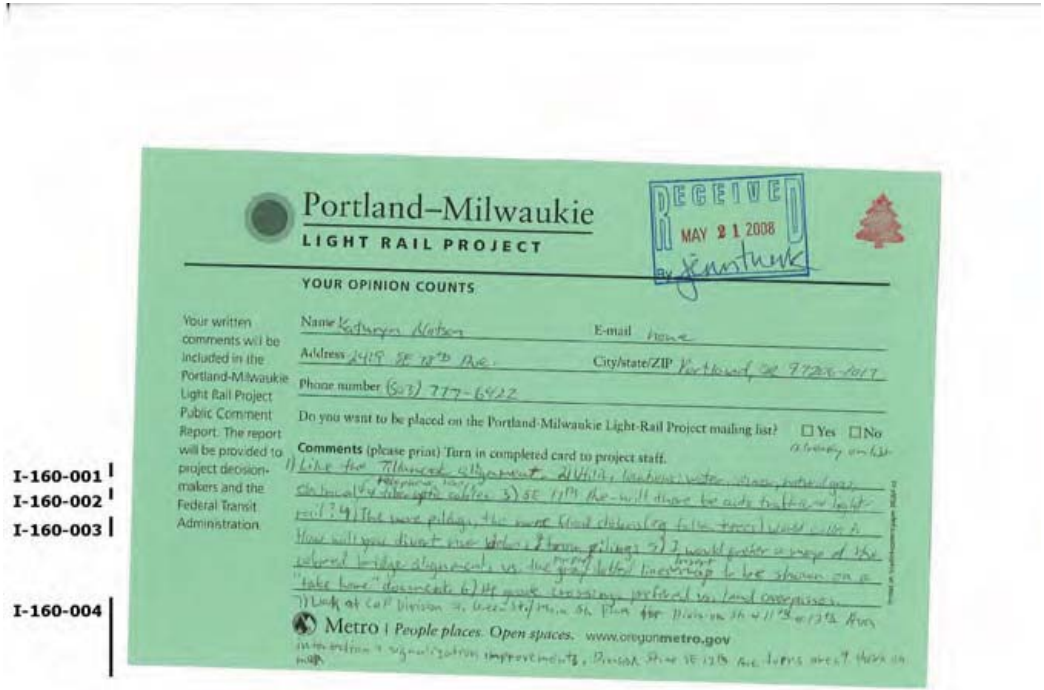
I-159-001

Please, please get that south rail line built asap! I reside near the I-205 section as it swings into West Linn in the Willamette area and the cars take the area's city streets when the 205 is jammed up morning and evening. Every car I see has a single driver in it. The highest density residential areas from Oregon City, Gladstone, West Linn and northward on the East side of the Willamette would benefit from that light rail extension. If adequate parking and feeder buses were available to move people to a Max station in Milwaukie or even further south, that jam on the freeway and thus my neighborhood streets would be greatly relieved. When those cars leave the 205 for city streets, noone who lives along Willamette Falls Drive can get out of their neighborhood street without a long wait for a break in the line of traffic from the freeway. Bus service south of Portland has always been miserable here in the suburbs. Bolster that service to provide access the southern Max line would help everyone and encourage folks to leave their cars at home. As a self-employed business owner, I have been required to pay TriMet taxes for many years and would love to be able to drive or bus part of the way north and take a Max to a meeting in Portland rather than circle blocks looking for a parking garage or street space in downtown. I would also love to be able to get to the airport without someone chauffering me or having to leave my car in an airport lot. I want my money's worth in tax payments to TriMet! I'm a great fan of the existing Max system, even if I seldom ride it and have longed for the extension. I'll be retired by the time you finish the south extension, but that will still be wonderful for me and my family members!

Chris Ling
Registered Representative
Agent
Financial Advisor
West Linn, OR
voice 503.6578433
fax 503.6570390

I-159-001

Thank you for submitting your comments for consideration. The bus network studied in the SDEIS includes several bus lines connecting Oregon City and points south to the proposed park-and-ride facility at SE Park Avenue.



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 21 2008
by jmotunk

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name Kathryn Nelson E-mail none

Address 2419 SE 12th Ave. City/state/ZIP Portland, OR 97214-1017

Phone number (503) 777-6422

Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☐ No
already on list

Comments (please print) Turn in completed card to project staff.

I-160-001 I like the Tillamook alignment alt. Less impact to water, sewer, natural gas
I-160-002 pipelines, and overhead power lines. 2) Will there be auto traffic on the light
I-160-003 rail? 3) The more pilings, the more flood debris & the more likely there will be a
flow will you divert the water from pilings? 4) I would prefer a copy of the
preferred bridge alignment vs. the [illegible] bridge to be shown on a
"take home" document. 5) Will grade crossings preferred vs. land conveyance.
I-160-004 6) Look at Cell Division vs. Division St/Main St Plan for Division St at 11th & 12th Ave
intersection & signalization improvements. Division St at SE 12th Ave. Lights aren't there on
map.

Metro | People places. Open spaces. www.oregonmetro.gov

I-160-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project includes the Tillamook Branch alignment. For information about utilities, see Section 3.14.

I-160-002

With the Locally Preferred Alternative (LPA), light rail would cross SE 11th Avenue and SE 12th Avenue near SE Clinton Steet at-grade. Both SE 11th and SE 12th would continue to serve auto traffic after the construction of light rail.

I-160-003

Bridge design will consider pier ("piling") shapes that reduce debris collection on piers.

I-160-003

Bridge design will consider pier ("piling") shapes to reduce debris collection.

I-160-003

Bridge design will consider pier ("piling") shapes to reduce debris collection.

I-160-004

During the FEIS, TriMet and the project partners have been coordinating with the City of Portland to take into considerations the project objectives and improvements from the SE Division Street/SE Main Street Plan for both the intersections of SE 11th and SE 12th Avenues at SE Division Street.

Trans System Accounts - Call for Support of Harold Street Station in Southeast Max Planning

From: "Sean Murray" <S.Murray@alliant-systems.com>
To: <trans@oregonmetro.gov>
Date: 6/23/2008 8:24 AM
Subject: Call for Support of Harold Street Station in Southeast Max Planning

Dear Metro-

I-161-001 As a property owners and residents of North Westmoreland, we are writing to declare our strong support for inclusion of the Harold Street Station in the Portland to Milwaukie Light Rail Project.

As you may have heard, both the Metro Citizens Advisory Council (CAC) and Sellwood Moreland Improvement League (SMILE) have voted on this issue, and are now publicly calling for inclusion of the station in the project. I attended the meetings where these decisions were made, and was impressed by the variety of input, and number of compelling reasons for inclusion of the station. These issues included:

- The station costs and travel time impact may be mitigated by City of Milwaukie's request for a single downtown station, and the CAC recommendation to follow the Tillamook alignment.
- The physical barriers and terrain for accessing either Bybee or Holgate Stations would be difficult and treachorous for most riders from the Harold Station area.
- The Harold station neighborhood has already been "up-zoned" in anticipation of the station. This is affecting property values and neighborhood development now.

We believe that the addition of the Harold Street station can be the cornerstone for rebuilding north Westmoreland into a dynamic neighborhood of affordable, family centered homes. With the amenity of easy access to LRT provided by the Harold Street Station, the incentive for investment to renovate existing housing and develop quality multi-family housing is much higher. Besides increasing light rail ridership, this type of development will lead to stability in the local schools, and increased support for local businesses.

For all of these reasons, I strongly urge you to work to include the Harold Street Station in the final planning for the Portland to Milwaukie light rail Project.

Sincerely,

Sean & Cathy Murray

2043 SE Ellis

Portland, Or

503-619-4044

I-161-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA would accommodate construction of a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure, including a pedestrian bridge, and bus routing options that would support a station at Harold Street will be evaluated.

Trans System Accounts - KEEP The Harold Street Station!

From: Eileen Murray <berdwmn41@hotmail.com>
To: <trans@oregonmetro.gov>
Date: 6/9/2008 10:31 AM
Subject: KEEP The Harold Street Station!

I-162-001 I support the building of The Harold St. Station; It will bring property values up, and encourage quality development and restoration of this already good neighborhood! Don't EXLUDE the plans for Harold St. PLEASE!

Eileen Murray

Now you can invite friends from Facebook and other groups to join you on Windows Live™ Messenger. Add them now!

I-162-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

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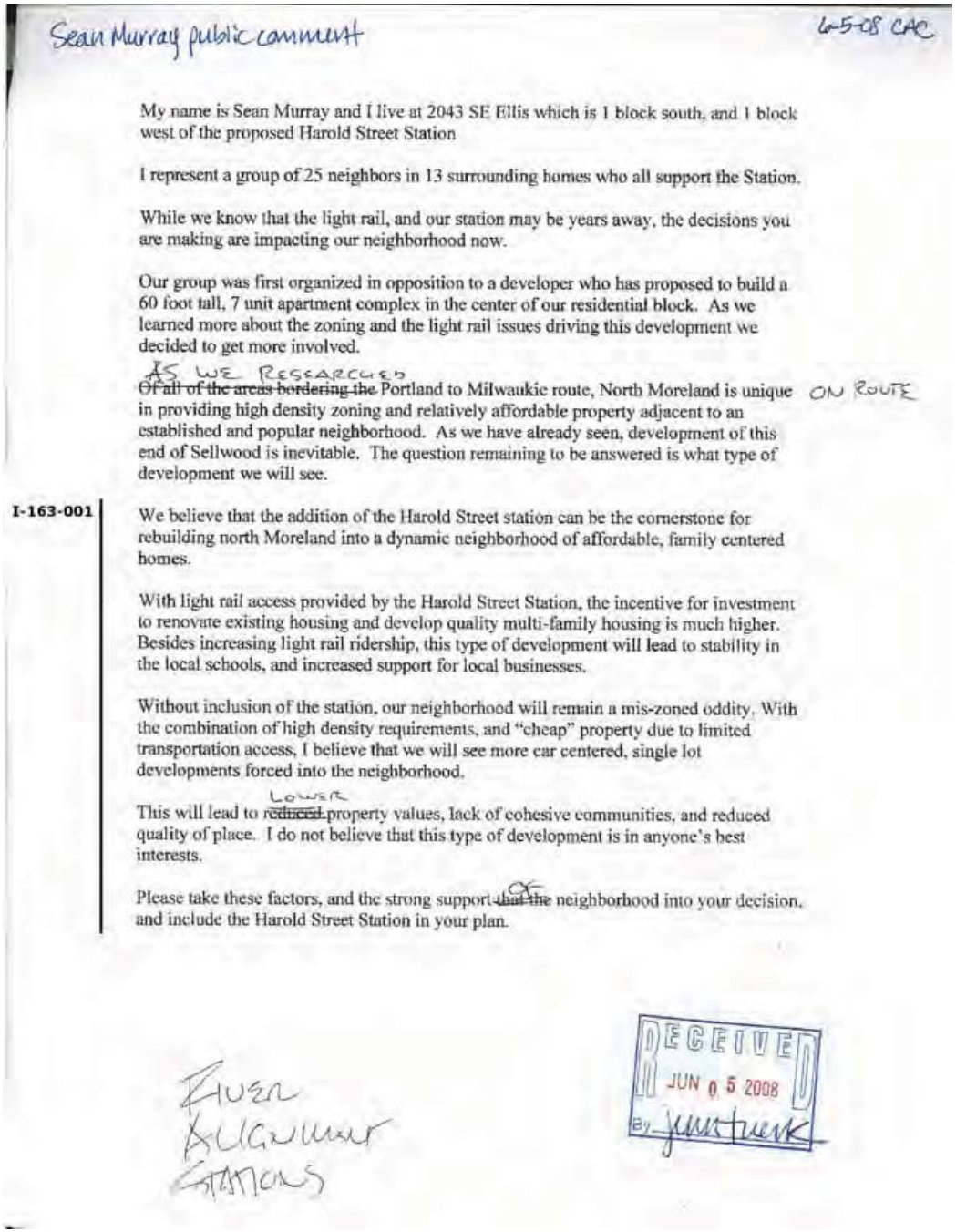

Sean Murray public comment 6-5-08 CAC

My name is Sean Murray and I live at 2043 SE Ellis which is 1 block south, and 1 block west of the proposed Harold Street Station

I represent a group of 25 neighbors in 13 surrounding homes who all support the Station.

While we know that the light rail, and our station may be years away, the decisions you are making are impacting our neighborhood now.

Our group was first organized in opposition to a developer who has proposed to build a 60 foot tall, 7 unit apartment complex in the center of our residential block. As we learned more about the zoning and the light rail issues driving this development we decided to get more involved.

AS WE RESEARCHED

~~Of all of the areas bordering the~~ Portland to Milwaukie route, North Moreland is unique ON ROUTE in providing high density zoning and relatively affordable property adjacent to an established and popular neighborhood. As we have already seen, development of this end of Sellwood is inevitable. The question remaining to be answered is what type of development we will see.

I-163-001

We believe that the addition of the Harold Street station can be the cornerstone for rebuilding north Moreland into a dynamic neighborhood of affordable, family centered homes.

With light rail access provided by the Harold Street Station, the incentive for investment to renovate existing housing and develop quality multi-family housing is much higher. Besides increasing light rail ridership, this type of development will lead to stability in the local schools, and increased support for local businesses.

Without inclusion of the station, our neighborhood will remain a mis-zoned oddity. With the combination of high density requirements, and "cheap" property due to limited transportation access, I believe that we will see more car centered, single lot developments forced into the neighborhood.

This will lead to ~~reduced~~ LOWER property values, lack of cohesive communities, and reduced quality of place. I do not believe that this type of development is in anyone's best interests.

Please take these factors, and the strong support ~~that the~~ OF neighborhood into your decision, and include the Harold Street Station in your plan.

RECEIVED
JUN 05 2008
By

RIVER ALIGNMENT STATIONS

I-163-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA would accommodate construction of a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 for more information.

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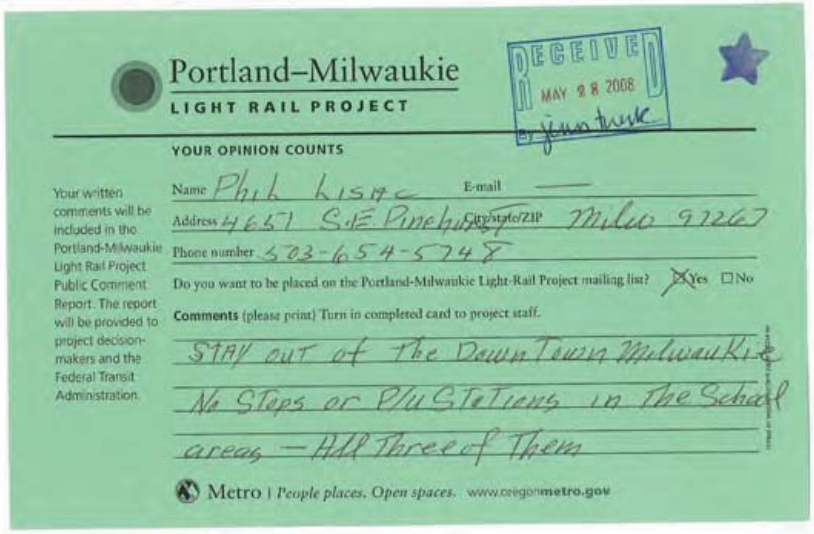
I-164-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 28 2008
By jean turk

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name Phil Lisac E-mail —
Address 4651 S.E. Pinehurst City/state/ZIP Milw 97267
Phone number 503-654-5748
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☒ Yes ☐ No
Comments (please print) Turn in completed card to project staff.
STAY OUT of The Down Town Milwaukie
No Stops or P/U Stations in The School
areas — All Three of Them

Metro | People places. Open spaces. www.oregonmetro.gov

I-164-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

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Jenn Tuerk - Milwaukie Lightrail

From: "Erin Lubbers" <erin.lubbers@gmail.com>
To: <jenn.tuerk@oregonmetro.gov>
Date: 6/23/2008 9:05 AM
Subject: Milwaukie Lightrail

I-165-001

The light rail line between downtown Portland and Milwaukie gives people attractive options beyond single occupancy vehicles. That is the most effective way to add value and extend the effective life of our system, and the bridge option is the best they have come up with so far.

We have made smart steps with mass transit, and every addition has been prudent, well-thought out, and effective. We have every reason to believe that this line is being planned with the same care. I hope that the needs of businesses and the community are balanced in the decision making process.

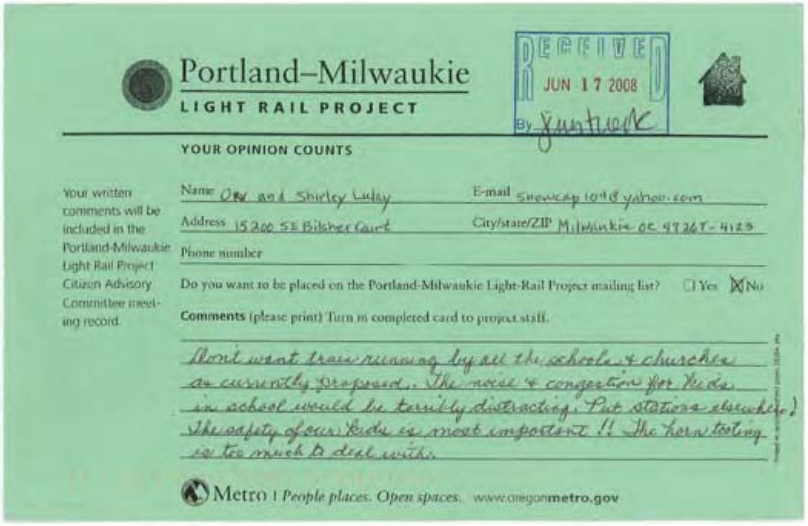
We don't need to wait for far off plans – light rail has proven itself for 20 years. I support this new line from Portland to Milwaukie.

Erin Lubbers

I-165-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.

I-166-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
JUN 17 2008
By [illegible]

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name Ow and Shirley Luday
E-mail snowcap1048@yahoo.com
Address 15200 SE Bilsher Court
City/state/ZIP Milwaukie OR 97267-4123
Phone number
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☒ No

Comments (please print) Turn in completed card to project staff.

Don't want train running by all the schools & churches as currently proposed. The noise & congestion for kids in school would be terribly distracting. Put stations elsewhere. The safety of our kids is most important!! The horn tooting is too much to deal with.

Metro | People places. Open spaces. www.oregonmetro.gov

I-166-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

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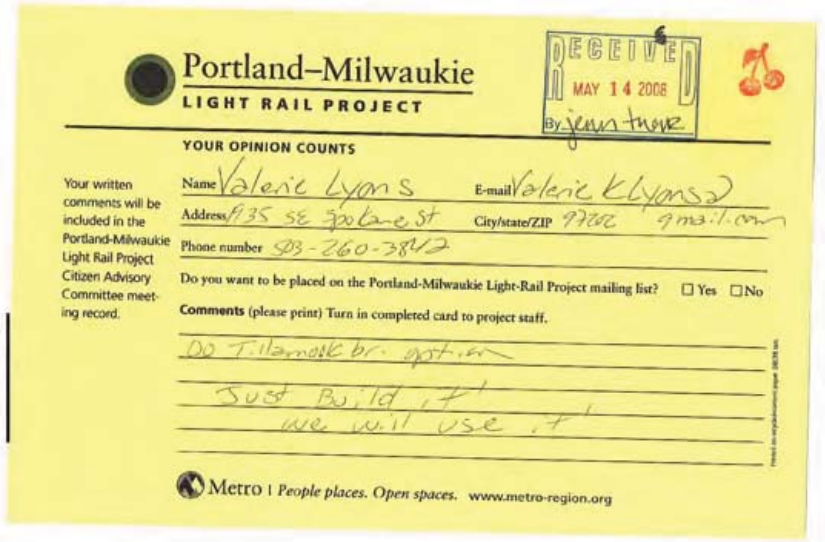
I-167-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 14 2008
By jennifer

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name Valerie Lyons E-mail Valerie.klyons2@gmail.com
Address 9135 SE Foster St City/state/ZIP 97266
Phone number 503-260-3812

Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

Do Tillamook br. option
Just Build it!
We will use it!

Metro | *People places. Open spaces.* www.metro-region.org

I-167-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project includes the Tillamook Branch alignment and was endorsed by participating jurisdictions in summer 2008.

Trans System Accounts - FW: Defending Milwaukie from Trimet attack

From: "Runnion, Kelly" <RunnionK@trimet.org>
To: <tuerkj@metro.dst.or.us>
Date: 6/2/2008 2:21 PM
Subject: FW: Defending Milwaukie from Trimet attack

-----Original Message-----
From: Paul Newman [mailto:pnewman@pacificfluid.com]
Sent: Monday, June 02, 2008 9:48 AM
To: Runnion, Kelly
Subject: Defending Milwaukie from Trimet attack

I-168-001 I understand that Tri-met is still planning a run through Milwaukie with a station beside St. John's grade school. The noise and traffic congestion created by numerous trains running along side or near four of our schools (just a nine iron away) just does not make sense. They are a safety hazard to the children going and coming from school. Tri-met has proved these trains run to quiet to avoid hitting people. Tri-met has proven they cannot keep the passengers safe. The City of Milwaukie has proven they can't keep the transit station located in down town Milwaukie safe. Now you want to add to the problem! Take this message as a protest (don't have a picket sign) and a vote against this proposal. There are alternatives les disruptive to this community.

H. Paul Newman
503-654-2787
Member of St. Johns Parish

I-168-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

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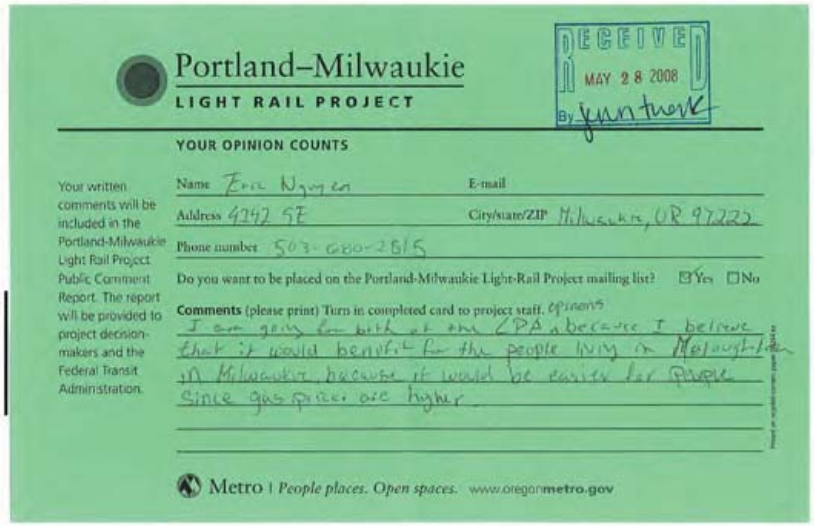


Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 28 2008
By

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name Eric Nguyen E-mail
Address 4242 SE City/state/ZIP Milwaukie, OR 97222
Phone number 503-680-2815
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☑ Yes ☐ No

Comments (please print) Turn in completed card to project staff. opinions

I am going for both of the LPA because I believe that it would benefit for the people living in Milwaukie, because it would be easier for people since gas prices are higher.

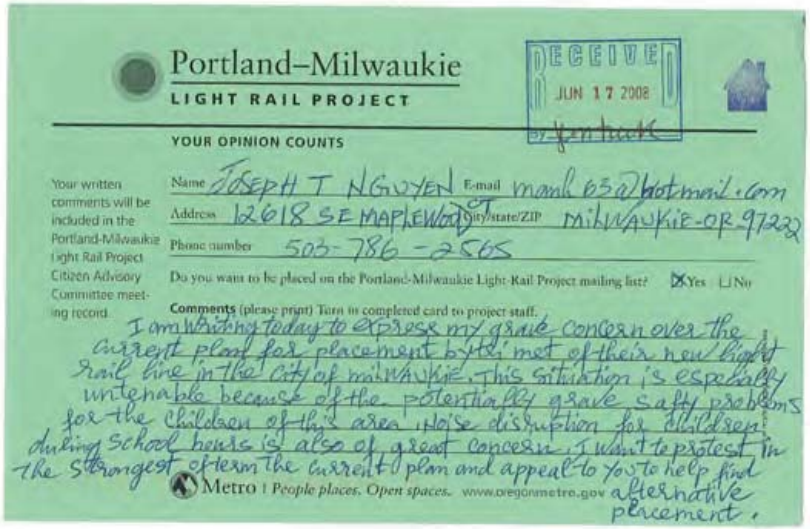
Metro | *People places. Open spaces.* www.oregonmetro.gov

I-169-001

I-169-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.

I-170-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
JUN 17 2008
By Yen Nguyen

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name JOSEPH T NGUYEN E-mail monk63a@hotmail.com
Address 12618 SE MAPLEWOOD CT City/state/ZIP MILWAUKIE OR 97222
Phone number 503-786-2565
Do you want to be placed on the Portland-Milwaukie Light Rail Project mailing list? ☒ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

I am writing today to express my grave concern over the current plan for placement by Tri-Met of their new light rail line in the City of Milwaukie. This situation is especially untenable because of the potentially grave safety problems for the children of this area. Noise disruption for children during school hours is also of great concern. I want to protest in the strongest of term the current plan and appeal to you to help find alternative placement.

Metro | People places. Open spaces. www.oregonmetro.gov

I-170-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

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Trans System Accounts - Milwaukie Light Rail

From: Ann Niles <annaniles@msn.com>
To: <jenn.tuerk@oregonmetro.gov>
Date: 6/19/2008 1:53 PM
Subject: Milwaukie Light Rail

Jenn Tuerk,

I-171-001 I write to support the proposed light rail line from Portland to Milwaukie, Oregon. This is an important link in the light rail system for our region especially now with Global warming and high gasoline prices. Light rail has contributed significantly to the vitality of Portland bringing in people from the region to the Central City. The proposed new transit bridge over the Willamette River will provide another valuable connection to the south for the east and west sides of Portland. I urge you to build the Milwaukie Light Rail as soon as possible.

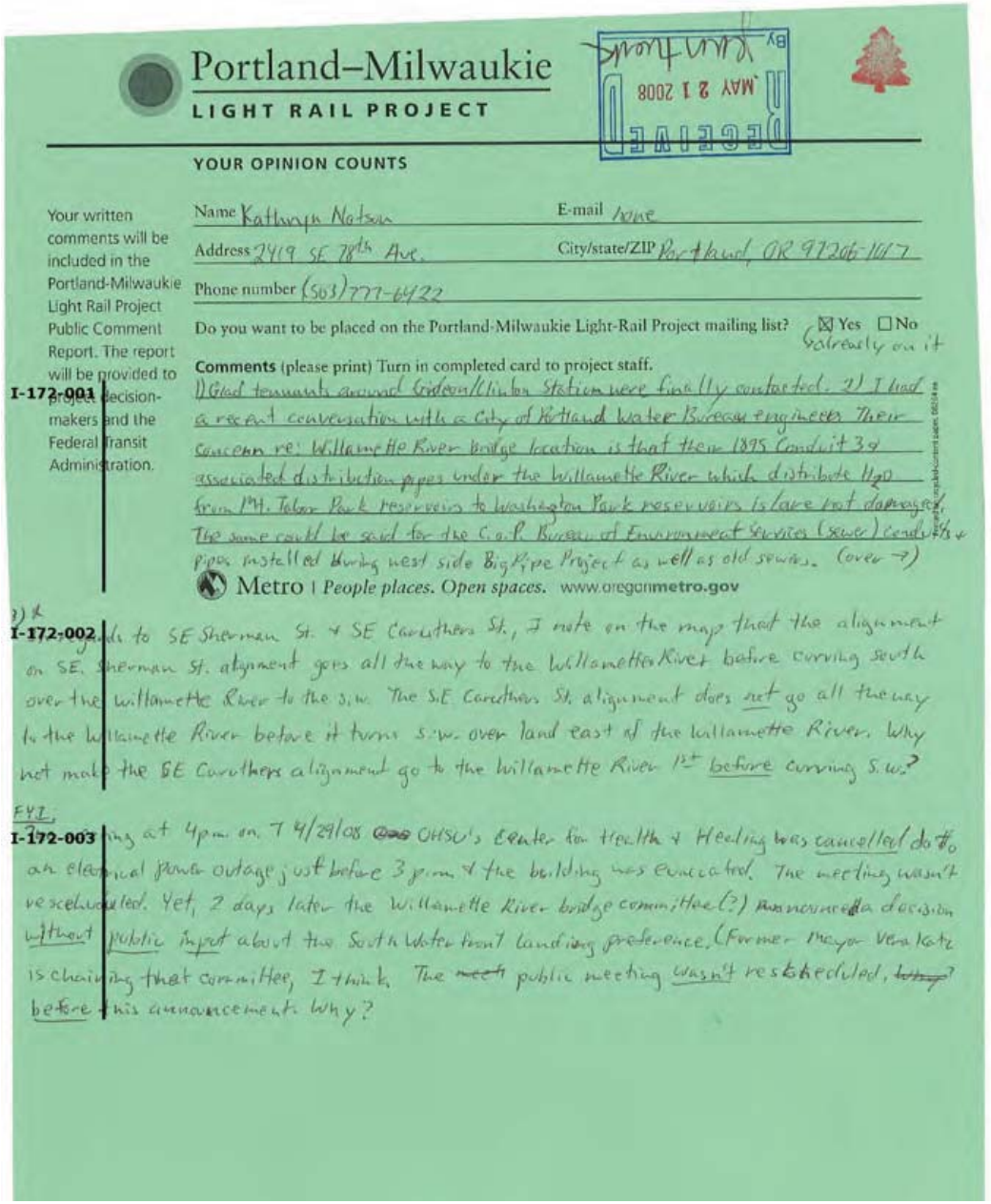
Sincerely,

Ann Niles
618 NW 12th Avenue #316
Portland, OR 97209

503-227-8484

I-171-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED MAY 21 2008 By Kathryn Natson

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name Kathryn Natson E-mail none

Address 2419 SE 78th Ave. City/state/ZIP Portland, OR 97206-1017

Phone number (503) 777-6422

Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☒ Yes ☐ No already on it

Comments (please print) Turn in completed card to project staff.

I-172-001 1) Glad tenants around Gideon/Clinton Station were finally contacted. 2) I had a recent conversation with a City of Portland Water Bureau engineer. Their concern re: Willamette River bridge location is that their 1895 Conduit 3 & associated distribution pipes under the Willamette River which distribute H_2O from Mt. Tabor Park reservoirs to Washington Park reservoirs is/are not damaged. The same could be said for the C.o.P. Bureau of Environment Services (sewer) conduits & pipes installed during west side Big Pipe Project as well as old sewers. (over →)

Metro | People places. Open spaces. www.oregonmetro.gov

I-172-002 3) Regards to SE Sherman St. & SE Caruthers St., I note on the map that the alignment on SE Sherman St. alignment goes all the way to the Willamette River before curving south over the Willamette River to the S.W. The S.E. Caruthers St. alignment does not go all the way to the Willamette River before it turns S.W. over land east of the Willamette River. Why not make the SE Caruthers alignment go to the Willamette River 1st before curving S.W.?

I-172-003 FYI, Meeting at 4pm on T 4/29/08 OHSU's Center for Health & Healing was cancelled due to an electrical power outage just before 3 p.m. & the building was evacuated. The meeting wasn't rescheduled. Yet, 2 days later the Willamette River bridge committee (?) announced a decision without public input about the South Water front landing preference. (Former Mayor Vera Katz is chairing that committee, I think. The ~~meet~~ public meeting wasn't rescheduled, ~~why~~ before this announcement. Why?

I-172-001

Thank you for your comment. The project design team has been coordinating with the City of Portland concerning all of their utilities. As the plans are developed and potential impacts or conflicts with utilities are pinpointed, location specific solutions will be discussed and designed. That can include the relocation or protection of the utility.

I-172-002

Through a collaborative process engaging the broad scope of parties interested in the Willamette crossing location (river users, land-side businesses, residents, property owners, pedestrian and bicycle communities, neighborhoods, the City of Portland, TriMet, and others) a bridge location was selected, that while in the same area of the river as the options in the SDEIS, is slightly different than any of them. The bridge location decision resolves that key element of the LPA alignment.

I-172-003

The meeting that was canceled due to a power outage was not affiliated with the Portland-Milwaukie Light Rail Project or the bridge recommendation from the Willamette River Partnership group. It was an open house for Oregon Health and Sciences University's planning process.

Jenn Tuerk - Fwd: Light rail in Milwaukie

From: Lake McTighe
To: Tuerk, Jenn
Date: 6/16/2008 2:15 PM
Subject: Fwd: Light rail in Milwaukie

>>> "Sherri Obermire" <1obermiremom@comcast.net> 6/14/2008 1:18 PM >>>

I-173-001 I am writing today to express my grave concern over the current plan for placement by Tri-met of their new light rail line in the city of Milwaukie. This line is being planned for what is essentially a mixed residential area with four elementary schools either right next to or within one block of the planned line. This situation is especially untenable because of the potentially grave safety problems for the children in this area. Noise disruption for children during school hours is also of great concern. I want to protest in the strongest of terms the current plan and appeal to you to help find alternative placement. TriMet needs to consider alternate routes which are nearby and far superior alternate routes providing light rail service without a huge problem that come with the present plan. Thank you for your attention to this important issue.

Sincerely,

Sherri Obermire
St John the Baptist parent/parishioner
(503) 722-83457

I-173-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

The FEIS Section 3.10 and its accompanying Noise and Vibration Results Report provide updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as

schools, churches, and residences. The project's analysis directly considers existing conditions that include freight operations and those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the FEIS provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

Previous studies covering the project corridor include:

- South/North Alternatives Analysis, 1993-1998
- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002

In addition to the discussion in the SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

Because of concerns about the Tillamook Branch alignment through downtown Milwaukie, the Refinement Study conducted in 2007 evaluated alignment options between Highway 224 and SE Lake Road

along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the SE McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project's Purpose and Need.

(6/23/2008) Trans System Accounts - sdeis in Milwaukie Page 1

From: Robin OBrien <robro310@yahoo.com>
To: <trans@oregonmetro.gov>
Date: 6/22/2008 2:58 PM
Subject: sdeis in Milwaukie

I-174-001

To Whom it may Concern,
I would like to see Metro offer an alternative line through central Milwaukie as required by NEPA guidelines.I would then like Metro to publish a comparative study in the form of a table so that lay people such as myself can understand the environmental impacts more fully.
Thank you for your consideration in this matter.
Sincerely,
Robin O'Brien
14591 SE Creekside Dr
Milwaukie OR, 97267

I-174-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the Final Environmental Impact Statement (FEIS) provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published in May 2008, also discussed this on pages 2-35 through 2-41.

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The Refinement Study in 2007 evaluated alignment options between Highway 224 and SE Lake Road along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 were held. The evaluation based on project criteria resulted in elimination of the McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-

Milwaukie Light Rail Project's Purpose and Need. Results of the refinement study may be found in Downtown Milwaukie Alignments Review (June 2007, August 2007) and are summarized in Chapter 2 and Appendix L of the SDEIS and FEIS.

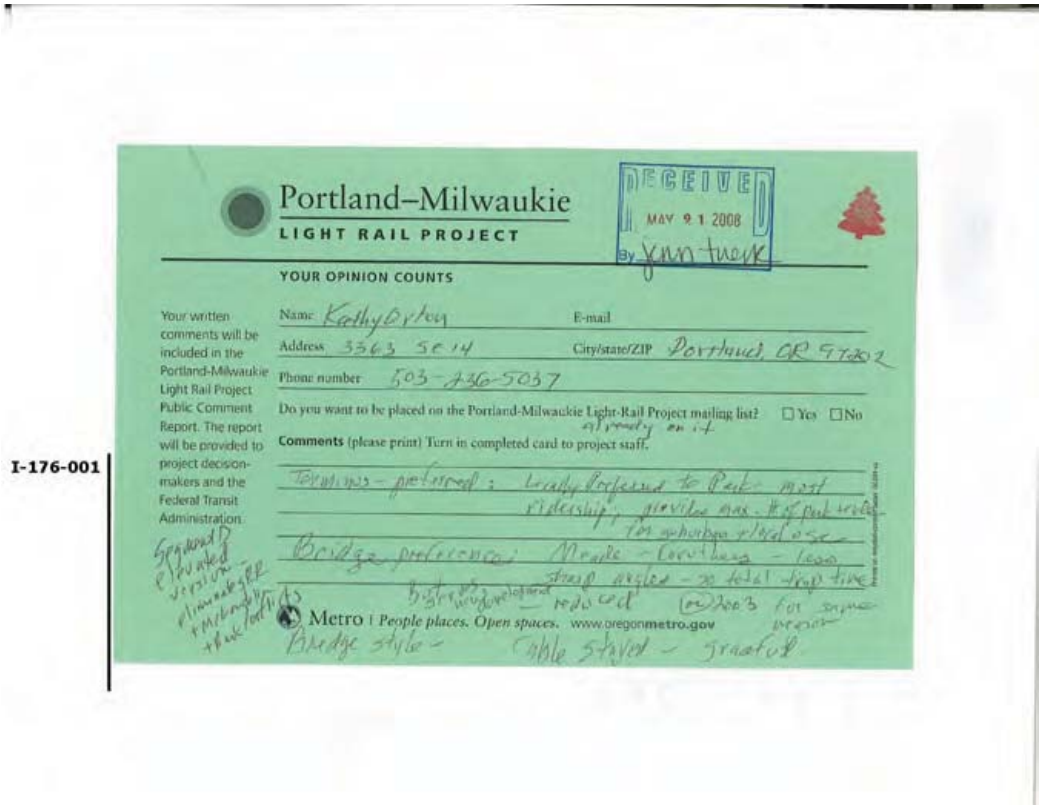
Trans System Accounts - light rail

From: "TIMOTHY H VIOLET M ONEEL" <vmoneel@msn.com>
To: <trans@oregonmetro.gov>
Date: 6/5/2008 5:33 PM
Subject: light rail

Dear Metro,
I-175-001 We are in support of light rail, with the raising prices of gas, transportation options are a very good thing.
Thank you
Violet O'Neel

I-175-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 21 2008
By Jenn Tuck

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name Kathy Orton E-mail
Address 3363 SE 14 City/state/ZIP Portland, OR 97202
Phone number 503-236-5037
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☐ No
already on it

Comments (please print) Turn in completed card to project staff.

Terminus - preferred: Locally Preferred to Park - most ridership, provides max. # of park trips for suburban + local use.
Bridge preference: Meade - Courthouse - less sharp angles - so total trip time
Bus stops, neighborhood - reduced (or) 2003 for same reason
Bridge style - Cable stayed - graceful

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I-176-001

I-176-001

Thank you for submitting your comments for consideration. The Sherman alignment option was selected as the Locally Preferred Alternative, as was a terminus at Park Ave. See Chapter 2.1 Portland-Milwaukie Light Rail Alternative for more information. The cable-stayed bridge type was selected during the Preliminary Engineering phase.

Randal O'Toole
26344 SW Metolius Meadows
Camp Sherman, OR 97730
23 June 2008

Portland-Milwaukie Light Rail Project
Metro
600 NE Grand Avenue
Portland, OR 97232

Dear People:

Please consider these comments in your analysis of the draft environmental impact statement for the Portland-Milwaukie light-rail project.

I-177-001 The DEIS reveals that the proposed light-rail line produces disappointingly tiny benefits for a staggeringly high price. The construction cost of $1.2 to $1.4 billion (table 5.1-1) combined with the added operating costs of $5.5 to $6.8 million per year (table 5.1-3) represent dollars that could do many positive things for the Portland area. Building a light-rail line to Milwaukie is apparently not one of them.

I-177-002 According to table 4.2-6, the most expensive light-rail alternative considered in the DEIS will increase corridor transit ridership by a meager 3.9 percent. The other alternatives will increase it by only about 3.0 percent. Table 4.2-11 says that this trivial increase in ridership will be associated with a similarly trivial 2.9 percent (at most) reduction in peak-hour traffic. Relatively minor and very inexpensive improvements in bus service should easily be able to achieve these ridership levels and reductions in auto traffic.

I-177-003 Unfortunately, the DEIS failed to include any alternatives that attempted to accomplish the same benefits as light rail using buses only. The National Environmental Policy Act, under which environmental impact statements are written, requires agencies to consider a full range of alternatives. In this case, this includes alternatives that can attain similar benefits without using light rail to see if those alternatives have lower financial and environmental costs.

I-177-004 The environmental costs of the Milwaukie light-rail proposal are almost as staggering as the financial costs. Table 3.12-3 indicates that building the light-rail line will consume nearly 2.8 trillion BTUs of energy.

I-177-005 The DEIS fails to calculate the CO_2 emissions that will accompany this prodigious use of energy. Unlike the energy used to operate the light rail most of the energy used to build it is likely to come from fossil fuels. Burning fossil fuels generates about 150 to 200 pounds of CO_2 per million BTUs of energy, for a total of around 200,000 tons of greenhouse gas emissions.

The project will generate greenhouse gases in other ways as well. Concrete used in ties, rail stations, and other parts of the project emits about 400 pounds of CO_2 per cubic yard. The final EIS must analyze and consider this impact on the environment.

I-177-006 The DEIS claims that light-rail operations will save a small amount of energy compared with the no-build alternative (table 3.12-2). However, the DEIS incorrectly calculated

I-177-001

Thank you for submitting your comments for consideration. The Federal Transit Administration, which is being asked to shoulder a substantial portion of the project, will do only after comparing the Portland-Milwaukie Light Rail Project with all other projects in the country and funding only the most cost-effective. This procedure is not done for roads and therefore it is only possible to compare transit projects with other transit projects and not in comparison with road projects.

Local governments have considered the financial implications of the project, both capital and operating, as documented in Chapter 5 of the FEIS.

I-177-002

A comparison of a broad range of transit modes, including bus rapid transit and busway, was completed as part of an earlier analysis - South Corridor Transportation Alternatives Study Evaluation Report. The decisions about which transit mode to advance are documented in the *South Corridor Evaluation Summary.* These decision rationales are also summarized in Appendix L of the Portland-Milwaukie Light Rail Project SDEIS and FEIS. The decision to advance LRT and not bus was made for a variety of reasons, including conclusions that LRT would provide substantially higher benefits than bus service. That is, reliability and ridership were concluded to be higher with LRT than with bus. Further, while capital costs would be higher for LRT than for bus, they are federally assisted. Operating costs for LRT are lower than bus and are mainly locally borne.

More specifically, the SDEIS, on page 5-30, on Table 5.2-9, cites the cost per boarding ride for nine alternatives, including the No Build, Bus and various LRT alignments. The No Build is the most costly, at $1.59 per boarding ride and the 2003 LPA without buses the lowest cost at $1.47 and the 2008 LPA second least expensive at $1.48 per boarding

I-177-006

future energy usage by automobiles. Page 3-151 says that planners presumed that future energy consumption will remain proportional to miles of driving. This is wrong.

Under the Energy Independence and Security Act of 2007, the average miles per gallon of new car fleets must increase from 27.5 mpg today to 35 mpg by 2020. As the auto fleet turns over, auto energy consumption will decline by about one-third between now and 2030, from about 3,800 BTUs per passenger mile today to about 2,600 in 2030. This decrease can be expected to continue for years after that. The decline in energy consumption will be even more if people respond to today's higher fuel prices by buying more fuel-efficient cars even faster than contemplated by the Energy Independence Act.

The Milwaukie light-rail line will almost certainly fail to match this. Portland's other light-rail operations average about 2,500 BTUs per passenger mile today, but when the construction cost is added, the total cost per passenger mile is much higher. As a result, the Milwaukie line will be a net energy loser.

I-177-007

Although table 3.11-12 of the DEIS projects that operating the Milwaukie light-rail line will reduce greenhouse gas emissions, this is also based on the incorrect assumption about future auto energy efficiencies. Since CO_2 emissions from autos are proportional to fuel consumption, the estimates of auto emissions in the DEIS are, like the energy estimates, about a third too high. When combined with the huge emissions required for construction, it is likely that the Milwaukie light-rail line will be a net contributor to the atmosphere's CO_2 load.

One of the reasons why light rail does not particularly reduce greenhouse gas emissions is that light rail does not replace bus service; it merely reroutes it. Many people imagine that the clean electricity used to power light rail becomes a substitute for the CO_2-emitting Diesel engines used to power buses. But table 3.12-2 shows that, under the light-rail alternatives, buses in the Milwaukie corridor continue to use more than 99 percent as much energy as in the no-build alternative. Many of these buses will be feeder buses, which typically attract fewer riders because many people will prefer to drive to light-rail stations. Fewer riders on the buses means more energy and greenhouse gas emissions per passenger mile. People driving to the stations who might otherwise have walked to a bus stop means the same.

I-177-008

In short, the Milwaukie light-rail project represents a gigantic financial investment, a huge energy investment, and huge emissions of greenhouse gases, all for tiny or non-existent increases in transit ridership, reductions in driving, and reductions in environmental impacts. To comply with NEPA requirements for a full range of alternatives, Metro must prepare a bus alternative that achieves the same ridership levels as the rail alternative and show whether there is any reason why the region should invest in the rail alternative when buses can produce the same benefits at a much lower cost.

Yours truly,

Randal O'Toole

Randal O'Toole

ride. It further cites the FY 2007 costs for comparison – noting that bus costs $2.66 per boarding ride and $1.48 per light rail boarding ride. That is, from an operating standpoint, light rail is and is expected to be much less expensive to operate than bus transit.

I-177-003

In addition to the alternatives analysis described in response I-177-003 above, the No Build Alternative would be based on the 2007 transit service network (including newly operational Green Line service), enhanced with additional service hours and buses to provide transit service adequate to meet 2030 transit travel demand in the Portland-Milwaukie Corridor without investment in light rail. Included in the No Build Alternative are all roadway improvements in the 2004 RTP financially constrained highway network. As shown in SDEIS Table 4.2-1 on page 4-11, within the Portland-Milwaukie corridor, the No Build Alternative would provide 13,010 weekday revenue vehicle miles and 793 weekday revenue vehicle hours of service, compared to 12,760 revenue vehicle miles and 759 revenue vehicle hours of service for the LPA (Tillamook Branch to Park). These service characteristics compare to 9,734 weekday revenue vehicle miles and 532 weekday revenue vehicle hours of existing (2005) transit service in the corridor. SDEIS Table 5.2-9 shows the 2030 cost per boarding ride for the No Build Alternative to be $1.59 and for the LPA (Tillamook Branch to Park), $1.53.

I-177-004

The light rail project is a major public infrastructure investment, and as with any major construction project, energy will be consumed to complete the project. The SDEIS and the FEIS disclose the information for the public and decision-makers to consider as the LPA was identified and as further decisions are made to move forward with the project. The level of energy use in construction is not dissimilar to any major highway, utility, or building construction activity, including the overall construction

activities in the private sector. The estimates used for construction energy in the SDEIS and the FEIS are very conservative, based on a Caltrans construction-derived methodology developed in the 1970's when the nation encountered its first energy crisis. The method was designed to show that a project would not result in disruptions to area fuel supplies, particularly gasoline or diesel. It factors a project's construction costs and applies them to broad categories of materials, labor, equipment and energy, and is a highly conservative approach. Energy use is quite likely to be lower than the SDEIS estimates depending on more detailed design information, more definition of construction approaches, and based on contractor choices.

I-177-005

The current tools for estimating construction CO2 impacts are primitive at best.

The use of energy consumption for construction CO2 is based on older methodologies and is likely over estimated.

There are also so many factors in the engineering and construction approach that would influence amount of CO2 released.

Thus, given the timing of construction, and the changes on CO2 fleet emissions over time, a long range CO2 estimate was considered too uncertain and thus not presented.

Since CO2 impacts are on a global, rather than local scale, ODOT is currently recommending that GHG be evaluated at the state level where regional planning and trade-offs can be employed to reduce GHG emissions across the entire state.

ODOT is currently evaluating statewide transportation GHG emissions

under its Sustainability Program, as part of the Oregon Sustainability Mandates.

At the federal level, the FTA document entitled: *Public Transportation's Role in Responding to Climate Change* states: "Based on an examination of FTA's data and other academic, government, and industry sources, public transportation can reduce greenhouse gas emissions by:

- providing a low emissions alternative to driving;

- facilitating compact land use, reducing the need to travel long distances;

- minimizing the carbon footprint of transit operations and construction.

Further, the paper documents the greenhouse gas emissions from single occupant vehicles in comparison to various transit modes and states that "national averages show significant greenhouse gas savings from transit". It documents light rail emissions as less than half of single occupant vehicle when assessing pounds of CO2 per passenger mile.

I-177-006

The tables displayed in Section 3.12 of the SDEIS list calculated energy usage and savings among the various alternatives measured in billions of Btu. The calculations were made based on MOBILE6 VMT assumptions regarding daily VMT, vehicle distribution, and fuel economy (mpg). Table 3.12-2, which was referenced in the comment, compares total daily energy usage between the No-Build and two Build Alternatives (2003 LPA and 2003 LPA Park). The energy savings between the No-Build and 2003 LPA Park Build Alternative equals 541 million Btu – the difference between 495.173 billion Btu (No Build) and 494.632 billion Btu (2003 LPA Park). The annual estimated savings between the two

alternatives, as displayed in Table 3.12-4 is to over 184 billion Btu per year (assumes annualization factor of 340 days per year) equal to nearly 1.5 million gallons of gasoline (1 gallon = 125,000 Btu) or 1.3 million gallons of diesel (1 gallon = 138,700 Btu). Whether this saving is considered marginal or small is subject to interpretation.

Regarding page 3-151 where the SDEIS presumably states that "future energy consumption will remain proportional to miles of driving." (Air Quality Section of the SDEIS.) It's true that assumed fuel economy for various vehicle types were factored into the calculations to arrive at estimated energy usage based on MOBILE6 VMT distribution. These calculations assumed mpg remained consistent between the existing condition and future no build and build alternatives. These statements are further addressed in Comment 1-177-007: Air Quality. However, hypothetically applying a blanket assumption that fuel efficiency standards increase by 27% in 2030 (25.5 mpg to 35 mpg) across the various vehicle types, from gas auto to large diesel trucks and from diesel transit buses to diesel commuter trains, the proportional drop in energy usage between the No Build and Build Alternatives would be relatively equal. In other words, the light rail alternative still saves more energy. Regarding his statement on energy usage during construction, please refer to comments under 1-177-004 (construction related energy usage impact similar to major highway, utility, or building construction activity).

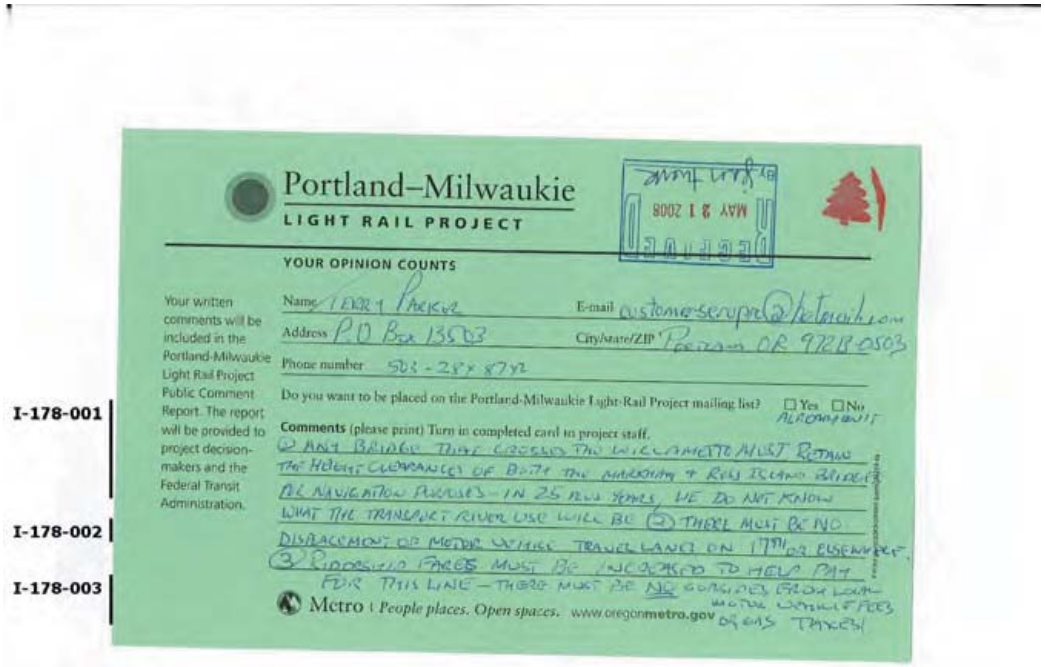
I-177-007

The commenter correctly notes that CO2 emissions would drop in the future cases because of new vehicle emissions standards. The emissions models for incorporating the fleet MPG reductions are currently being developed and will be refined as new fuel efficiency regulations are implemented. These reductions would not be

instantaneous but would be gradual as older vehicles are replaced with new, higher efficiency vehicles. Thus, using only the 2030 future case may underestimate the actual CO2 reduction emissions as previous year's emissions would likely be greater. As mentioned in response to comment I-177-005, the tools for estimating construction CO2 impacts are primitive at best and thus too uncertain to be meaningful. Thus, using the current approaches, comparing an overly conservative estimate for construction to the operating scenario reduction may lead to an inaccurate estimate of CO2 impacts. Although the construction portion of the project may be a net CO2 contributor, the project provides choices for different transportation options that could lead to further reductions in VMT and hence GHG emissions.

I-177-008

See response I-177-002 and I-177-003, above.



Portland–Milwaukie
LIGHT RAIL PROJECT

MAY 21 2008

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name TERRY PARKER E-mail customerservice@hotmail.com
Address P.O Box 13503 City/state/ZIP Portland OR 97213-0503
Phone number 503-284-8742

Do you want to be placed on the Portland-Milwaukie Light Rail Project mailing list? ☐ Yes ☐ No ALREADY ON IT

Comments (please print) Turn in completed card to project staff.

I-178-001 (1) ANY BRIDGE THAT CROSSES THE WILLAMETTE MUST RETAIN THE HEIGHT CLEARANCES OF BOTH THE MARQUAM & ROSS ISLAND BRIDGES

I-178-002 TO NAVIGATION PURPOSES - IN 25 PLUS YEARS, WE DO NOT KNOW WHAT THE TRANSPORT RIVER USE WILL BE (2) THERE MUST BE NO DISPLACEMENT OF MOTOR VEHICLE TRAVEL LANES ON 17TH OR ELSEWHERE.

I-178-003 (3) RIDERSHIP FARES MUST BE INCREASED TO HELP PAY FOR THIS LINE - THERE MUST BE NO SUBSIDIES FROM LOAN MOTOR VEHICLE FEES OR GAS TAXES!

Metro | People places. Open spaces. www.oregonmetro.gov

I-178-001

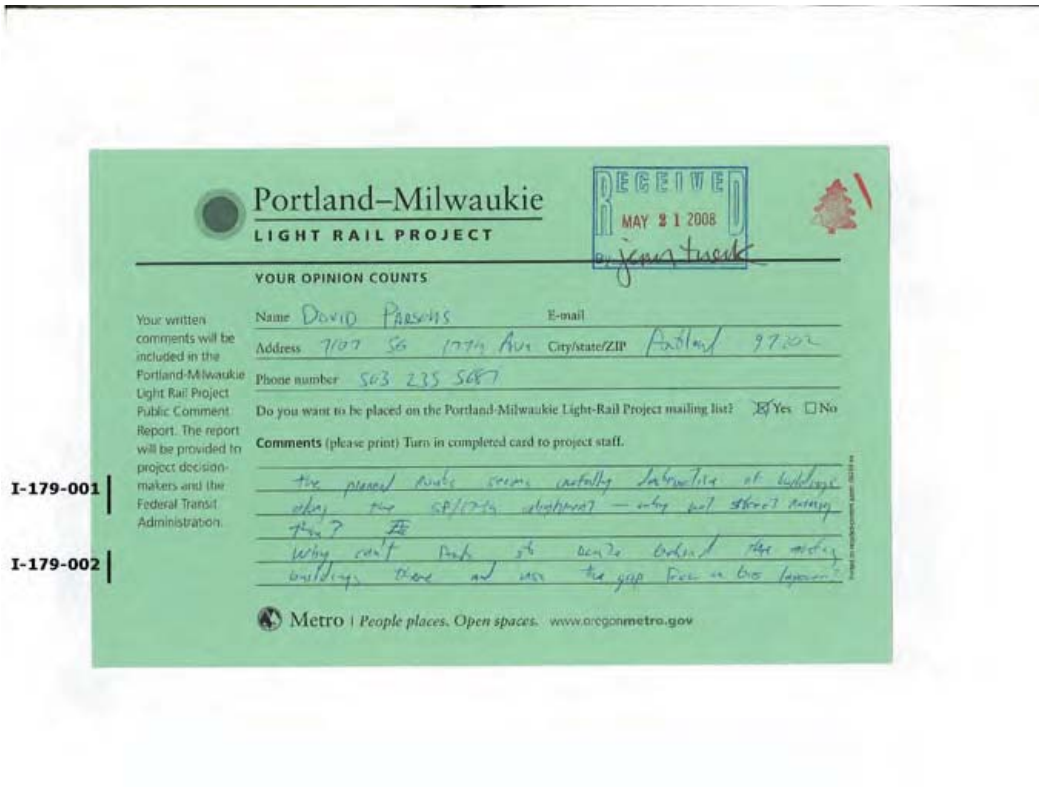
Thank you for submitting your comments for consideration. An extensive analysis of both the vertical and horizontal clearances needed to conduct commercial river travel on the Willamette River in the vicinity of the Willamette River Transit Bridge (river mile 13.8) have been completed and are compiled in Appendix O. These data include a survey of river users and their navigational clearance needs, as well as a field test and meetings with commercial river users, the US Coast Guard and the US Army Corps of Engineers. The bridge height of 77.52 feet has been reviewed by technical, advisory and policy committees and has been, after consideration of commercial river users needs, recommended by the technical and policy committees.

I-178-002

The LPA design for the Portland-Milwaukie Light Rail Project on SE 17th Avenue retains the one existing travel lane in each direction of the street. In addition, the project will create a new transitway across the Willamette River for buses currently using the Ross Island Bridge, completely removing buses on Lines 9, 17 and 19 from Ross Island Bridge traffic.

I-178-003

The Project will be funded in compliance with all federal, state and local laws and regulations concerning use of public revenues.



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 21 2008
by jean trenk

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name DAVID PARSONS E-mail

Address 7107 SE 17th Ave City/state/ZIP Portland 97202

Phone number 503 235 5687

Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☒ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

I-179-001 the planned Rails seems unfully destructive of buildings along the SE/17th alignment — why not street running then? ☒

I-179-002 Why can't Rails go behind the existing buildings there and use the gap from a bus lagoon?

Metro | *People places. Open spaces.* www.oregonmetro.gov

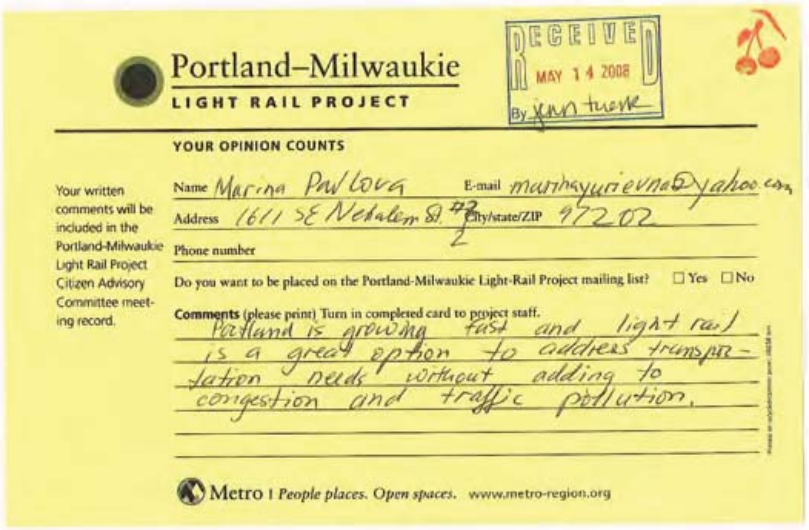
I-179-001

Thank you for submitting your comments for consideration. The alignment along SE 17th Avenue must provide the two-track trackway and stations, flanked by a car travel lane in each direction, a bike lane in each direction, and a planting strip and sidewalk along each edge. Additional right-of-way, primarily from the west side of the street, is required to accommodate these elements.

I-179-002

The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.

I-180-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 14 2008
By

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name Marina Pavlova E-mail marinayurievna@yahoo.com
Address 1611 SE Nehalem St #3 City/state/ZIP 97202
Phone number
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☐ No

Comments (please print) Turn in completed card to project staff.
Portland is growing fast and light rail is a great option to address transportation needs without adding to congestion and traffic pollution.

Metro | People places. Open spaces. www.metro-region.org

I-180-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.

Trans System Accounts - Milwaukie Light Rail

From: "phillippix2@juno.com" <phillippix2@juno.com>
To: <jenn.tuerk@oregonmetro.gov>
Date: 6/19/2008 10:53 PM
Subject: Milwaukie Light Rail

To whom it may concern:

I-181-001 Back when the first Milwaukie light rail Citizen Advisory Com began, (meeting in Sellwood) I joined the brigade because I saw it was so necessary for my neighborhood and for commuters who didn't want to add to the already packed McLoughlin. I cried when it didn't go through but worked with other Brooklyn leaders to get it back on the board again. Maybe now it will be built before I meet my creator.

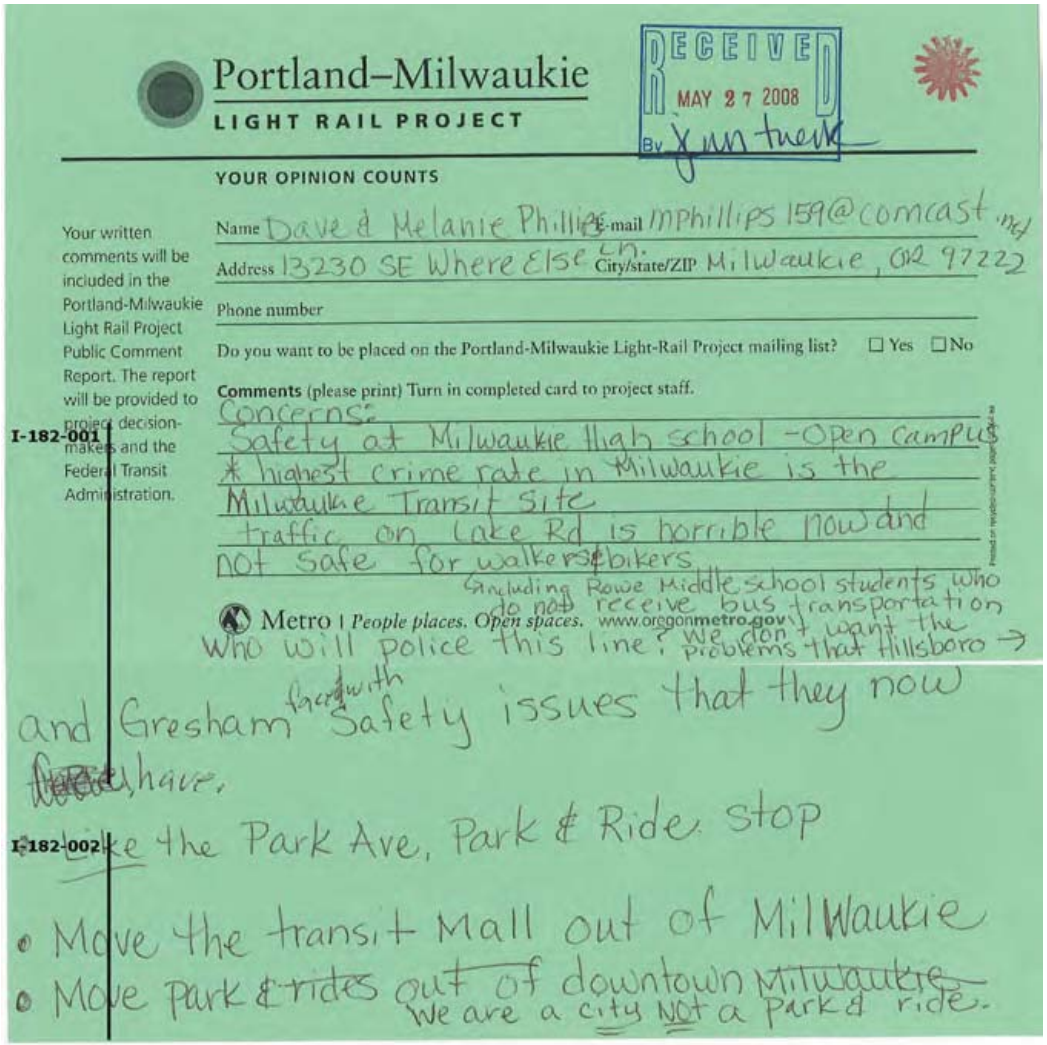
Perhaps the rising gas prices is a blessing. People will now understand that the car is the last resort when they have other options. We need to give them those options and for a city the size of Portland, buses can't do it all.

I feel that if Metro had listened to Milwaukie leaders the first time around, (as far as the route,) it would have made it. This time it appears that there is synergy going on so I have hope that the Milwaukie/Portland Light Rail will really be built and it will be a great addition to our city and a saving grace to the neighborhoods.

Marie Phillippi
Brooklyn Action Corps

I-181-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 27 2008
By

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name Dave & Melanie Phillips E-mail mphillips159@comcast.net
Address 13230 SE Where Else Ln. City/state/ZIP Milwaukie, OR 97222
Phone number
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

I-182-001

Concerns:
Safety at Milwaukie High school - Open Campus
* highest crime rate in Milwaukie is the Milwaukie Transit Site
traffic on Lake Rd is horrible now and not safe for walkers & bikers
including Rowe Middle school students who do not receive bus transportation

Metro | People places. Open spaces. www.oregonmetro.gov

Who will police this line? We don't want the problems that Hillsboro → and Gresham face with Safety issues that they now have.

I-182-002

like the Park Ave, Park & Ride stop

- Move the transit Mall out of Milwaukie
- Move Park & rides out of downtown Milwaukie We are a city NOT a Park & ride.

I-182-001

Thank you for submitting your comments for consideration. The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 for more detailed information about safety.

Based on TriMet's experience with its existing system and on national information, crime levels along light rail project corridors are typically closely related to the existing crime conditions that prevail in the surrounding community. TriMet uses a combination of design, public education, and operations measures to lower the potential for crime and to minimize potential conflicts among trains, people, and other vehicles.

TriMet's Transit Police Division (TPD) is made up of contracted law enforcement officers from police agencies in the region. The TPD currently consists of 58 sworn officers, and an additional 30 TriMet staff

members are dedicated to checking fares and issue warnings, citations and exclusions for riders without a valid fare. Another 46 TriMet supervisors check fares as a part of their daily duties. The TriMet Code includes penalties for fare evasion and rowdy or intimidating behavior on the system. Riders can also be immediately excluded from the system for up to six hours, and can receive longer exclusion periods of up to 90 days. Juvenile detention allows for a safety hold of up to 36 hours for repeat offenders violating the TriMet code or engaged in certain criminal activity so that officials can work with the youths and their families to stop the activity.

These officers, TriMet's Director of Safety and Security, and the TPD commander meet regularly with various community members, law enforcement agencies, and security partners to evaluate issues and collaborate on solutions. The agency also has an established transit rider security program that combines TriMet enforcement with public safety resources from other jurisdictions.

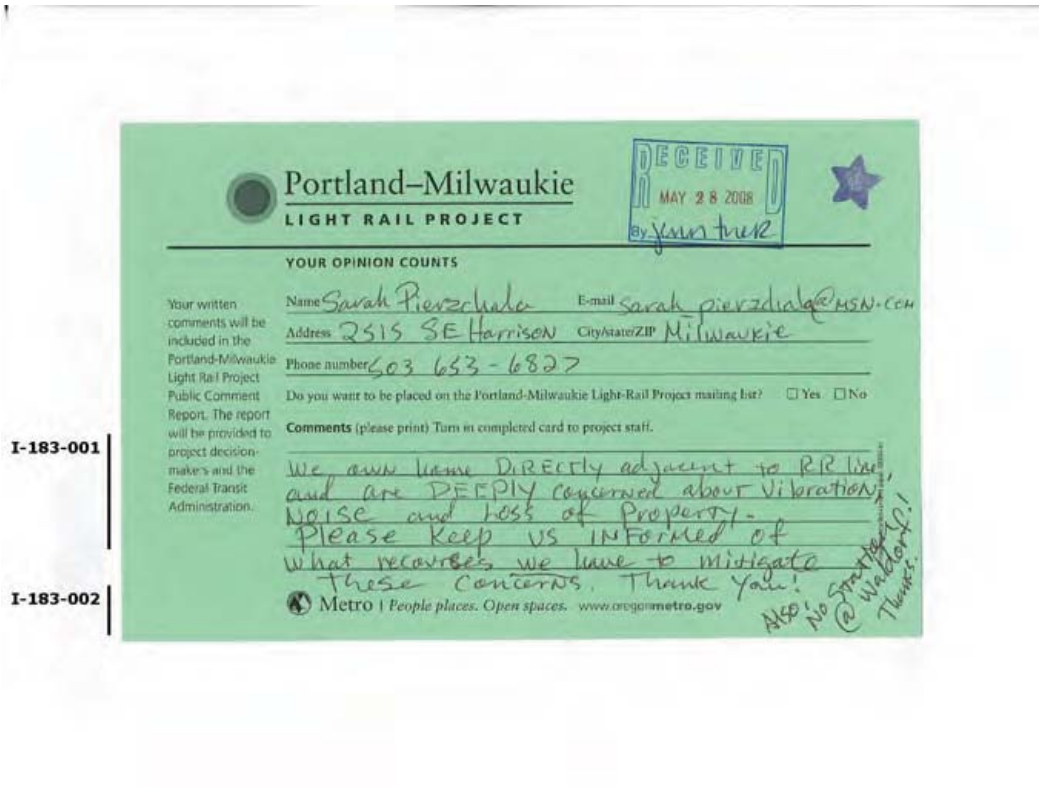
See Section 3.16 for more information on safety and security.

SE Lake Road will be closed near the south entrance to the light rail station. Related traffic impacts and mitigations are detailed in Chapter 4.

I-182-002

The Locally Preferred Alternative includes a terminus and station at SE Park Avenue. There will be no park-and-ride in downtown Milwaukie unless the project is unable to secure funds required to get to SE Park Avenue (the Minimum Operable Segment option includes a 275 space park-and-ride facility in downtown Milwaukie).

TriMet and the City of Milwaukie undertook efforts to improve and consolidate bus activity on Jackson St; that project is not a part of the Portland-Milwaukie Light Rail Project.



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 28 2008
By Jennifer

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name Sarah Pierzchala E-mail sarah_pierzchala@MSN.COM
Address 2515 SE Harrison City/state/ZIP Milwaukie
Phone number 503 653-6827
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☐ No
Comments (please print) Turn in completed card to project staff.

I-183-001

We own home DIRECTLY adjacent to RR line, and are DEEPLY concerned about Vibration, Noise and Loss of Property. Please keep us informed of what recourses we have to mitigate these concerns. Thank You!

I-183-002

Also! No Station @ Waldorf! Thanks.

Metro | People places. Open spaces. www.oregonmetro.gov

I-183-001

Thank you for submitting your comments for consideration. The project will comply with the FTA regulations for noise and vibration. The FTA criteria for noise and vibration are based on years of study related to high capacity transit operations, including light rail. TriMet has the benefit of years of experience with providing noise vibration mitigation for light rail along other previously constructed alignments. The potential noise and vibration mitigation measures we have at our disposal are very effective at reducing noise and vibration from the light rail vehicles. Chapter 3.10 provides the location of noise and vibration impacts and mitigation measures for each impact.

I-183-002

The light rail project, including a single Milwaukie station at SE Lake Road, was endorsed by participating jurisdictions in summer 2008.

Trans System Accounts - terminus choices

From: <juliestanley11@comcast.net>
To: <trans@oregonmetro.gov>
Date: 5/26/2008 12:41 PM
Subject: terminus choices

Despite our years-long citizen participation into the foregoing fact finding process and Oak Grove's ongoing input, we do get it! We can see it clearly...the handwriting on the wall....the reality. Metro and Milwaukie will have light rail... It is my belief that light rail ridership would certainly benefit bus/traffic downtown congestion for the south corridor residents of Milwaukie and the development and business stimuli that Milwaukie believes it will brin g.

I-184-001 It is sought after, heralded by and would benefit almost exclusively...the City of Milwaukie. Many of my fellow Oak Grove residents and I have said and always believed that the Southgate increasingly barren "industrial area" would have been a perfect terminus, but was not on the final choice table. Given the three choices, then surely light rail should conclude in Milwaukie at Lake Road, your choice "A". As cited in your light rail bulletin, Choice "A"would cost less...$99 to $124 million in construction costs, $1 million less annuallly to operate, requires 6-7 fewer acquisitions...impacts 2 fewer planned parks. results in fewer noise and vibration impacts...and the biggest reason of them all...stops where those partnered reside, and desire the light rail benefit . Let Milwaukie have what it wants and give the residents of Oak Grove what we want.... and have repeatedly stated.

Julie L. Pittenger-Stanley

14320 SE Fairoaks Avenue

juliestanley11@comcast.net

Oak Grove Resident

I-184-001

Thank you for submitting your comments for consideration. The light rail project, including a terminus at SE Park Avenue, was endorsed by participating jurisdictions in summer 2008. The Final Environmental Impact Statement recounts the impacts and associated mitigation with the extension to SE Park Avenue. For information on the finance plan, see Section 5.1. For parks information, see Section 3.6. For noise and vibration impacts and mitigation, see Section 3.10.

Blank

Trans System Accounts - FW: South Light Rail

From: "Runnion, Kelly" <RunnionK@trimet.org>
To: "Jennifer Tuerk (E-mail)" <tuerkj@metro.dst.or.us>
Date: 6/23/2008 4:06 PM
Subject: FW: South Light Rail

From: Stephanie Poyser [mailto:stephp@jrl-s.com]
Sent: Monday, June 23, 2008 1:21 PM
To: Stephanie Poyser
Subject: South Light Rail

Dear Director:

I-185-001

I am writing today to express my concern over the current plan for placement by Tri-Met of their new light rail line in the City of Milwaukie. This line is being planned for what is essentially a mixed residential area with four elementary schools either right next to or within one block of the planned line. This situation is especially untenable because of the potentially grave safety problems for the area's children. The additional noise disruption is also of great concern. (These schools are already saddled between two busy rail lines.) I want to protest in the strongest terms the current plan and appeal to you to help find alternative placement. Tri-Met must consider alternate routes which are nearby and far superior alternate routes providing light rail service without the huge problems that come with the present plan.

Thank you for your attention to this issue.

Stephanie Poyser
Long-time Milwaukie Resident

CONFIDENTIALITY NOTICE: This e-mail transmission may contain confidential and privileged information. Unless you are the addressee (or authorized to receive messages for the addressee), you may not use, copy or disclose to anyone the message or any information contained in the message. If you have received this message by mistake, please advise the sender by reply e-mail and delete this message. Nothing in this message should be interpreted as a digital or electronic signature that can be used to authenticate a contract or other legal document. Thank you.

I-185-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

The FEIS Section 3.10 and its accompanying Noise and Vibration Results Report provide updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as

schools, churches, and residences. The project's analysis directly considers existing conditions that include freight operations and those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the FEIS provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

Previous studies covering the project corridor include:

- South/North Alternatives Analysis, 1993-1998
- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002

In addition to the discussion in the SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

Because of concerns about the Tillamook Branch alignment through downtown Milwaukie, the Refinement Study conducted in 2007 evaluated alignment options between Highway 224 and SE Lake Road

along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the SE McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project's Purpose and Need.

Trans System Accounts - FW: Opposition to Light Rail in Downtown Milwaukie

From: "Runnion, Kelly" <RunnionK@trimet.org>
To: "Jennifer Tuerk (E-mail)" <tuerkj@metro.dst.or.us>
Date: 6/23/2008 4:06 PM
Subject: FW: Opposition to Light Rail in Downtown Milwaukie

From: Tessie Prentice [mailto:prenticeconsulting@gmail.com]
Sent: Monday, June 23, 2008 12:57 PM
To: Runnion, Kelly
Subject: Opposition to Light Rail in Downtown Milwaukie

To the TriMet Board of Directors,

I-186-001 I strongly oppose the current plan routing Light Rail through the downtown area of Milwaukie. The vicinity of four schools combined with an overabundance of public space that can not be monitored without dismounted police and citizen foot patrols makes for a potential drug dealing and vagrancy nightmare. TriMet needs to seriously consider the alternative solutions which are in better allignment of the current and future transportation needs. In short, running Light Rail through downtown Milwaukie will seriously damage the livability while not meeting transportation needs.

Regards,

Glenn Prentice

I-186-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right of way. The project will improve existing conditions by constructing safety fences, crossing gates and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as zee crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-aged children near the Westside Express Service Commuter Rail line. See Section 3.16 for more detailed information about safety.

The Final EIS Section 3.10 and its accompanying Noise and Vibration Results Report provides updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as schools, churches and residences. The project's analysis directly considers existing conditions that include freight operations to those that

would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades.

The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the Final Environmental Impact Statement (FEIS) provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

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The Refinement Study in 2007, due to concerns about the Tillamook Branch alignment through downtown Milwaukie, evaluated alignment options between Highway 224 and SE Lake Road along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option

or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project Purpose and Need.

From: TESSIE PRENTICE
To: bernardj@ci.milwaukie.or.us ; stones@ci.milwaukie.or.us ; barnesd@ci.milwaukie.or.us ; chaimovg@ci.milwaukie.or.us ; loomisj@ci.milwaukie.or.us
Sent: Sunday, June 22, 2008 9:36 PM
Subject: Opposition to Milwaukie Light Rail Alignment

Dear Sir/Madam,

I-187-001 The current plan for placement of light rail concerns me becauseit is too close to schools. The safety of all the children needs to be considered, and there are alternative routes that can be used that won't affect schools. I recommend that TriMet looks at providing light rail service on an alternate route that won't create the huge problems that the current plan shows. I appeal to you to help find alternate placement of the Milwaukie Light Rail.

Thank you for your consideration.

Sincerely,

Tessie Prentice
503-653-7832

I-187-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

The FEIS Section 3.10 and its accompanying Noise and Vibration Results Report provide updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as

schools, churches, and residences. The project's analysis directly considers existing conditions that include freight operations and those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the FEIS provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

Previous studies covering the project corridor include:

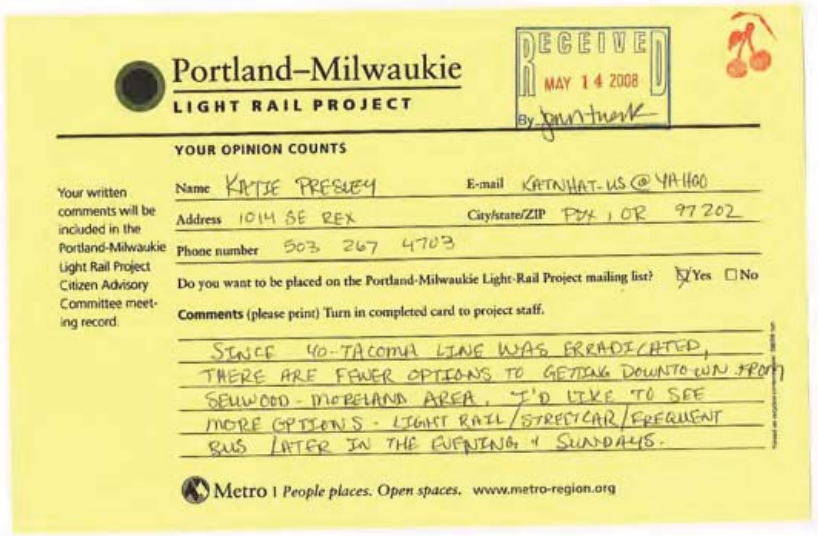
- South/North Alternatives Analysis, 1993-1998
- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002

In addition to the discussion in the SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

Because of concerns about the Tillamook Branch alignment through downtown Milwaukie, the Refinement Study conducted in 2007 evaluated alignment options between Highway 224 and SE Lake Road

along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the SE McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project's Purpose and Need.

I-188-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 14 2008
By

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name KATIE PRESLEY E-mail KATNHAT-US@YAHOO
Address 1014 SE REX City/state/ZIP PDX, OR 97202
Phone number 503 267 4703
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☒ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

SINCE 40-TACOMA LINE WAS ERRADICATED, THERE ARE FEWER OPTIONS TO GETTING DOWNTOWN FROM SELLWOOD-MORELAND AREA. I'D LIKE TO SEE MORE OPTIONS - LIGHT RAIL/STREETCAR/FREQUENT BUS LATER IN THE EVENING & SUNDAYS.

Metro | People places. Open spaces. www.metro-region.org

I-188-001

Thank you for submitting your comments for consideration. The light rail project was endorsed by participating jurisdictions in summer 2008. Your comments about additional bus service in this area have been forwarded to TriMet Service planning.



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 28 2008
By Jim Clark

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name Jim Clark E-mail
Address 17129 SE River Rd City/state/ZIP Milw 97267
Phone number (503) 329559
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☒ Yes ☐ No

Comments (please print) Turn in completed card to project staff.
MY ONLY COMMENT is I would PREFER the PROPOSED Light RAIL CONTINUE South closer to OREGON CITY.

Metro | People places. Open spaces. www.oregonmetro.gov

I-189-001

I-189-001

Thank you for submitting your comments for consideration. The southernmost point of the Portland-Milwaukie Light Rail Project is SE Park Avenue. An extension of light rail to Oregon City on SE McLoughlin Boulevard or any other route is outside the scope of this project. However, Metro's recently completed High Capacity Transit System Plan, which represents the region's 20-year plan for high capacity transit and has been adopted as a part of the Regional Transportation Plan, includes a connection to Oregon City. For a description of the Portland-Milwaukie Light Rail Project's scope see Chapter 2.

Trans System Accounts - comments on the Draft Environmental Impact Statement and Section 4 (f) Evaluation

From: "manu.rehani" <manu.rehani@mrds-solutions.com>
To: <trans@oregonmetro.gov>
Date: 5/18/2008 9:54 PM
Subject: comments on the Draft Environmental Impact Statement and Section 4(f) Evaluation

My Comments are:

I-190-001
1) Re. Budget:
   a. The Price of steel has doubled in the last year. It is unclear what price was assumed in the budget calculations
   b. The price of gas has tripled in the last year. It is unclear what price of gas was assumed in the budget
   c. Since the budget numbers appear to be close to earlier estimates (based on a quick glance) I think the actual budget will be 50-75% higher.
   d. This should be reviewed and the public should be informed so that we can get an accurate understanding of the costs to weight the benefits

I-190-002
2) Re. Alternative alignments in Milwaukie City.
   a. I am disappointed that the only alignment is in extreme proximity to neighborhoods and schools.

I-190-003
   b. I don't see how the Light Rail will integrate as a "good neighbor" under these circumstances

Best Regards

Manu Rehani
Principal
MRDS Business Solutions, LLC
Portland , OR 97210 , USA
Office: 503.764.9928
Cell: 503.810.0361
Fax: 503.214.8019
manu.rehani@mrds-solutions.com
www.mrds-solutions.com

I-190-001

Thank you for submitting your comments for consideration. According to the November 30, 2009 *Engineering News Record (ENR)*, steel prices have decreased from 2008 levels. Specifically, the ENR notes: "Reinforcing concrete bar prices increased 0.4% in November, capping a five-month rebound from last summer's low. Despite the rally, rebar prices remain 7.2% below November 2008's level, according to ENR's 20-city average price for grade-60 rebar. Structural steel prices showed mixed results this month, with wide-flange prices decreasing 0.9%, while I-beam prices rose 1.4% and channel beam prices increased 0.3%. However, prices for all three structural beams remain between 4% and 6% below a year ago." According to the US Energy Information Administration, at the time of the SDEIS publication, gasoline prices were $3.66 per gallon and prices on November 30, 2009 were $2.84 per gallon – approximately 36% lower.

These figures show that prices have been very volatile and future prices are difficult to predict. The project is using sources such as Engineering News Record and other recognized price tracking services and assuming that prices will be inflated and in addition, there are contingency funds set aside to address any unforeseen price increases.

I-190-002

The light rail alignment through downtown Milwaukie uses an existing, active railroad right-of-way. The project provides several features to help reduce potential conflicts with rail, compared to today, including constructing safety fences, crossing gates, improved visibility and sight distances, clearly established pedestrian zones and improved pedestrian facilities, and other safety treatments. All features will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow

down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include the programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 for more detailed information about safety.

I-190-003

See response (I-190-002) for information about added safety features and educational programming, and see Section 3.16 for more information on safety and security.

From: Bob Reitenour <carquestbob@yahoo.com>
To: <trans@oregonmetro.gov>
Date: 5/7/2008 2:29 PM
Subject: Portland to Milwaukie Light Rail

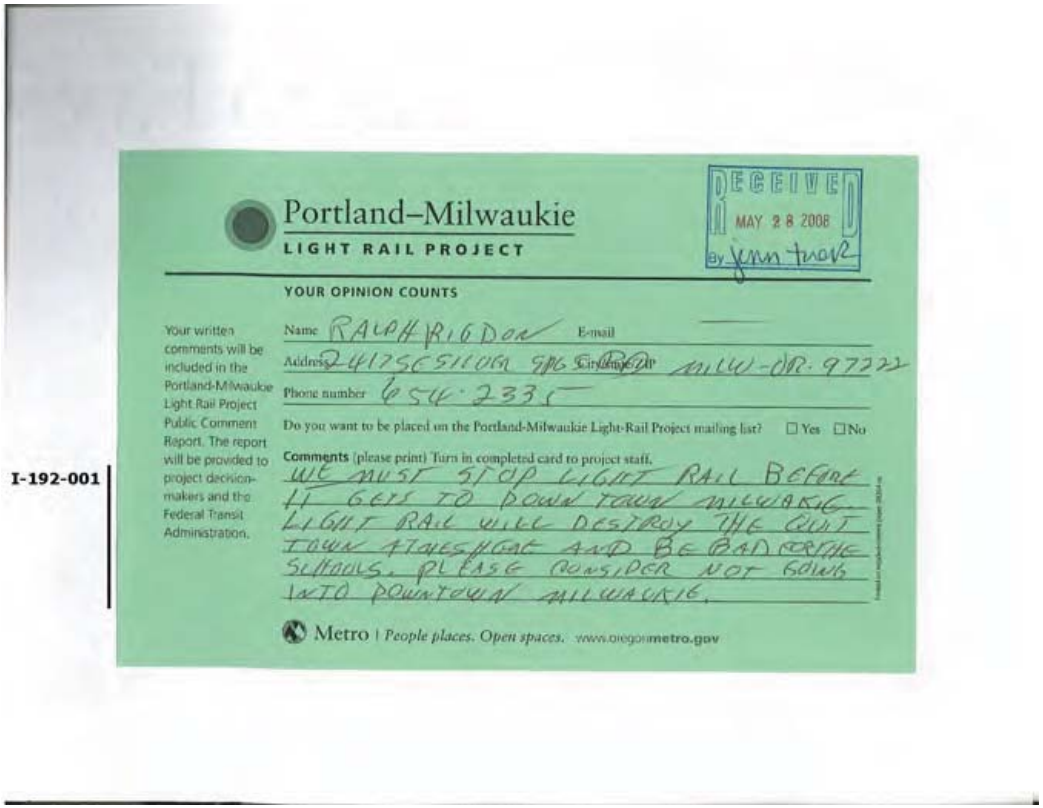
I-191-001 Re: The report in the Portland Tribune "Milwaukie light-rail environmental study ready for comment"
When I was in the Portland/Milwaukie area last July and August, I noted that the property for the light-rail along the McLoughlin corridor was already being prepared which means it had already been purchased. My question is Why have public meetings and conduct a study now? This is not only useless and expensive, it is truly insulting to realize that our local govenmental bodies believe the people who will pay a ton for this are just too stupid to know what is being done to them.
It just never seems to change, does it? Probably why I moved out of the country.
"Still disgusted after all these years..."

Be a better friend, newshound, and
know-it-all with Yahoo! Mobile. Try it now.
http://mobile.yahoo.com/;_ylt=Ahu06i62sR8HDtDypao8Wcj9tAcJ

I-191-001

Thank you for submitting your comments for consideration. Any construction or activity you witnessed along SE McLoughlin Blvd. was not associated with the Portland-Milwaukie Light Rail Project. The light rail project will not purchase property or begin on-the-ground work until after the Record of Decision is published in summer 2010.

Community participation is critical in shaping the light rail project. For a description of public involvement in the Oak Grove area during the Final Environmental Impact Statement and Preliminary Engineering phase as well as the Supplemental Draft Environmental Impact Statement phase, see Chapter 6 of the Final Environmental Impact Statement.



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 28 2008
By Jenn Tuor

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name RALPH RIGDON E-mail

Address 2417 SE SILVER SPG ST RD City/State/ZIP MILW-OR. 97222

Phone number 654-2335

Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

WE MUST STOP LIGHT RAIL BEFORE IT GETS TO DOWN TOWN MILWAKIE. LIGHT RAIL WILL DESTROY THE QUIT TOWN ATMOSPHERE AND BE BAD FOR THE SCHOOLS. PLEASE CONSIDER NOT GOING INTO DOWNTOWN MILWAUKIE.

Metro | People places. Open spaces. www.oregonmetro.gov

I-192-001

I-192-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the Final Environmental Impact Statement (FEIS) provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published in May 2008, also discussed this on pages 2-35 through 2-41.

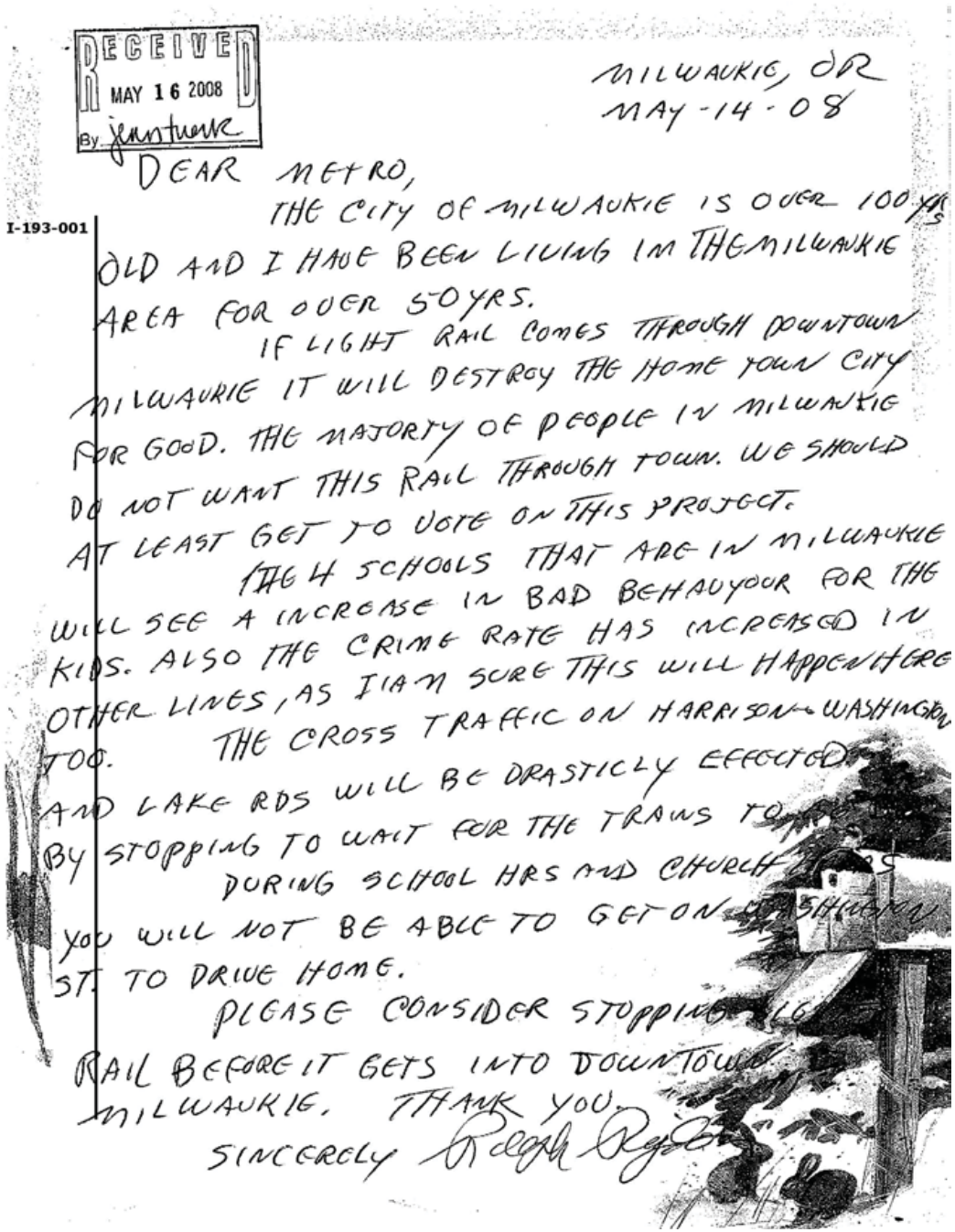
Previous studies covering the project corridor include:

- South/North Alternatives Analysis, 1993-1998
- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002

In addition to the discussion in SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

The Refinement Study in 2007 evaluated alignment options between Highway 224 and SE Lake Road along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 were held. The evaluation based on project criteria resulted in elimination of the McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-

Milwaukie Light Rail Project's Purpose and Need. Results of the refinement study may be found in Downtown Milwaukie Alignments Review (June 2007, August 2007) and are summarized in Chapter 2 and Appendix L of the SDEIS and FEIS.



RECEIVED
MAY 16 2008
By jantuck

MILWAUKIE, OR
MAY-14-08

DEAR METRO,

I-193-001

THE CITY OF MILWAUKIE IS OVER 100 YRS OLD AND I HAVE BEEN LIVING IN THE MILWAUKIE AREA FOR OVER 50 YRS.

IF LIGHT RAIL COMES THROUGH DOWNTOWN MILWAUKIE IT WILL DESTROY THE HOME TOWN CITY FOR GOOD. THE MAJORITY OF PEOPLE IN MILWAUKIE DO NOT WANT THIS RAIL THROUGH TOWN. WE SHOULD AT LEAST GET TO VOTE ON THIS PROJECT.

THE 4 SCHOOLS THAT ARE IN MILWAUKIE WILL SEE A INCREASE IN BAD BEHAVIOUR FOR THE KIDS. ALSO THE CRIME RATE HAS INCREASED IN OTHER LINES, AS I AM SURE THIS WILL HAPPEN HERE TOO. THE CROSS TRAFFIC ON HARRISON - WASHINGTON AND LAKE RDS WILL BE DRASTICLY EFFECTED BY STOPPING TO WAIT FOR THE TRAINS TO [illegible] DURING SCHOOL HRS AND CHURCH [illegible] YOU WILL NOT BE ABLE TO GET ON [illegible] ST. TO DRIVE HOME.

PLEASE CONSIDER STOPPING [illegible] RAIL BEFORE IT GETS INTO DOWNTOWN MILWAUKIE. THANK YOU.

SINCERELY [illegible]

I-193-001

Thank you for submitting your comments for consideration. The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as zee crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the FEIS for more detailed information about safety.

Based on TriMet's experience with its existing system and on national information, crime levels along light rail project corridors are typically closely related to the existing crime conditions that prevail in the surrounding community. TriMet uses a combination of design, public education, and operations measures to lower the potential for crime and to minimize potential conflicts among trains, people, and other vehicles.

TriMet's Transit Police Division (TPD) is made up of contracted law enforcement officers from police agencies in the region. The TPD currently consists of 58 sworn officers, and an additional 30 TriMet staff

Why Light Rail Is Wrong for Clackamas County

Published by ORTEM. For more information, see ortem.org and americandreamcoalition.org.

Light Rail Does Not Reduce Congestion

Portland's light rail carries only about 1 percent of passenger travel in the Portland area, which is not enough to make a difference on our crowded roads. If anything, new light-rail lines add to congestion when they run in or cross streets.

Rail advocates love to brag that Portland's transit ridership grew by almost 60 percent in the 1990s. What they fail to mention is that TriMet ridership grew by 180 percent in the 1970s, when the agency was running only buses. This is because TriMet was able to improve bus service throughout the region.

Light rail is an extremely expensive way to improve service in only a few corridors. Due to the high cost of light rail, TriMet cannot make many improvements in bus service, and at times has had to reduce bus service to pay for rail cost overruns.

In 1980, 9.8 percent of all commuters in the Portland area rode transit to work. Today, thanks to the high cost of light rail, only 7.6 percent of Portland-area commuters ride transit to work. How does that relieve congestion?

Light Rail Does Not Save Energy

A light-rail car may use less energy per passenger than an equally loaded bus. But light rail does not reduce the number of miles of bus operations. Instead, TriMet changes corridor buses that once took people directly to their destinations to feeder buses, which require people to change to the light-rail line.

These feeder buses are necessary for transit-dependent people. But most people end up driving to the light-rail stations, so the feeder buses run emptier than the corridor buses they replaced. The result is that the transit system as a whole consumes more energy and emits more greenhouse gases than before the light-rail line opened.

- After TriMet opened the light-rail line to Gresham, its energy consumption per passenger mile increased by 5 percent, and its CO_2 emissions per passenger mile increased by 13 percent.
- After TriMet opened the light-rail line to Hillsboro, its energy consumption per passenger mile increased by 7 percent, and its CO_2 emissions per passenger mile increased by 11 percent.

This does not even count the huge energy cost required to build light rail. It costs energy to build roads, too, but because roads are so much more heavily used than transit, the energy cost of roads per passenger mile is far lower than for rail transit.

Light Rail Does Not Stimulate Development

Rail advocates claim that light rail stimulates billions of dollars of improvements and redevelopment. Even if you want five-story apartment buildings and mixed-use developments in your neighborhood—which most people do not—light rail does not do a very good job of stimulating such development.

In 1986, when Portland opened its first light-rail line, the city rezoned all the land near light-rail stations for high-density, transit-oriented development. Ten years later, planners reported to the city council that not a single development of this sort had been built.

"It is a myth to think that the market will take care of development along transit corridors," said Portland City Commissioner Charles Hales. Hales proposed to subsidize such developments with property tax breaks and a variety of other subsidies.

To date, Portland has given close to $2 billion in subsidies to developers in the Pearl District, the South Waterfront District, the airport, on Interstate Avenue, and in other areas served by light rail or streetcars. Gresham, Beaverton, and other cities have also subsidized development near light-rail stations. It is these subsidies, not the rail lines, that have stimulated development.

Light Rail Is Not High-Capacity Transit

Rail advocates like to claim that rail lines can carry as many people as an eight-lane freeway. But, other than New York subways, no rail line in the country comes close to carrying as many people as even one freeway lane.

The average mile of Portland-area light-rail line carries less than 20 percent as many people per day as the average mile of Portland-area freeway lane. Yet light rail costs far more to build than a freeway lane.

Buses Are Better than Rail

Portland replaced its streetcar system in the 1950s for a good reason: buses are faster, more flexible, and cost less than rail. Studies show that transit riders don't care

members are dedicated to checking fares and issuing warnings, citations, and exclusions for riders without a valid fare. Another 46 TriMet supervisors check fares as a part of their daily duties. The TriMet Code includes penalties for fare evasion and rowdy or intimidating behavior on the system. Riders can also be immediately excluded from the system for up to six hours, and can receive longer exclusion periods of up to 90 days. Juvenile detention allows for a safety hold of up to 36 hours for repeat offenders violating the TriMet code or engaged in certain criminal activity, so that officials can work with the youths and their families to stop the activity.

These officers, TriMet's Director of Safety and Security, and the TPD commander meet regularly with various community members, law enforcement agencies, and security partners to evaluate issues and collaborate on solutions. The agency also has an established transit rider security program that combines TriMet enforcement with public safety resources from other jurisdictions.

See Section 3.16 of the FEIS for more information on safety and security, and see Chapter 4 for information about traffic impacts and related mitigations in downtown Milwaukie.

whether the vehicle they are riding on has rubber tires or steel wheels. They care instead about the quality of service. When TriMet improved bus service on the #33 McLoughlin bus in 2000, it gained 20 percent more riders.

Buses can run more frequently than rail, they can run as fast or faster than rail, and they can serve more neighborhoods than rail, all at a far lower cost. Buses can also move more people: a bus lane can move ten times as many people as a light-rail line.

Light Rail Is a Tragic Waste of Money

The Sellwood Bridge is so badly deteriorated that it has been closed to bus and truck traffic; several other bridges in the Portland area are also overdue for replacement; and Metro claims it doesn't have the money to relieve congestion at some of the worst bottlenecks in the Portland area. At times like these, spending money on light rail is a tragic misplacement of priorities.

Because of the high cost of light rail, Portland is spending well over half of its transportation dollars on a transit system that carries less than 2.5 percent of all travel (including both buses and rail). The result is that your time is wasted in traffic and your car wastes fuel and emits more pollution. Portland should spend money on actions that will relieve congestion, not make it worse.

Sources

Data in this fact sheet come from the U.S. Department of Transportation's reports, *Highway Statistics* and *National Transit Database*, and from the U.S. Department of Energy report, *Transportation Energy Data Book*. All of these reports are available on line.

Portland-Milwaukie Light Rail Project

Wednesday, March 19, 2008
6:00 pm to 8:30 pm
Milwaukie High School commons
11300 SE 23rd Ave., Milwaukie

Join the Portland-Milwaukie Light Rail Project community process and discuss the trade-offs between potential light rail station locations in the North downtown Milwaukie.

This meeting will focus on gathering community input about what makes a good station and/or park and ride, what good things are already present in the community, what downtown stations work best and why and what folks would like the area to look like in 20 years. Information will also be available on the Milwaukie station and park and ride in the North Industrial area of Milwaukie and the potential Bluebird Street Station south of downtown. For more information, please call City of Milwaukie Information Coordinator, Grady Wheeler, at (503) 786-7503, or visit the project's website at www.metro-region.org/southcorridor.

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- After TriMet opened the light-rail line to Hillsboro, its energy consumption per passenger mile increased by 7 percent, and its CO2 emissions per passenger mile increased by 11 percent.

This does not even count the huge energy cost required to build light rail. Since few people ride it, the energy cost per rider is very high relative to roads.

For More Information

Data in this fact sheet come from the U.S. Department of Transportation's *Highway Statistics* and *National Transit Database*, and from the U.S. Department of Energy report, *Transportation Energy Data Book*. All of these reports are available on line. Also see americandreamcoalition.org, ti.org/antiplanner, debunkingportland.com, and ortem.org.

Why Light Rail Is Wrong for Clackamas County

Light Rail Does Not Reduce Congestion

If light rail comes to Milwaukie, be prepared for more congestion. Portland's light rail carries only about 1 percent of passenger travel in the Portland area, which is not enough to make a difference on our crowded roads. Instead, new light-rail lines add to congestion and parking problems when they run in or cross streets.

Light rail expensively improves service in only a few corridors. Due to the high cost of light rail, Tri-Met cannot make many improvements in bus service, and at times has had to reduce bus service to pay for rail cost overruns.

In 1980, 9.8 percent of all commuters in the Portland area rode transit to work. Today, thanks to the high cost of light rail, only 7.6 percent of Portland-area commuters ride transit to work. How does that relieve congestion?

Light Rail Does Not Stimulate Development

If light rail comes to Milwaukie, expect more density and subsidies. Even if you want five-story apartment buildings and mixed-use developments in your neighborhood which most people do not-light rail does not stimulate such developments.

Instead, Portland and its suburbs have given close to $2 billion in subsidies to developers on the light-rail and streetcar lines-subsidies that take money from schools, fire, police, and other essential services. It is these subsidies, not the rail lines, that stimulated development.

Light Rail Is Not High-Capacity Transit

Rail advocates like to claim that rail lines can carry as many people as an eight-lane freeway. That's only true if people ride it. The average mile of Portland-area light-rail line carries less than 20 percent as many people per day as the average mile of Portland-area freeway lane. Yet light rail costs far more to build than a freeway lane.

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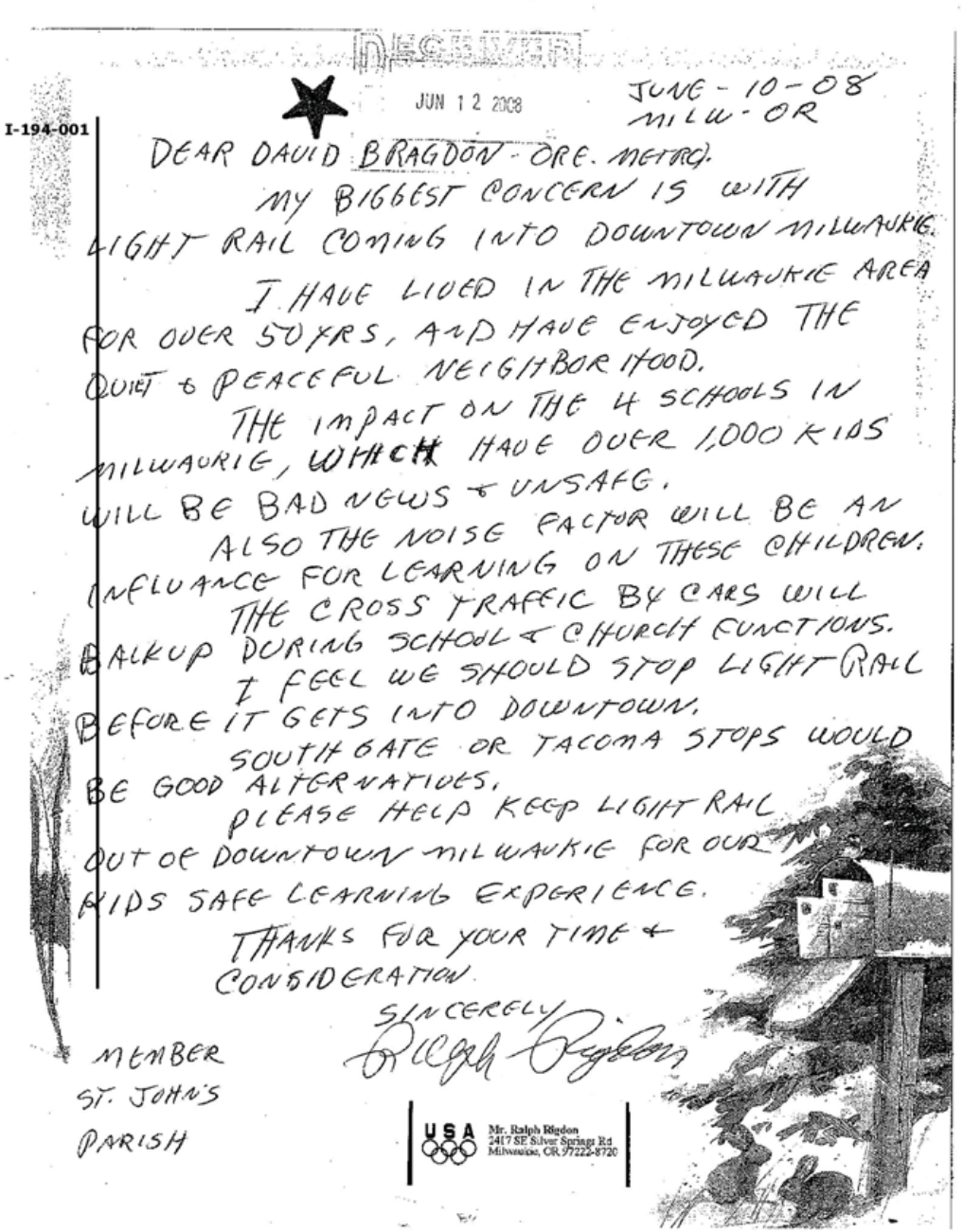

I-194-001

RECEIVED
JUN 12 2008

JUNE - 10 - 08
MILW - OR

DEAR DAVID BRAGDON - ORE. METRO.
MY BIGGEST CONCERN IS WITH LIGHT RAIL COMING INTO DOWNTOWN MILWAUKIE.
I HAVE LIVED IN THE MILWAUKIE AREA FOR OVER 50 YRS, AND HAVE ENJOYED THE QUIET & PEACEFUL NEIGHBORHOOD.
THE IMPACT ON THE 4 SCHOOLS IN MILWAUKIE, WHICH HAVE OVER 1,000 KIDS WILL BE BAD NEWS & UNSAFE.
ALSO THE NOISE FACTOR WILL BE AN INFLUANCE FOR LEARNING ON THESE CHILDREN.
THE CROSS TRAFFIC BY CARS WILL BALKUP DURING SCHOOL & CHURCH FUNCTIONS.
I FEEL WE SHOULD STOP LIGHT RAIL BEFORE IT GETS INTO DOWNTOWN.
SOUTHGATE OR TACOMA STOPS WOULD BE GOOD ALTERNATIVES.
PLEASE HELP KEEP LIGHT RAIL OUT OF DOWNTOWN MILWAUKIE FOR OUR KIDS SAFE LEARNING EXPERIENCE.
THANKS FOR YOUR TIME & CONSIDERATION.

SINCERELY
Ralph Rigdon

MEMBER
ST. JOHN'S
PARISH

USA
Mr. Ralph Rigdon
2417 SE Silver Springs Rd
Milwaukie, OR 97222-8720

I-194-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

The FEIS Section 3.10 and its accompanying Noise and Vibration Results Report provide updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as

schools, churches, and residences. The project's analysis directly considers existing conditions that include freight operations and those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the FEIS provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

Previous studies covering the project corridor include:

- South/North Alternatives Analysis, 1993-1998
- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002

In addition to the discussion in the SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

Because of concerns about the Tillamook Branch alignment through downtown Milwaukie, the Refinement Study conducted in 2007 evaluated alignment options between Highway 224 and SE Lake Road

along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the SE McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project's Purpose and Need.

Trans System Accounts - FW: Light Rail Support

From: "DuVal, Pat" <duvalp@ci.milwaukie.or.us>
To: <trans@oregonmetro.gov>
Date: 6/18/2008 7:04 AM
Subject: FW: Light Rail Support

-----Original Message-----
From: James Bernard [mailto:bgarage@bernardsgarage.com]
Sent: Tuesday, June 17, 2008 3:01 PM
To: DuVal, Pat
Subject: FW: Light Rail Support

From: goran@activetelesource.com [mailto:goran@activetelesource.com]
Sent: Tuesday, June 17, 2008 2:19 PM
To: stones@ci.milwaukie.or.us; deborahbarnes@comcast.net; gchaimov@comcast.net; bgarage@bernardsgarage.com; loomisj@ci.milwaukie.or.us
Cc: lmholzman@reliablecredit.com; neilh@darkhorse.com; CampbellA@ci.milwaukie.or.us
Subject: RE: Light Rail Support

Greetings,

This is Goran Samojlovski from The Active Group at 10501 SE Main Street. I echo Lee's sentiments regarding the benefits of light rail and offer this additional comment. I may not be able to attend this evenings meeting as I have another function at 7:30pm. As always, I appreciate the opportunity to offer my voice in this process.

I-195-001 From what I have gathered, the issue currently before the council relates to the amount of money that the City of Milwaukie would be requested to "kick in" to the project. To my knowledge, the City is being asked to raise and provide approximately 5 million dollars towards this project that is expected to cost close to 1.2Billion dollars to complete. If you do the math, that comes out to ***4/10ths of one percent*** which is almost free when you look at it. I'm surprised that this is now being raised as a potential stumbling point as I find it hard to believe that anyone thought it was not going to cost the city anything. I never had that assumption, nor do I assume I won't somehow have to contribute through my business or individually (preferably by using these services) to help pay for this. But free was never a thought that came across my mind. If this financial consideration is indeed the issue before you, I think the amount proportionate to the total cost is more than equitable and shouldn't affect the council's decision to bring light rail to Milwaukie.

Once light rail is established and the benefits that will come to the area as a whole are in full swing, I believe there will be very quick return on this investment for the city.

Thank you again for allowing me an opportunity to provide input.

Sincerely,

Goran Samojlovski
President
The Active Group

file://C:\Documents and Settings\tuerk\Local Settings\Temp\XPgrpwise\4858B396MetCen... 6/18/2008

I-195-001

Thank you for submitting your comments for consideration. The light rail project was endorsed by participating jurisdictions in summer 2008. The financial plan is addressed in Section 5.1 of the Final Environmental Impact Statement.

Trans System Accounts - public comment for the record, Portland-Milwaukie Light Rail Project

From: "Paul STS" <paulsts@verizon.net>
To: <trans@oregonmetro.gov>
Date: 6/23/2008 11:15 AM
Subject: public comment for the record, Portland-Milwaukie Light Rail Project

6-23-2008
Portland-Milwaukie Light Rail Project,
Metro
600 NE Grand Avenue, Portland, OR 97232

RE: Milwaukie Light Rail, public comment

To all responsible,

I-196-001 From the perspective and experience of an Oak Lodge resident living in Clackamas County I believe the process for public comment and effective public input has been, and is, disingenuous as it relates to the Portland-Milwaukie Light Rail study. Decisions are being made before the public comment period has closed, before all public comment submitted, or been considered.

The public involvement process as prescribed in the State of Oregon's Planning Goals (Goal 1) has not been followed or met in the Portland-Milwaukie Light Rail process.

As a former member of the Mcloughlin Corridor Study and the South Corridor Alternatives Study I can attest that the findings and recommendations have not been utilized and followed.

Clackamas County, Milwaukie, Trimet, and Metro have not adequately engaged the residents the Oak Grove/Oak Lodge, an area south, which is being considered for a parking structure. The parking structure and the associated traffic congestion is not desirable, hence Milwaukie does not want the parking structure in their City. The city councilors and county commissioners did not ask or involve the Oak Lodge community prior to deciding to add or suggest that alternative.

I-196-002 The crime that has been associated with Light Rail was seriously downplayed in the early stages of the study. In early 2007 public officials of some local governments had responded with inaccurate statements suggesting that there was no linkage or problem with Light Rail transit and crime. Not till some particular violent assaults at and on Light Rail lines were made headlines in the newspapers and on television did the local governments begin an effort to police the problem. Tri-met by their own admission does not have the funding, manpower, or trained personnel to prevent abuse, assaults, and robberies, nor do the cities have adequate resources.

The local news channels and newspaper web sites offer "search engine" resourcing of the hundreds of crimes that have occurred on Light Rail. Crime on Light Rail has been a problem from the beginning. Trimet officials recently claimed that they learned from the Gresham Max line and have changed the design of the stations, they cited the Interstate Line as an example. But crime has risen sharply on the Interstate Line, a young woman was just severely beaten and robbed just days ago. One only needs to read the newspaper and watch television to realize the danger.

The land use and development that is encouraged near Light Rail Transit lines is partly to blame. The

I-196-001

Thank you for submitting your comments for consideration. Chapter 6 of the Final Environmental Impact Statement details the public involvement programs and activities during the Supplemental Draft Environmental Impact Statement, the Final Environmental Impact Statement and Preliminary Engineering.

The public involvement programs during this phase of the project have expanded its focus on activities to engage Oak Grove citizens in response to your concern. From spring 2009 to winter 2010, the project has held eight public meetings for Oak Grove citizens. In addition, four representatives from Oak Grove were, and continue to serve as, members of the project's Citizens Advisory Committee. The Citizens Advisory Committee meetings are open to the public and frequently focus on issues related to the Oak Grove portion of the alignment.

I-196-002

Based on TriMet's experience with its existing system and on national information, crime levels along light rail project corridors are typically closely related to the existing crime conditions that prevail in the surrounding community. TriMet uses a combination of design, public education, and operations measures to lower the potential for crime and to minimize potential conflicts among trains, people, and other vehicles.

TriMet's Transit Police Division (TPD) is made up of contracted law enforcement officers from police agencies in the region. The TPD currently consists of 58 sworn officers, and an additional 30 TriMet staff members are dedicated to checking fares and issuing warnings, citations, and exclusions for riders without a valid fare. Another 46 TriMet supervisors check fares as a part of their daily duties. The TriMet Code includes penalties for fare evasion and rowdy or intimidating behavior on the system. Riders can also be immediately excluded from the system for up to six hours, and can receive longer exclusion periods

SR 6/23/08

I-196-002 combination of Light Rail, affordable housing, and high density development/environment is attracting a high rate of crime. Crime is occurring on Light Rail and at the stations, but more importantly property crimes in neighborhoods near Light Rail increase substantially. The City of Gresham recognizes this fact as does the nearby City of Wood Village.

The Oak Lodge Community has a significant number of retired residents as well as retirement communities. These particular residents are at the greatest risk and are easy prey for the criminal element that use Light Rail to commute as well as the venue to commit crime.

In closing it is my understanding that Trimet, Metro, local Counties, and the Cities have not yet solved the funding problem for Operations and Maintenance of Light Rail and have not found a solution for the unacceptable level of crime it attracts. They have had years to do so. We should not be building a Light Rail line into a community that has a high number of retirement communities and retired residents all the while not solving the problems the existing Light Rail lines have created.
There is an obvious connection between high density, Light Rail and crime. It is irresponsible to subject our citizens to the level of crime and the social blight that Light Rail has delivered thus far.

I-196-003 I do believe Transit is important and I support bus transit. The flexibility bus service offers makes it a smarter investment. I believe Light Rail is best suited along freeways such as the existing line on I-205, but should be kept away from neighborhoods.

Safety must be a priority! The Portland-Milwaukie Light Project and its supporters have not demonstrated a solution for the safety crisis they are inadvertently engineering.

Paul Savas
Resident of Oak Lodge
PO Box 68240
Oak Grove, Oregon 97268

of up to 90 days. Juvenile detention allows for a safety hold of up to 36 hours for repeat offenders violating the TriMet code or engaged in certain criminal activity, so that officials can work with the youths and their families to stop the activity.

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I-196-003

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The Refinement Study in 2007 evaluated alignment options between Highway 224 and SE Lake Road along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 were held. The evaluation based on project criteria resulted in elimination of the McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project's Purpose and Need. Results of the refinement study may be found in Downtown Milwaukie Alignments Review (June 2007, August 2007) and are summarized in Chapter 2 and Appendix L of the SDEIS and FEIS.

(6/6/2008) Trans System Accounts - FW: TriMet in Milwaukie Page 1

From: "Runnion, Kelly" <RunnionK@trimet.org>
To: <tuerkj@metro.dst.or.us>
Date: 6/2/2008 2:22 PM
Subject: FW: TriMet in Milwaukie

-----Original Message-----
From: Sawtelles [mailto:sawtelles@yahoo.com]
Sent: Sunday, June 01, 2008 7:18 PM
To: Runnion, Kelly
Subject: TriMet in Milwaukie

Dear Sir/Madam,

I-197-001 I am writing to you to express my concern over the current plan for the placement of the Tri-Met line in Milwaukie.

We have four schools in the direct vicinity of that location. This brings safety concerns and noise pollution that will be a disruption in the schools.

I have not met one person outside of the mayor and city council who are in favor of bringing tri-met to Milwaukie. The council is not listening to the concerns of citizens. They are being told they can be on board or else it doesn't matter what they think because it is happening. It is disconcerting to hear that the current mayor will benefit from the sale of his property for this location. That, to be sure, is a conflict of interest.

We would like to continue the support of Tri-Met coming to Clackamas Town Center, which will place it in a position to continue on to Oregon City in the future. Downtown Milwaukie does not need a broader transit area for people to gather. The bus station is bad enough. We feel it will only take the market of people we need out of Milwaukie, not into it. Milwaukie is too small for this!

Please help us get Tri-Met to at least consider alternate routes that would not present us with the huge worry of the safety of our children. Thank you for your consideration.

Sincerely,

Mark & Elizabeth Sawtelle
503 654-8878
St. John's Parish Community and School Parent

I-197-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the FEIS for more detailed information about safety.

The FEIS Section 3.10 and its accompanying Noise and Vibration Results Report provide updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as schools, churches and residences. The project's analysis directly

considers existing conditions that include freight operations and those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades.

The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the FEIS provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published in May 2008, also discussed this on pages 2-35 through 2-41.

Previous studies covering the project corridor include:

- South/North Alternatives Analysis, 1993-1998
- South/North DEIS, 1998
- South Corridor SDEIS, 2002

In addition to the discussion in the SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

Because of concerns about the Tillamook Branch alignment through downtown Milwaukie, the Refinement Study conducted in 2007 evaluated alignment options between Highway 224 and SE Lake Road along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project's Purpose and Need.

The vote of Mayor Barnard at the Portland-Milwaukie Light Rail Project Steering Committee was not a conflict of interest, because the Mayor publicly disclosed and declared his property ownership throughout all stages of the proceedings; the Mayor's vote in the Steering Committee was as a representative of the City of Milwaukie in accordance with Milwaukie Resolution 51-2008, and not as a private citizen or as simply the Mayor of Milwaukie; and in any case the votes were unanimous in the Steering Committee and in the City of Milwaukie resolution, thus the Mayor's votes did not change the outcome of any decision.

June 4, 2008

To Metro South Corridor SDEIS
600 NE Grand Ave.
Portland, OR 97232

RECEIVED
JUN 09 2008
By Jun Trunk

From Fred Sawyer
14725 SE Linden Ln
Milwaukie, OR 97267-1250

I support the Tillamook-termius at Park Alignment.
The SDEIS does not adequatly discuss the impacts of an LRT crossing at SE McLoughlin Blvd.

I-198-001 The SDEIS does not provide an estimate for the cost of replacing the RR overcrossing structure and the cost of an southbound through lane and

I-198-002 a southband right turn lane. How long do these lanes need to be? What is the impact of the additional 12' wide southbound through lane and the require width for an southbound right turn lane? The southbound through lane may need to start just south of kallog Creek and and at the beginning of the right turn lane at Park Ave. The believe the impacts of an LRT Crossing of McLoughlin are too great and the crossing must be grade separated.

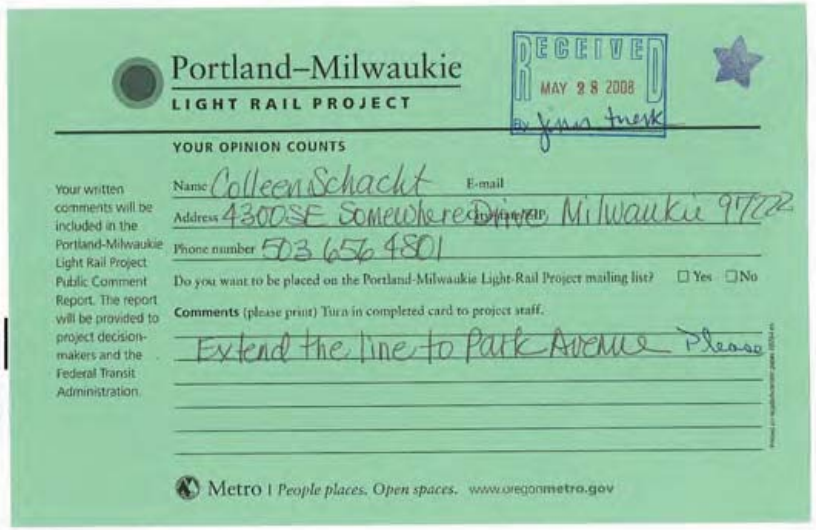
I-198-001

Thank you for submitting your comments for consideration. The existing railroad bridge is not proposed to be replaced, so no cost estimate is provided. The light rail crossing of SE McLoughlin Boulevard will bridge the existing road and right-of-way and does not include a southbound through lane or southbound right-turn lane. However, the project is designed to accommodate widening of SE McLoughlin Boulevard in the event that ODOT, owner of SE McLoughlin Boulevard (OR 99E), determines at a time in the future that it will be widened.

I-198-002

The LPA extends the bridge over Kellogg Lake to carry the Portland-Milwaukie Light Rail Project trackway above and across SE McLoughlin Boulevard. There will not be an at-grade crossing of McLoughlin Boulevard.

I-199-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 28 2008
By Jana Turk

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name Colleen Schacht E-mail
Address 4300 SE Somewhere Drive Milwaukie 97222
Phone number 503 656 4801
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☐ No
Comments (please print) Turn in completed card to project staff.
Extend the line to Park Avenue Please

Metro | People places. Open spaces. www.oregonmetro.gov

I-199-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project includes a terminus at SE Park Avenue.

June 19, 2008

RECEIVED
JUN 19 2008
By via email

Portland-Milwaukie Light Rail Project
Metro
600 NE Grand Avenue
Portland, OR 97232

To whom it may concern:

I-200-001 I support the light rail line from the Portland city center to the city of Milwaukie. However, I strongly oppose extending the line beyond downtown Milwaukie and into Oak Grove. I am vigorously opposed to locating the proposed 1,000 car park and ride facility at the intersection of McLoughlin Blvd. and Park Ave. in Oak Grove. Various interests in Milwaukie have opposed this facility and have pushed it right through town and into Oak Grove. In the process, Milwaukie has passed all the negative aspects of this facility onto Oak Grove while reaping all the benefits light rail will bring to their downtown redevelopment. Milwaukie gets the gain and Oak Grove gets the pain. I believe, for now, the line needs to terminate in Milwaukie. Once this project has started to take shape, we can discuss how and where the line should be extended. By setting a course into Oak Grove, a signal is being sent that the line will continue south through the McLoughlin corridor to Oregon City. This idea may not be acceptable to Oak Grove.

I-200-002 Metro has engaged Milwaukie and it's citizens for nearly two years. Many meetings have been held, and Milwaukie's citizens have voiced their opinions. The very first light rail meeting held in Oak Grove was in March 2008, barley 90 days ago. Before any more consideration is given to the Park Avenue option, Metro needs to engage Oak Grove to the extent is has with other communities along the line.

Here are my concerns with the Park Avenue Extension Option:

I-200-003 • The estimated cost of 140 million dollars or more for a mile of track to a parking garage is an outrageous expense.

I-200-004 • The loss of mature trees and landscape along the only remaining "wild" section of McLoughlin Blvd., and the construction of a huge concrete retaining wall to replace the verdant embankment is unacceptable. The wall will stretch for nearly a half mile and will be a visual eyesore.

I-200-005 • Oak Grove will loose about 6 businesses and as many as 30 residential properties will be effected significantly or eliminated. Because all the commercial property is being used up by the park & ride, there will be little, if any development adjacent to the parking facility. The only reason to go there will be to park, not to shop. The Oak Lodge Sanitary District has a pumping station located in the middle of this proposed location. The structure will be five stories high in an area where nothing is higher than one story, so it will stick out. I don't want to see the gateway to Oak Grove be an unattractive concrete monolith. I've never seen a pretty parking structure.

I-200-001

Thank you for submitting your comments for consideration. The light rail project, including a Park Avenue terminus and park-and-ride, was endorsed by participating jurisdictions in summer 2008.

The southernmost point of the Portland-Milwaukie Light Rail Project is SE Park Avenue. An extension of light rail to Oregon City on SE McLoughlin Boulevard or any other route is outside the scope of this project. For a description of the project's scope, see Chapter 2 of the FEIS.

I-200-002

Chapter 6 of the FEIS details the public involvement programs and activities during the Supplemental Draft Environmental Impact Statement, the FEIS, and Preliminary Engineering.

The public involvement programs during this phase of the project have expanded its focus on activities to engage Oak Grove citizens in response to your concern. From spring 2009 to winter 2010, the project has held eight public meetings for Oak Grove citizens. In addition, we invited you to serve as one of the four representatives from Oak Grove on the project's Citizens Advisory Committee. As you know, the Citizens Advisory Committee meetings are open to the public and frequently focus on issues related to the Oak Grove portion of the alignment.

I-200-003

Elevated structures for light rail are significantly more expensive than at-grade designs. The project has worked extensively with ODOT concerning the crossing of SE McLoughlin Boulevard and concluded that it would be unsafe and would constrict the capacity of SE McLoughlin Boulevard to have an at-grade crossing.

That said, a park-and-ride lot at SE Park Avenue will provide additional

I-200-006 • Oak Grove gets the traffic. We get an additional 1500 to 2000 car trips a day added to an all ready busy intersection. There will also be additional traffic on River Road and Oatfield Road as people take the "back way" to get to the park & ride. I believe the train crosses Park Ave. at grade adding to the traffic problem. During peak times of the day there will be significant traffic congestion on McLoughlin Blvd.

I-200-007 • Tri-Met is having significant fare collection and security issues at this time. I'm concerned about "bad actors" frequenting the park & ride and using it as a jumping off point to access the northern part of Oak Grove. They can get off the train and walk down the Trolley Trail right into central Oak Grove. This proposed facility is in the center of the Clackamas County Sheriff's Office B-1 Patrol district, which has one of the highest crime rates in the county. I am very concerned about the criminal element and how law enforcement will control crime in the future given the problems we already have in this area. The crime rate needs to be significantly reduced before any more consideration is given to locating this facility at Park Ave.

I-200-008 Milwaukie needs to solve their park & ride problems with a solution that sites the facility within the Milwaukie city limits. I feel the park & ride should be built in the northern industrial area or in the south end of Milwaukie. I am also concerned that Milwaukie's mayor owns property in the south downtown area, and I see a huge conflict of interest on the Mayor's part. Before light rail moves beyond Milwaukie, there needs to be more public involvement, especially with the citizens of Oak Grove.

If the Park Avenue Extension Option is approved, you better start calling it "Oak Grove Light Rail" because that's what it will be. Metro needs to prove there is a benefit to Oak Grove, which they have not done.

Submitted,

Henry Schmidt
14201 SE Bunnell Street
Oak Grove, OR 97267

Cc: Dick Jones, Oak Lodge Community Council

convenience and ridership to the project and better serve residents of Clackamas County.

I-200-004

FTA, TriMet, and Metro are coordinating with the North Clackamas Parks and Recreation District to design appropriate mitigation measures in the areas where trees will be removed. The goal of these measures is to mitigate changes in the visual quality of the area and provide safe transitions between the light rail alignment and the surrounding neighborhood. These measures may include retaining walls, as well as vegetation, or other measures to soften the change in the existing environment.

I-200-005

Currently the plans for the 2008 Locally Preferred Alternative to Park Avenue do indicate potential impact and displacement of businesses and residences. Appendix G provides a list of properties potentially affected by acquisition. All displaced businesses and residences will receive relocation assistance. The Oak Lodge Sanitary District's pumping station property will not be impacted by the project. The LPA plans for the park-and-ride include a four level structure with 600 spaces, and the LPA Phased Option include an initial 355-space structure.

The FEIS provides analysis on the visual attributes at this location. The project is currently working with the county and local citizens to design a facility consistent with the character of the location. See Section 3.4 for information about visual impacts and mitigations.

I-200-006

The Locally Preferred Alternative (LPA) includes a 600-space park-and-ride lot on the south side of SE Park Avenue, just west of SE

McLoughlin Boulevard. The LPA Phasing Option includes an initial 355 space facility. The LPA terminates with the Park Avenue Station just north of SE Park Avenue (west of SE McLoughlin Boulevard) and the tracks do not cross SE Park Avenue. As part of the FEIS, the Transportation Impacts Results Report has identified needed traffic mitigation at the SE Park Avenue entrance to the park-and-ride lot, at SE McLoughlin Boulevard and SE Park Avenue and at SE Park Avenue and SE Oatfield Road.

I-200-007

Based on TriMet's experience with its existing system and on national information, crime levels along light rail project corridors are typically closely related to the existing crime conditions that prevail in the surrounding community. TriMet uses a combination of design, public education, and operations measures to lower the potential for crime and to minimize potential conflicts among trains, people, and other vehicles.

TriMet's Transit Police Division (TPD) is made up of contracted law enforcement officers from police agencies in the region. The TPD currently consists of 58 sworn officers, and an additional 30 TriMet staff members are dedicated to checking fares and issuing warnings, citations, and exclusions for riders without a valid fare. Another 46 TriMet supervisors check fares as a part of their daily duties. The TriMet Code includes penalties for fare evasion and rowdy or intimidating behavior on the system. Riders can also be immediately excluded from the system for up to six hours, and can receive longer exclusion periods of up to 90 days. Juvenile detention allows for a safety hold of up to 36 hours for repeat offenders violating the TriMet code or engaged in certain criminal activity, so that officials can work with the youths and their families to stop the activity.

These officers, TriMet's Director of Safety and Security, and the TPD commander meet regularly with various community members, law

enforcement agencies, and security partners to evaluate issues and collaborate on solutions. The agency also has an established transit rider security program that combines TriMet enforcement with public safety resources from other jurisdictions.

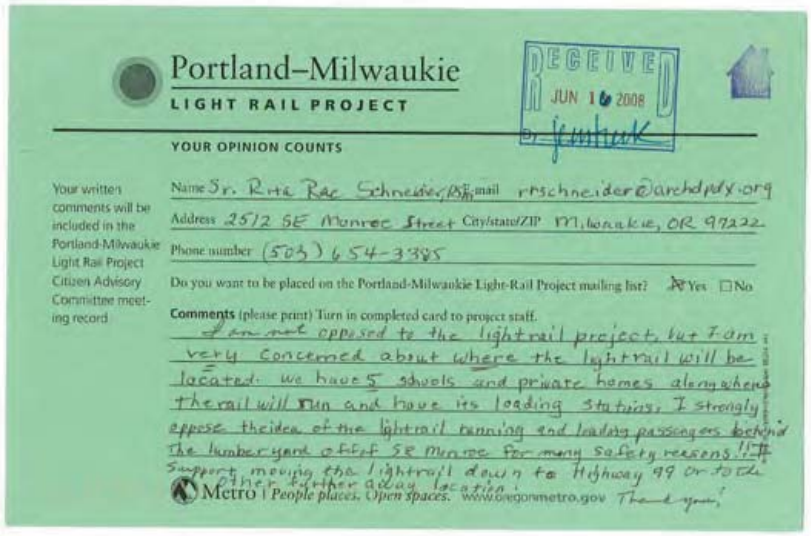
See Section 3.16 for more information on safety and security.

I-200-008

The vote of Mayor Bernard at the Portland-Milwaukie Project Steering Committee was not a conflict of interest because the Mayor publicly disclosed and declared his property ownership throughout all stages of the proceedings; the Mayor's vote in the Steering Committee was as a representative of the City of Milwaukie in accordance with Milwaukie Resolution 51-2008, and not as a private citizen or as simply the Mayor of Milwaukie; and in any case the votes were unanimous in the Steering Committee and in the City of Milwaukie resolution, thus the Mayor's votes did not change the outcome of any decision.

See response I-200-02 regarding public involvement in Oak Grove.

I-201-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
JUN 16 2008
By jemhuck

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record

Name Sr. Rita Rae Schneider, RSM mail rrschneider@archdpdx.org

Address 2512 SE Monroe Street City/state/ZIP Milwaukie, OR 97222

Phone number (503) 654-3385

Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☒ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

I am not opposed to the lightrail project, but I am very concerned about where the lightrail will be located. We have 5 schools and private homes along where the rail will run and have its loading stations. I strongly oppose the idea of the lightrail running and loading passengers behind the lumber yard off of SE Monroe for many safety reasons!!! Support moving the lightrail down to Highway 99 or to the other further away location. Thank you!

Metro | People places. Open spaces. www.oregonmetro.gov

I-201-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

The FEIS Section 3.10 and its accompanying Noise and Vibration Results Report provide updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as

schools, churches, and residences. The project's analysis directly considers existing conditions that include freight operations and those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the FEIS provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

Previous studies covering the project corridor include:

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- South/North Draft Environmental Impact Statement, 1998
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In addition to the discussion in the SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

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along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the SE McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project's Purpose and Need.

Trans System Accounts - Milwaukie Light Rail Project

From: carolyn scott <happe.me@hotmail.com>
To: <trans@oregonmetro.gov>
Date: 6/5/2008 1:25 PM
Subject: Milwaukie Light Rail Project

I-202-001

I have been watching and listening to the information regarding the MAX line proposals in Milwaukie. I have been a resident of Milwaukie since 1968 and I am shocked and dismayed that Tri-met is considering an action which will have such a sustained negative impact to our community. According to the proposed mapping, there would be a MAX stop within steps of 4 separate schools -- yes **steps.** There are currently over 2500 children, elementary through high school, almost across the street from said stop. Among this student population are probably hundreds of students who have no option but to walk to and from school each day. Based on the history of heinous crimes that occur in and around the Light Rail stops, all of these children are being placed at great risk for harm and injury. I believe the community's moral and ethical need to protect our children far outweighs any minimal benefit this proposed stop has to offer. In addition, I believe that Tri-met is opening itself to all realms of litigation should any harm befall even one of these children due to the Max operations in the area.

I hope all of the Tri-met and city leaders involved are seriously taking this information into account before making any final decisions regarding the current proposals.

Thank you for you time,

Carolyn A. Scott

Search that pays you back! Introducing Live Search cashback. Search Now!

I-202-001

Thank you for submitting your comments for consideration. The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include the programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the FEIS for more detailed information about safety.

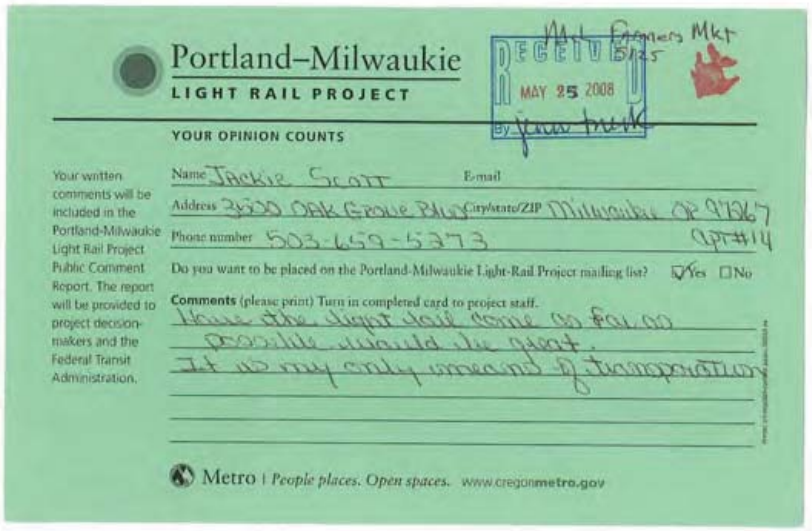
Based on TriMet's experience with its existing system and on national information, crime levels along light rail project corridors are typically closely related to the existing crime conditions that prevail in the surrounding community. TriMet uses a combination of design, public education, and operations measures to lower the potential for crime and to minimize potential conflicts among trains, people, and other vehicles.

TriMet's Transit Police Division (TPD) is made up of contracted law enforcement officers from police agencies in the region. The TPD currently consists of 58 sworn officers, and an additional 30 TriMet staff

members are dedicated to checking fares and issuing warnings, citations, and exclusions for riders without a valid fare. Another 46 TriMet supervisors check fares as a part of their daily duties. The TriMet Code includes penalties for fare evasion and rowdy or intimidating behavior on the system. Riders can also be immediately excluded from the system for up to six hours, and can receive longer exclusion periods of up to 90 days. Juvenile detention allows for a safety hold of up to 36 hours for repeat offenders violating the TriMet code or engaged in certain criminal activity, so that officials can work with the youths and their families to stop the activity.

These officers, TriMet's Director of Safety and Security, and the TPD commander meet regularly with various community members, law enforcement agencies, and security partners to evaluate issues and collaborate on solutions. The agency also has an established transit rider security program that combines TriMet enforcement with public safety resources from other jurisdictions.

See Section 3.16 of the FEIS for more information on safety and security.



Portland–Milwaukie
LIGHT RAIL PROJECT

YOUR OPINION COUNTS

Mkt Farmers Mkt 5/25

RECEIVED
MAY 25 2008
By

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name Jackie Scott E-mail

Address 2530 Oak Grove Blvd City/state/ZIP Milwaukie OR 97267

Phone number 503-659-5373 apt #14

Do you want to be placed on the Portland-Milwaukie Light Rail Project mailing list? ☑Yes ☐No

Comments (please print) Turn in completed card to project staff.

How the light rail come as far as possible would be great.
It is my only means of transportation

Metro | People places. Open spaces. www.oregonmetro.gov

I-203-001

I-203-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project includes a terminus at Park Ave.

I-204-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 25 2006
By

Farmers Market
5/25

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name Nikki Jean Scott E-mail

Address 3520 S.E. Oak Grove Blvd City/state/ZIP Milwaukie Or. 97267

Phone number 503 659-5373

Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☑ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

I need the Light Rail to expand as far as possible. I have no other way to get anywhere. To have more ways and easier and faster more frequent ways to get around would be wonderful.

Metro | People places. Open spaces. www.oregonmetro.gov

I-204-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project includes a terminus at SE Park Avenue.

Trans System Accounts - Light rail Milwaukie Line

From: "Ann Robinson" <ann1mom@comcast.net>
To: "Runnion, Kelly" <RunnionK@tri-met.org>
Date: 5/18/2008 10:07 AM
Subject: Light rail Milwaukie Line

Please Distribute this to the Board of Directors

Sirs,

I-205-001 I am writing you today to protest in the strongest terms your plans to place the new light rail line in Milwaukie near the existing mainline rail tracks.

It is my understanding that the original plan to place it downtown was nixed by the businesses and this alternate route was developed.My reasons for my objection are two fold, one the citing of this track would place it within one block of three elementary schools. Let me be clear I am huge supporter of light rail and use it often in my personal travels. The reality is however that the light rail system is not generally a safe system and brings with it the element of crime that puts people especially juveniles at risk At a recent meeting in Milwaukie representatives of Tri Met produced three representatives of schools near Tri Met max line. This was very misleading as two of the schools had placed their schools next to the line on purpose and both revealed later they regret that decision.

One of their complaints is my second objection-noise- you have failed to obtain the right of way thru Milwaukie which would enable you to avoid have the crossing arms of the mainline come down every a train rolls past. This frequent noise would be of great disruption to the schools in question.

I fail to understand with options such as McGlouglin Blvd. and better yet Hwy 224 nearby why Tri met would be willing to risk the personal safety of hundreds of school children. The reality in this is simple you can and must do better than your current plan. I would welcome the opportunity to hear from any of you on this important subject.

John A. Robinson
971-207-5344
parent of a second grader St. John the Baptist Catholic School downtown Milwaukie/ member of the school Board/Resident of Gladstone/Officer International Longshore union

I-205-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

The FEIS Section 3.10 and its accompanying Noise and Vibration Results Report provide updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as

schools, churches, and residences. The project's analysis directly considers existing conditions that include freight operations and those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the FEIS provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

Previous studies covering the project corridor include:

- South/North Alternatives Analysis, 1993-1998
- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002

In addition to the discussion in the SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

Because of concerns about the Tillamook Branch alignment through downtown Milwaukie, the Refinement Study conducted in 2007 evaluated alignment options between Highway 224 and SE Lake Road

along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the SE McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project's Purpose and Need.

June 23, 2008

To: Metro Transportation Planning

From: Richard N Ross, AICP
2041 SE Elliott Ave
Portland Or 97214
richardnross@earthlink.net

RE: Comments on Portland-Milwaukie Light Rail Supplemental DEIS

Following are my comments on the Supplemental DEIS, based upon 40 years residence in the Portland neighborhoods served by this line and 25 years of transportation/land use planning work.

I-206-001

1. Willamette Crossing

The Willamette River Partnership proposal makes sense to optimize regional access and land use integration with the OHSU campus and South Waterfront.

I-206-002

2. Connections to Future Streetcar Lines

The Central City Loop should allow Streetcar access to MAX in both directions, West and South (not just West) to allow for future system continuity. While it is in preliminary stages, Portland's Streetcar System Plan, set for adoption in Spring 09, is considering routes in Southeast that could connect to MAX at Tacoma or Milwaukie-12th-Clinton.

The Final EIS should consider planned Streetcar routes as well as bus routes.

I-206-003

3. Connections to Existing and Future Multi-Use Paths, Bike Boulevards

The Final EIS should evaluate bike and ped traffic and access to OMSI, Tacoma, Park Ave. MAX stations via the Springwater Corridor and future Trolley Trail to Oregon City. Bike and Ride facilities should be part of the Tacoma and Park Ave Stations/Park and Rides. Clinton St station, which is a terminus for a planned Bike Boulevard across Southeast, should include Bike and Ride facilities.

I-206-004

4. Portland Stations

The OMSI station on Sherman should integrate with pedestrian/bike access from OMSI, Esplanade- Springwater Corridor. The Clinton station could anchor a new mixed-use center between Powell and Clinton in underused industrial properties. The Harold station is not needed: It's isolated at the north end of Westmoreland, has no access from the East,

I-206-001

Thank you for submitting your comments for consideration. The refined Porter-Sherman alignment option was selected as the Locally Preferred Alternative. See Chapter 2.1 Portland-Milwaukie Light Rail Alternative for more information.

I-206-002

The Portland-Milwaukie Light Rail Project would have transfer opportunities to streetcar at OMSI, South Waterfront, and Portland State University. Generally, analysis for environmental impact studies includes other projects that are funded; as such, future streetcar connections to the project exclusive of those listed above would be analyzed in the studies of those future streetcar projects.

I-206-003

Bicycle connections at each location mentioned have been designed to integrate the Portland-Milwaukie Light Rail Project with regional and local bike ways. The project will incorporate bicycle parking at each station.

I-206-004

Project staff is coordinating with City of Portland station area planning efforts for the Southeast Portland stations.

I-206-004 and has limited mixed-use potential. The Bybee station is essential for central access to MAX from the Woodstock, Reed, Eastmoreland and Westmoreland neighborhoods.

5. 2003 Locally Preferred Alternative with Terminus at Park Ave

I-206-005 This alternative (over the Tillamook Branch route) provides better regional highway access to MAX and spacing of Park and Rides at Tacoma (1000 spaces), north Milwaukie (600 spaces) and Park Ave (1000 spaces), than the 2003 LPA route or Tillamook Branch options. The line should extend to Park Ave to serve riders from Oak Grove and the McLoughlin Corridor, rather than congesting the core of Milwaukie with a Park and Ride. The north Milwaukie Park and Ride has great access to Hwy 224-212. The Final

I-206-006 EIS should evaluate the induced traffic from the Tacoma Park and Ride on Johnson Cr Blvd, an overloaded city Street, and whether regional park and ride spaces can be shifted from Tacoma station to north Milwaukie.

6. Transit Security Design

I-206-007 The SDEIS addresses this item, which was inadequate in earlier MAX lines. The Recommendations in the SDEIS are sound, for using Crime Prevention Through Environmental Design, but need to be backed up by proactive station design and station area planning, that is done with eyes wide open. Many of the planned stations are in isolated highway, railroad or industrial locations that have proved problematic in the current MAX system. They need 24/7 land uses to keep them safe.

I-206-005

The Locally Preferred Alternative for the light rail project includes an alignment along the Tillamook Branch and a terminus at SE Park Avenue and was endorsed by participating jurisdictions in summer 2008. The Main Street alignment through the North Industrial Area of Milwaukie was eliminated due to impacts to area businesses. See Chapter 2 of the FEIS for more information.

I-206-006

The 2008 Locally Preferred Alternative (LPA) has light rail that terminates just north of SE Park Avenue (south of downtown Milwaukie) and assumes a 800-space park-and-ride lot at the Tacoma Station and a 600-space park-and-ride lot at the Park Avenue Station. The LPA Phasing Option includes initial parking facilities with fewer spaces at these locations. As part of the Final Environmental Impact Statement (FEIS), the Transportation Impacts Results Report has identified needed traffic mitigation at local street intersections in the areas around both of these light rail stations.

I-206-007

The locations of the stations were confirmed by the LPA for the light rail project, which was endorsed by all participating jurisdictions in summer 2008. The project is studying transit oriented development opportunities at many of the stations. The Bybee Station remains below street level; however, designs reflect efforts to ensure the safety of transit riders, including Transit Tracker units at the street level. See Appendix D for visual simulations.

Based on TriMet's experience with its existing system and on national information, crime levels along light rail project corridors are typically closely related to the existing crime conditions that prevail in the surrounding community. TriMet uses a combination of design, public education, and operations measures to lower the potential for crime and

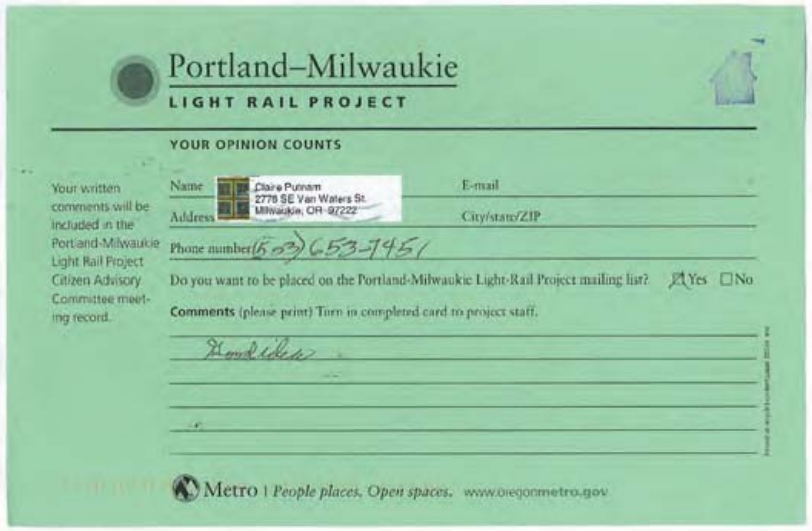
to minimize potential conflicts among trains, people, and other vehicles.

TriMet's Transit Police Division (TPD) is made up of contracted law enforcement officers from police agencies in the region. The TPD currently consists of 58 sworn officers, and an additional 30 TriMet staff members are dedicated to checking fares and issuing warnings, citations, and exclusions for riders without a valid fare. Another 46 TriMet supervisors check fares as a part of their daily duties. The TriMet Code includes penalties for fare evasion and rowdy or intimidating behavior on the system. Riders can also be immediately excluded from the system for up to six hours, and can receive longer exclusion periods of up to 90 days. Juvenile detention allows for a safety hold of up to 36 hours for repeat offenders violating the TriMet code or engaged in certain criminal activity, so that officials can work with the youths and their families to stop the activity.

These officers, TriMet's Director of Safety and Security, and the TPD commander meet regularly with various community members, law enforcement agencies, and security partners to evaluate issues and collaborate on solutions. The agency also has an established transit rider security program that combines TriMet enforcement with public safety resources from other jurisdictions.

See Section 3.16 of the FEIS for more information on safety and security.

I-207-001



Portland–Milwaukie
LIGHT RAIL PROJECT

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name Claire Putnam 2776 SE Van Waters St. Milwaukie, OR 97222 E-mail

Address City/state/ZIP

Phone number (503) 653-7451

Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☑ Yes ☐ No

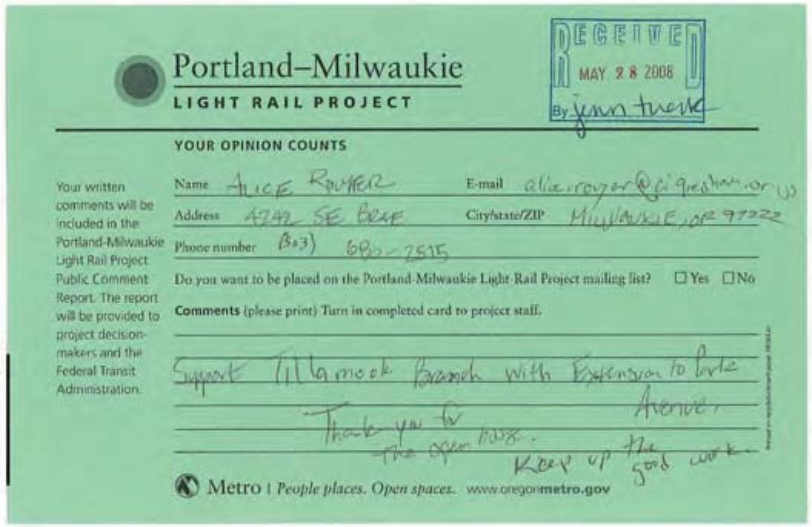
Comments (please print) Turn in completed card to project staff.

Metro | *People places. Open spaces.* www.oregonmetro.gov

I-207-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.

I-208-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 28 2008
By [illegible]

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name ALICE ROUYER E-mail alice.rouyer@ci.gresham.or.us
Address 4242 SE BRAE City/state/ZIP MILWAUKIE, OR 97222
Phone number (503) 680-2515

Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

Support Tillamook Branch with Extension to Park Avenue.
Thank you for the open house.
Keep up the good work.

Metro | *People places. Open spaces.* www.oregonmetro.gov

I-208-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project includes a terminus at SE Park Avenue and the Tillamook Branch alignment, and was endorsed by participating jurisdictions in summer 2008.

(6/3/2008) Trans System Accounts - light rail project connecting Oak Grove, Milwaukie and downtown Page 1

From: <rutledge5573@comcast.net>
To: <trans@oregonmetro.gov>
Date: 5/10/2008 7:27 PM
Subject: light rail project connecting Oak Grove, Milwaukie and downtown

Hello,

I-209-001 I would like to see a light rail project that connects Oak Grove, Milwaukie, Southeast Portland and Downtown Portland.
I think we need alternatives to driving cars and this would be a great project.
I would like to be able to hop onto a light rail line and go anywhere in the metro area and having a line that runs to Oak Grove would go a long way to making that possible.
I would like to see a light rail line that runs down McLoughlin Blvd.

Thank you,
Catherine Rutledge

I-209-001

Thank you for submitting your comments for consideration. The southernmost point of the Portland-Milwaukie Light Rail Project is SE Park Avenue. An extension of light rail to Oregon City on SE McLoughlin Boulevard or any other route is outside the scope of this project. However, Metro's recently completed High Capacity Transit System Plan, which represents the region's 20-year plan for high capacity transit and has been adopted as a part of the Regional Transportation Plan, includes a connection to Oregon City. For a description of the Portland-Milwaukie Light Rail Project's scope see Chapter 2.

Trans System Accounts - Comments on SDEIS Portland-Milwaukie LRT

From: Pat Russell <flanagan112@hotmail.com>
To: <trans@oregonmetro.gov>
Date: 6/17/2008 6:53 PM
Subject: Comments on SDEIS Portland-Milwaukie LRT
Attachments: Letter to Metr re Pdx-Milw LightRail SDEIS comments, June 17, 2008.doc; Kellogg Crossing Milwaukie-PDXLight Rail Comments June 2007 to Mil PC.doc; KelloggLakeDamRemovalNotesAug102006.doc

DEAR PDX-MILW LRT SDEIS Administrator(s):

Please include in the SDEIS the three documents attached. One is a cover letter containing my comments on the SDDEIS. The other two attachments are background information referenced in my letter.

Thank you

Pat Russell
16358 SE Hearthwood Drive
Clackamas, OR 97015
(503) 656-9681
Email: flanagan112@hotmail.com

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Pat Russell
16358 SE Hearthwood Drive
Clackamas, OR 97015
Phone: 503-656-9681
Email: flanagan112@hotmail.com

Transmittal via Email

The Portland-Milwaukie Light Rail Project (SDEIS)
Metro
600 NE Grand Avenue
Portland, OR 97232

RE: Comments on SDEIS

Dear Decision-makers,

I-210-001 I request that the attached letter, dated June 5, 2007 (my file: 'Milwaukie-PDX Light Rail Comments June 2007 to Mil PC) and the attached edited City of Milwaukie Minutes from the August 10, 2006 Meeting concerning Kellogg Lake Dam Removal be entered into the record for the SDEIS.

I-210-002 In addition, I find the SDEIS very vague when it comes to describing the present condition of the Kellogg-Mt. Scott Creek Watershed that affects about 15 square miles, including the majority of the north urban area of Clackamas County, east of the Willamette River. The SDEIS notes that there is blockage of the watershed forming "Kellogg Lake" and that the SDEIS analyzes impacts in the areas based upon the "lake" condition.

The SDEIS fails to clearly state that the Kellogg-Mt. Scott Creek Watershed salmon access is virtually completed blocked to 4(d) Rule-ESA listed Steelhead fisheries. Kellogg – Mt. Scott Creek is a 4(d) listed stream and watershed.

Since the inception of the "McLoughlin highway" back in the 1930's (US 99 E) extending from Portland to service the Milwaukie, Oak Grove, Oregon City communities, an apparent otherwise healthy the Kellogg Creek estuary has been subjected to destruction by roadway construction across the estuarine habitat—mouth of the creek intercepting with the Willamette River. Studies of the nearby downstream mouth and corridor of the Johnson Creek has clearly shown good response to recovery efforts. Such efforts have not been afforded Kellogg Creek.

The SDEIS should have identified the planning to date of lead and responsible agencies in their effort to open the Kellogg estuarine area by removal of the culvert-weir under the McLoughlin Blvd. road crossing. Attached to this testimony is a rather detailed, but layman description of planning and capital improvements outlined in Minutes, dated August 10, 2006 sponsored by the City of Milwaukie and attended by various key agency

I-210-001

Thank you for submitting your comments for consideration. The supporting material attached to your comments have been taken into consideration as well.

I-210-002

The purpose of the SDEIS was an update of previous NEPA efforts focused solely on the alternatives described in the 2008 SDEIS. More detailed information was available in the Ecosystem discipline report that was part of the 2008 SDEIS. Further information on the overall state of the Kellogg-Mt. Scott watershed is available in the 2002 North-South Light Rail SDEIS.This SDEIS does note the presence of the dam below McLoughlin Blvd in a footnote on page 3-94. The SDEIS did not state the scale of blockage to various species of fish. The FEIS does provide more information on the scale of blockage. However, information from NOAA, ODFW,and StreamNet (www.streamnet.org, an information clearinghouse using ODFW data), does show that salmon, steelhead, and other fish are able to access Kellogg Creek using the fish ladder. This information was shown in Table 3.8-4 of the SDEIS.

The SDEIS also noted in the footnote on page 3-94 that dam removal and creek restoration efforts had been proposed. At the time of publication, detailed information on methods or funding were not available. In early 2009, a proposal was submitted to NOAA for restoration funds. The project was not selected to receive these funds. The City of Milwaukie, ODOT, and others are exploring options for removal of the dam, bridge replacement, and creek restoration. The light rail project has been coordinating with NOAA and the City of Milwaukie (and their "Kellogg for Coho" program) to ensure that this project does not inhibit full implementation of planned restoration efforts. This information is noted in the FEIS. Further details on these efforts, including funding, methods of removal and construction, restoration, etc. is beyond the scope of this NEPA document.

I-210-002

staff including: US Corps Engineers and NOAA/NMSF. It appears from the notes that state and federal fisheries interests were represented in the recommended actions. Not present was the Oregon Dept. of Transportation (ODOT). It is not clear as of this writing what the ODOT position is on this project, although there must be some implied consent due to the fact that the City of Milwaukie obtained an MTIP grant to fund completion US Corps Engineers Environmental Assessments and Preliminary Engineering.

Following are more specific comments.

I-210-003

Existing Conditions, Section 3-8.1.2 (Waterways) and Section 3-8.1.4 (Wildlife) and 3-8.1.5 (Fisheries):

The SDEIS does not recognize the present condition of the entire Kellogg-Mt. Scott 15 sq. mi. watershed and its inability to be a productive fisheries to support, especially, steelhead, even though the creek and watershed is 4(d) listed under the SALMON ESA recovery effort. The section should have provided reasons why the watershed was blocked for fish passage, due to the McLoughlin Blvd. (US 99E) roadway crossing, along with a brief history of urban development since the 1960's within the watershed that includes the major capital improvements and planning that have led to urban degradation including:

--construction of the I-205 from I-5 (Wilsonville area) to Sunnyside Road in 1974;
--construction of the Milwaukie Expressway during the late 1960's, early 1970's;
--formation of Clackamas County Service District #1 and installation of the Kellogg Wastewater Treatment Plan during the early 1970s (about 1973) that services the entire watershed;
--formation of the said CCSD#1 to implement surface water management strategies and policies in order to permit high density urban development;
--formation of the Clackamas County Regional Center Urban Renewal Agency to fund capital improvements and commercial development and the Clackamas County Clackamas Industrial Sanctuary Urban Renewal Agency to promote industrial development on either side of I-205;
--Construction of SE Sunnyside and Sunnybrook Blvds;
--Widening of I-205 (braided interchange at Sunnyside/Sunnybrook) and remedial improvements during the early 2000's;
--Adoption the Clackamas County Comprehensive Plan and zoning (as early as the mid 1970's), establishing standards to permit further urban development in the watershed;
--City of Milwaukie approvals to replace wetlands and drain high water table lands to accommodate commercial and industrial development along SR 224 in the historic Lake district, including the Minthorn Springs district; etc.

By not establishing a policy and strategic plan over the years-- to restore fish access to the watershed and establishing minimal, unenforceable development standards and capital improvement plans that did not prioritize a healthy fisheries habitat from the Willamette River to the Happy Valley Bowl, downtown Johnson City and urban development to the Multnomah County line--the county and cities permitted further

I-210-003

The SDEIS did provide a brief description of the dam in a footnote on page 3-94. Discussion of impacts based on existing conditions is present on page 3-107. Additional information on the Kellogg Creek watershed is present in the Ecosystems and Water Quality and Hydrology discipline reports that were part of the 2008 SDEIS. Detailed past activities noted in this comment are appreciated, and provide a fuller description of past activities. However, due to the nature of SDEIS and FEIS documents, such detail is outside of the scope of the documents. In addition, in reference to conditions near I-205, that area lies outside of this project area's limits and would not be included in SDEIS or FEIS documents. The commenter notes that fish access to the watershed is blocked, but this is not completely true. The dam and fish ladder to block some access, but not at all times. More detail on the scale of blockage is included in the FEIS.

This SDEIS supplements the 2002 SDEIS for the North-South light rail corridor, which provided more information on the activities near I-205. Details such as this are outside the scope of this SDEIS and FEIS. The information on dam removal efforts has been updated for the FEIS.

I-210-003

degradation of the watershed and did not plan and FUND for the needed removal of the dam that has prohibited salmon access at least since the 1930's. And, in fact, Metro and ODOT and the county and cities have prioritized improvements and "modernization" to many sections of McLoughlin Blvd. corridor, but have carefully avoided the section of r/w affecting the Kellogg Creek estuary.

During the widening of the I-205 in the early 2000's to create the braided interchange with SE Sunnyside and Sunnybrook Blvd. and extended on and off-ramps, there was some question whether the old 1970's box culvert for Mt. Scott Creek should have been removed and replaced with a larger culvert or bridge structure. Today, this box culvert probably blocks the historic wildlife habitat corridor, especially for deer and other larger mammals. It is not clear how they migrate at this time. There is also a question whether the length of the extended culvert is fish friendly. Of course, this issue can't be addressed as long as fish access to the watershed is blocked.

These cumulative impacts on the watershed should have been noted in the SDEIS. The planning and funding for dam removal and estuarine recovery by such agencies as ODOT and federal and local agencies should have been noted.

IMPACTS, Fisheries (Section 3-113-114):

I-210-004

As noted above the cumulative impacts of upstream activities of government agencies was not noted. Although, crossing of an LRT facility might be argued to have minimal impact on the actual estuarine setting (presently a lake formed by a dam under McLoughlin Blvd./US 99E), the question must be raised about just how much cumulative impact on the Watershed is TOO MUCH!! Light Rail will encourage urban infill and put more pressures on the habitat edges and increase general urban impacts (increased hardscape/impervious surfaces, increase chemical runoff, etc.). The Watershed is unable to function properly for a listed fish species and no local, regional, state or federal program has been adopted and funded to address the watershed recovery. Therefore, any further impacts (such as from the direct and cumulative effects of a LRT facility) are significant and must be addressed now. Recovery of the watershed is a federal priority (Salmon recovery). Further, the DEIS does not identify the impacts of the older trestle treated with creosote preservatives leaching into the water resource and ground. Operation of the Kellogg Wastewater Treatment facility and downtown Milwaukie surface water management is not addressed, along with impacts of a contemplated large parking structure next to the estuary as part of the LRT project.

I-210-005

The SDEIS does not address the attraction of humans to the edge of the estuary and effects not only on fish (that are not yet present) but also on wildlife. The Kellogg Creek corridor is also a wildlife corridor that will attract large wildlife (such as deer, beaver, etc.), especially if the McLoughlin Blvd. Road Crossing is improved to allow a wildlife undercrossing (that would also support human undercrossing).

I-210-004

The 2008 SDEIS provides discussion of impacts related to project activities. It attempts to capture direct, indirect, and cumulative impacts. Due to the nature of the SDEIS, it is not able to fully discuss all aspects of existing conditions adjacent to the project alignment, for example the existing rail road bridge. With respect to analysis of cumulative impacts from land use and development, the FEIS provides discussion based on the LPA. Impacts are addressed through the NEPA process, and also through regulatory permitting processes such as consultation with NOAA under the Endangered Species Act, the Corps of Engineers under Section 404 of the Clean Water Act, the Oregon Department of Environmental Quality under Section 401 of the Clean Water Act, the Oregon Department of State Lands under Oregon Removal-Fill laws, the Oregon Department of Fish and Wildlife under the Federal Wildlife Coordination Act, and the City of Milwaukie under its land use approval processes. Review of the project under the Endangered Species Act is currently occurring, with a biological opinion anticipated prior to publication of the FEIS which will mandate specific terms and conditions for protection and recovery of listed fish species in Kellogg Creek and other project streams.

I-210-005

Based on coordination with resource agency staff, the dam is not a complete barrier to steelhead, salmon, or many other fish. The SDEIS and FEIS address impacts to wildlife throughout the project corridor, including at and adjacent to Kellogg Lake. Because dam removal is not certain to occur, this project must assess impacts based on its continued presence.

C:\DOCUME~1\tuerk\LOCALS~1\Temp\XPgrpwise\Letter to Metr re Pdx-Milw LightRail SDEIS comments, June 17, 2008.doc
By Pat Russell
Page 4 of 6

I-210-006

The reference that removal of the dam might increase overall ecosystem functions in the area might be true. However, it must be noted that neither the "plans", nor funding are in place.

Potential Mitigation Measures, Fisheries, Section 3.8.3:

I-210-007

The SDEIS correctly notes that measures should avoid, minimize and/or compensate, in that priority order. This writer has recommended that the best action is to redesign the multiple crossings of the Kellogg Estuary in this area into ONE CORRIDOR.

As it is today, not only are there utilities in and crossing the corridor, but there is a state/federal highway (US 99E, McLoughlin Blvd.), a local access road (to the Sewer Plant) and a railroad crossing. Federal fish recovery policies direct consolidating crossings into one corridor. The City of Milwaukie, TriMet, ODOT and Metro have failed to recognize the importance of this policy and there is a serious impact on the integrity of the estuarine conditions for steelhead, the salmon listed species under protection under the 4(d) Rule, ESA, Salmon Recovery. This area is a backwater area for fish during flood events on the Willamette River, along with part of the staging of life in the watershed.

If the LRT is constructed, a new r/r bridge structure, combined with the LRT structure should be a minimal mitigation measure. This also implies that the LRT should be a bridge structure ALSO over McLoughlin Blvd. near the intersection of said highway and River road. Otherwise, why should ODOT, METRO, and the county insist on maintaining a state arterial highway that is inefficient with peak hour disruptions from LRT 10 minute headway operations? There are a few similar situations in the region. One that has rated extremely high in accident rates is in Washington County where MAX crosses BASELINE ROAD at SW 185th Avenue. This surface crossing not only has delayed the traffic of TWO major arterials, but has increased accident rates due the prohibition of left hand turn movements (EB Baseline to NB SW 185th Avenue).

If this is how US 99E is rated, perhaps the cross-section of this roadway should be one lane in each direction with some left turn pockets where needed!

Rather than focusing funds toward creating plantings, the LRT mitigation should be a contribution to the eventual reconstruction of the McLoughlin Crossing. Engineering estimates indicate a cost (at 2006 dollars) at $ 8 Million. As of this writing there is absolutely no public agency setting aside any capital improvement funds, including the owner of the blockage, ODOT. However, set-aside funds could be leveraged with other federal, state, regional, county (and special district), and local agency commitments over the next few years.

Today, the following agencies "owe" some sort of mitigation of their historic past actions that have led to degradation of the watershed's health:

Federal Agencies $2,000,000

I-210-006

Updated information on proposed efforts to remove the dam and restore Kellogg Creek is included in the FEIS.

I-210-007

It is noted that the commenter suggests placing the existing structures over Kellogg Creek into one corridor, and combining the existing railroad alignment with the proposed light rail alignment. One reason given for this suggestion is to comply with the federal Endangered Species Act. This project has undergone consultation with NOAA to identify project impacts, discuss impact minimization and conservation measures, and gain approval for the project. Impacts based on the LPA are discussed in the FEIS.

The commenter notes that light rail vehicles crossing McLoughlin Boulevard at-grade would cause traffic delays. The LPA proposes that the light rail bridge cross McLoughlin Boulevard on a structure and not at-grade. This would not cause any traffic delays.

With respect to funding of the McLoughlin Crossing of Kellogg Creek, alternatives for this were analyzed during the design and ESA consultation process. Given the relatively small impact from the LPA, and the extent of coordination and funding needed between numerous agencies as shown in the comment, dam removal was deemed to be uncertain given the timeline of this project. Regulatory agencies have requested that any mitigation and conservation measures are relatively certain to occur within the time frame of the project. It was deemed that dam removal and creek restoration were not likely to occur in a timely manner. The project proponents have supported removal of the dam and restoration of the creek in the past, but have worked toward minimizing their impacts rather than funding uncertain restoration projects by others.

I-210-007

--National Marine Fisheries Service (NMFS) - Endangered Species Act (ESA) jurisdiction over anadromous fish; it also has a role regulating fisheries.
--US Army Corps of Engineers (USACE) - operates federal dams and locks for multiple uses.
--Bonneville Power Administration (BPA) - markets electricity from federal dams; it also has a key role funding fish and wildlife mitigation.
--Environmental Protection Agency (EPA) - implements and enforces the Clean Water Act.
--US Fish and Wildlife Service (USFWS) - ESA jurisdiction over plants, wildlife and resident fish and also operates and administers hatchery programs and national wildlife refuges.
--US Bureau of Reclamation (USBR) - operates federal dams for multiple uses.
--US Forest Service (USFS) - manages the national forest system.
--Bureau of Land Management (BLM) - manages 16,233,739 acres of public lands in Oregon and 370,110 acres in Washington for wildlife, recreation, timber harvest, livestock grazing, mineral extraction and other public uses.
--Bureau of Indian Affairs (BIA) - trustee for tribal and individual Indian lands and resources held in trust.
--Individual Congressional public works legislation

State Agencies (& suggested funding) $3,200,000

--ODOT (bridge/segment modernization) $3,000,000
--Watershed Enhancement Board grant $100,000
--ODF&W $50,000
--Lottery Funds grants (15% dedicated to Parks and Open Space statewide)
--2008 State Legislation: "Agriculture and Community Water Act" [$10M in matching grants]
--DEQ (water quality enhancement) $50,000

Regional $2,000,000

--Metro 2006 Open Space Bond Grant $250,000 (Phase Two)
--MTIP (2010-2013 cycle earliest) $1,000,000
--LRT PDX – Milwaukie mitigation $750,000

Local $2,700,000

--DTD Road Impact mitigation, SDCs $400,000
--DTD Watershed planning $50,000
--CCSWCD (portion of property tax) $50,000
--CCSD#1 SWM 10% monthly service of service fee over three year program set-aside * $1,000,000
--NCPRD (FY 2010) ** $500,000 SUBTOTAL County/Unincorp = $2,000,000
--City of Milwaukie *** TSP CIP $500,000 SUBTOTAL Milwaukie $500,000
--City of Happy Valley, Johnson City And Gladstone contributions $200,000 SUBTOTAL Other Cities $200,000

Notes:
* FOOTNOTES: CCSD#1 SWM monthly service fee intake is about $3.5 million/year. Allocating about 10% of that income over three years would generate about $1 million. This major contribution would enable fish to access the watershed within the jurisdiction of CCSD#1 (development within CCSD#1 has downgraded the watershed over the years; opening the dam will allow fish an opportunity to return to the watershed and the CCSD#1 an ability to analyze the benefits of its past investments on habitat restoration.
** FOOTNOTES: North Clackamas Park and Recreation District program either increases funding revenue through grants; adjustments of CIP priorities; or new Natural Areas Program. Project within district and would benefit the district and city of Milwaukie's plans for regional trail from downtown Milwaukie at the Waterfront Park to Mt. Talbert, the Bowl in Happy Valley and Rock Creek in Damascus. Kellogg-Mt. Scott Creek greenway recognized by Metro 2040 Concept Plan
***FOOTNOTE: The City of Milwaukie has received a $1.5 Million MTIP project approval for US Corp Engineers Study and Preliminary Engineering. The city also has the bridge reconstruction as a CIP proposal that they submitted to the Metro RTP 2035 project for inclusion. This project is identified as RPT 2035 Project # 10098 and 10101 which includes about $4 million for entry into Riverfront Park/service

I-210-007

drives and then $9 million for Hwy 99E bridge replacement under "Kellogg Creek Dam Removal/Bridge Bridge Replacement/Milwaukie TC River Access Improvements" (Metro Fall 2007, RTP 2035). There is no identified funding source for the city's project, hence the reason for the multi-agency strategy. The meaningful restoration of the watershed is the removal of the blockage due to the crossing of the McLoughlin Blvd. (US 99E) roadway over the estuary and such as significant capital improvement has not been prioritized by any agency. In of itself, this lack of funding commitment could also be translated as a "taking" according to the Endangered Species Act 4(d) Rules, where lead and responsible government agencies resist recovery efforts. An appropriate "push back" action on the part of NOAA/NMFS could be imposition of a building moratoria within the Kellogg-Mt. Scott Watershed.

Please be more specific in the mitigation measures section of SDEIS. Otherwise, the language can only be interpreted as "do nothing."

Sincerely,

Pat Russell

Attachments:
--Pat Russell June 5, 2007 Letter to City of Milwaukie Planning Commission
--Notes of August 10, 2006 Meeting Concerning Kellogg Lake Dam Removal, sponsored by the City of Milwaukie

Pat Russell
16358 SE Hearthwood Drive
Clackamas, OR 97015
Phone: 503-656-9681; email: flanagan112@hotmail.com

June 5, 2007

City of Milwaukie Planning Commission
City Hall
10722 SE Main Street
Milwaukie, OR 97222

RE: Testimony
Phase II: Milwaukie – Portland Light Rail Transit Alternatives (LRT), SDEIS,
4th Alternative (Through Downtown Milwaukie) and
Kellogg Creek Watershed Impacts

Dear Staff, Chair and Commission Members,

My thanks to Mayor Bernard and the city for extending the discussion on the need to include a fourth LTR option for consideration in the SDEIS (Supplemental Draft Impact Statement): an alignment that would enter downtown via Main Street or McLoughlin Boulevard as opposed to following the Tillamook Branch.

According to the city's website: "Mayor Bernard has asked the community to consider this alternative so he can see if there is community consensus for including it in the study." This letter encourages the Planning Commission to recommend to the Mayor and City Council the inclusion of such a 4th alternative. Further, the letter attempts to provide some background on the need for more detailed planning of a multi-modal transportation alignment, habitat setting and possible methods to CPR salmon and wildlife (Conserve, Protect, Rehabilitate), entering or inhabiting the watershed from the Willamette River to approximately the SE Oatfield Road bridge over the creek.

Purpose of Comments

Less than adequate attention has been paid to the critical habitat needs of fish and wildlife in the Kellogg Creek Watershed within the downtown area of Milwaukie, during the regional discussion of transportation options and Light Rail options over the last ten years. However, with the Metro/Tri-Met and City of Milwaukie movement to reenergize the Milwaukie-Portland LRT project, habitat issues must be an integral part of the consideration of options to be explored and studied in the 2007 SDEIS.

The absolute health and survival of the Kellogg Creek Watershed must be a high priority

during the project scoping, research, analysis, preparation and implementation of mitigation measures associated not only with the Milwaukie-Portland LRT, but other projects within the study area which will be noted in more detail below. Nature is not a partner in balancing acts prescribed by politicians-- such as EESE analysis (Goal 5), "best practices" or mitigation measures "where practicable" due to cost. Either the habitat will be functional or it won't; either fish will migrate or they won't. There is no middle ground.

The lower Kellogg watershed habitat is in dire straits, and we are in danger of losing migratory salmon and other important wildlife which historically have inhabited this watershed. Right now, the key obstacle to recovery is the dam, the non-functioning fish ladder, US Highway 99E crossing the habitat, the lake and numerous related human activities and planned projects in this area noted below, including the Milwaukie-Portland LRT.

The *cumulative impacts* of these activities must be considered and addressed in the SDEIS, along with the LRT alternatives. The primary planning priority should be avoidance of further impacts on the habitat and most importantly, LTR should be a major player in facilitating the recovery of the habitat. It will likely promote urban infill and revitalization and densification of the downtown area—placing additional pressure on the salmon & wildlife habitat needs in the Kellogg Creek corridor. LTR will impact the habitat either directly or indirectly, depending upon the alternatives.

By combining the energies and resources of the various public and private projects in the immediate area, there is an opportunity to fundamentally restore fish & wildlife access to the watershed—especially for salmon. The Planning Commission is encouraged to recognize and support a focus toward habitat CPR as part of this project SDEIS. Specific recommendations are outlined at the end of this letter.

Importance of ESA

The implementation of regional and local plans, including transportation components are subject to the federal Endangered Species Act (ESA). Under this act, a "4(d) Rule" was established in 2000 by the National Marine Fisheries Service (NMFS) to protect salmon and steelhead listed as "threatened" under the Act and is currently administered by the National Oceanic and Atmospheric Administration (NOAA). The June 2000 4(d) rule adopted by NMFS prohibits "take" of salmon and steelhead listed as threatened under the Endangered Species Act (ESA) except in cases where the take is associated with an approved program that comes under one of the limits in the 4(d) rule. Certain "Municipal, Residential, Commercial and Industrial" (MRCI) Development and Redevelopment Activities have a significant potential to degrade habitat and injure or kill salmon and steelhead in a variety of ways.

The rule specifically makes reference to Portland-area Metro's Urban Growth

Management Functional Plan with **focus on 12 specific issues in our urban region, including:**

--storm water discharge;
--riparian buffers;
--stream crossings;
--stream banks;
--impacts to wetlands and surrounding vegetation;
--erosion and sediment runoff during and after construction;
--water supply demands;
--monitoring;
--funding; and
--enforcement.

Significantly, Metro has not yet submitted its Plan to NMFS for consideration as a limit to the take prohibition, nor has NMFS approved it for that purpose.

Further, Metro's "Nature in Neighborhood", to this writer's knowledge has yet to be recognized as satisfying the ESA standard. However, "Nature in Neighborhood" is a step in the right direction. Therefore each capital improvement project must be measured against the ESA on its own merits, which needs to be fleshed out in the SDEIS. The city should make sure it is.

According to the "Rule", NMFS will focus on the following issues when evaluating the adequacy of Metro guidelines or local ordinances:

a. Siting that avoids sensitive or constrained sites.
b. Avoiding storm water discharge impacts to water quality and quantity, and to the historic hydrograph characteristics of the watershed.
c. Protection of adequate vegetated riparian buffers along all streams.
d. Avoiding stream crossings by roads wherever possible, and minimizing their impacts.
e. Protecting historic stream meander patterns, flood plains and channel migration zones.
f. Protecting wetlands and surrounding vegetation to maintain wetland functions.
g. Preserving the hydrologic capacity of streams to pass peak flows.
h. Landscaping to reduce need for watering and chemical application.
i. Preventing erosion and sediment run-off during and after construction.
j. Assuring that water supply demands do not impact flows needed for salmonids.
k. Monitoring and maintaining detention basins and similar tools.
l. Providing needed enforcement, funding, monitoring, reporting, and implementation mechanisms.

(Source: Page I-11, "Final 4d Rules", Regulatory Impact Review/Final Regulatory Flexibility Analysis. NMFS, June 19, 200, pdf file. http://www.nwr.noaa.gov/ESA-Salmon-Regulations-Permits/4d-Rules/Final-4d-Rules.cfm)

LRT Alignment Issues from Southeast PDX to points south

Although this writer is not attempting to take sides on whether light rail should happen in Milwaukie, (there is considerable opposition being voiced), there are a number of alternative alignments/corridors that could be examined in this study, in addition to the alignment south of SR 224 (Expressway) following the P & W Railroad corridor

diagonally through downtown:

A. ***Extending LRT south of downtown***
One alignment preferred by many is aligning the LRT with the US Hwy 99E corridor, especially south of the SR 224. This alignment would link the LRT with the roadway and both could be looked at together as they cross the Kellogg Watershed habitat. Federal, state and regional guidelines encourage avoidance or limited crossings of a habitat. There would be an opportunity to significantly reduce the corridor width of existing crossings, should the LRT be extended south of downtown. That is because the railroad, LRT and highway will all be merging in the area and will need to be sorted out. Additional local crossings of utilities and service roads should be included in this corridor. This multi-purpose corridor crossing should be as narrow as possible and must be bridged over the habitat and floodplain; beginning as far north as Jefferson Street and as far south as the one-way couplet of River Road at McLoughlin.

It is likely that even though the railroad line will remain a stand-alone improvement, the LRT and roadway design could take advantage of multi-level engineering and be pulled closer to the railroad tracks to narrow the corridor of the two existing crossings existing. Currently Hwy 99E and the railroad take up a crossing area on the north bank of at least 500 feet or more. (The city has an excellent map that shows the existing creek environs, parcel & road patterns and building placements—see ATTACHED).

The existing transportation corridors cut a very wide swath of transportation impact because each facility approaches the creek at a different angle. The Hwy 99E roadway could be realigned easterly toward Main Street (and be elevated) to be in tandem with the r/r alignment. This could impact Dogwood Park and the Kronberg city-owned property (dedicated to the city for park use), but provide a significant habitat improvement and increase Riverfront usability. Further, an "S"-curve alignment would assure slower speeds through the downtown corridor, such as 25 mph ("downtown" comes and goes very quickly and it shouldn't).

As the downtown area is higher than the habitat/creek level, the bridging will not need to be significantly higher than the r/r trestle. The visual compatibility of the Highway, LRT, frontage drives and the r/r trestle should also be analyzed from an architectural perspective, along with minimal visual impact on the habitat. Wide expanses of concrete would NOT be compatible, blocking light, air and rainfall. Instead the crossing should be broken into smaller increments to lighten its massive structure. The historical impacts of the trestle, whose support structure was heavily treated with creosote, needs review and possible consideration for reconstruction.

The need for an independent service road crossing should be seriously questioned, especially if local access is available by other means. Because lands on either side of the creek/habitat are in public ownership as far upstream as at least the r/r trestle, local access is available from a public street without crossing the habitat. This goal has implications for the riverfront park and boat ramp access concepts and present configuration of improvements/access for the Kellogg Treatment facility.

As noted, there is considerable opposition in the Oak Grove/Milwaukie Heights neighborhood toward extending light rail south to Oregon City via Hwy 99E. Along with this concept alternative being considered (extension of LRT to Park Avenue/ Hwy 99E, including a Park N Ride Station), this writer suggests the alternative of following the P & W railroad corridor to downtown Lake Oswego. This alternative would provide an accessory link to the "Westside", taking commuting burdens off the I-205 corridor and Sellwood Bridge corridor. Metro did conduct a river crossing study a number of years ago.

South Willamette River Crossing Study Findings and Recommendations Report (Metro,

1999) - The South Willamette River Crossing Study examined travel constraints and capacity demands across the Willamette River and identified multi-modal crossing improvements between the Marquam Bridge in Portland and the I-205 Bridge in Oregon City.

Metro and the cities of Portland, Lake Oswego and West Linn are now discussing the Willamette Shore Trolley and undertaking an Draft Environmental Impact Statement. This corridor has many constraints that could be resolved by combining its efforts with a new crossing of the Willamette River.

B. Extending the I-205 LRT instead to Oregon City

As noted, if there is strong opposition to extending the light rail to Oregon City via the McLoughlin corridor, then perhaps, the resources should be focused on a more acceptable corridor along I-205 extended from the existing terminus at the Clackamas Town Center. This I-205 alignment could access: a) the SR 213 to the Beaver Creek and Red Soils area (or as far as Molalla); and/or b) old town Oregon City.

Cumulative Impacts on the Kellogg Creek Watershed

The exacerbating impact of the Portland-Milwaukie LRT extending south of downtown Milwaukie across the Kellogg Creek Watershed has not been adequately scoped out in enough detail to determine the cumulative impacts of the existing and planned crossings and developments/activities/conditions that include or will include:

--flooding characteristics of the Kellogg Creek and Willamette River (tidal influence)
--sewerage treatment plant activities & discharge,
--motor vehicle crossings (service roads and Hwy 99E, etc.),
--dams, fish ladders, culverts, drainage discharge (& rip-rap/revetments), abutments,
--Willamette Riverfront park activities and boating ramps,
--development of the Dogwood park and Kronberg parcel,
--pedestrian and bike crossings,
--transient domestic pet activities,
--downtown redevelopment projects and intensity,
--Park N Ride structures and activities,
--LRT stations, staging and crossings,
--utility crossings and
--the existing P & W RR crossing (and future use, capacity).

The impacts of the cumulative crossings need to include the fish needs and impacts outlined in the 4(d) Rule of the ESA. The incremental impacts of each activity or project coupled with the other parts is what constitutes to a drastic cumulative condition that puts the habitat in jeopardy. All of the activities-projects must be studied and discussed within the context of the other. The most recent detailed analysis of the condition of the Kellogg Creek in the area was by a multi-disciplinary team composed of public agency staff, environmentalists and citizens in 2006.

Kellogg Lake Dam Removal Meeting. City of Milwaukie. Clackamas County Service District #1 (County Water Environment Services) METRO. ODOT. US Corps of Engineers, National Oceanic & Atmospheric Administration (NOAA). 10 August 2006 (Minutes available).

Additional discussion occurred during the planning of the city's riverfront park and Dogwood Park/Kronberg property and adjacent public holdings (along with the potential siting of a Park N Ride station as part of the LRT corridor—later abandoned in view of the Kronberg land dedication for park purposes). Both of these projects are on-going with the goal to complete capital improvements in the near future.

Also, Metro and JPACT recently awarded the City of Milwaukie MTIP Funds (2008–11 Metropolitan Transportation Improvement Program) to study:

> OR 99-E bridge at Kellogg Lake
> Project code GS5049
> Funding category Green streets
> Location Clackamas County
> Status Recommended
> Sponsor City of Milwaukie
> **Funds requested $1,054,873**
> Total project cost $8,725,590
>
> The Kellogg Lake Culvert Removal Project would remove the existing box-culvert dam and replace the current OR 99-E bridge with a structure that would allow the lake to drain and restore the natural hydraulic function of the creek. According to an Army Corp assessment, the dam restricts fish passage under typical flow conditions. The replacement bridge would also be designed to accommodate north- south bicycle and pedestrian traffic and a multi-use under-crossing trail. The requested funds would provide engineering, environmental and final design work in preparation for construction (information source: Metro Website).

According to this study description, the effort falls short of examining the total project area and activities affecting the habitat [***STUDY AREA description***] from the Willamette River, east to roughly SE Oatfield Road, and from downtown to roughly Hwy 99E, southerly/easterly of SE River Road (one way couplet, northbound).

Metro has adopted Title 3 and Goal 5 (Nature in Neighborhood) policies to guide local jurisdictions on water quality and habitat protection. However, as noted above these policies have yet to be recognized by NOAA as a specific 4(d) Rule program for Salmon CPR and are not designed with a high level of specificity that would assure protection of the Kellogg Creek habitat and fish needs in the study area.

Over the last few years, there has also been a series of studies and in-depth discussion concerning the current and future sewer needs of north Clackamas County, including its cities, Milwaukie, Happy Valley, Damascus, Gladstone, Johnson City, Oregon City, West Linn and Lake Oswego. As of this writing, the future of the Kellogg Treatment facility on the south banks of the creek and fronting the Willamette River is under study.

There are no capital fund commitments for the reconstruction of Hwy 99E, which must compete for funding priority with other highway projects in the region.

There are other important, on-going community studies and planning in the immediate area such as neighborhood planning, surface water management, transportation planning updates, downtown redevelopment and the like. However, there is less focus on the character and need of the Kellogg Watershed and specific SALMON CPR. The habitat is

more than just the 100 year floodplain or water's edge.

Defining Habitat Need

In 1999, just prior to the publishing of the NMFS 4(d) Rule for Salmon CPR, Metro published a study on Salmon CPR that initially suggested a MINIMUM 200 foot setback from all fish bearing creeks. This created such a stir that the study was pulled and the Metro Council initiated a refocused program, formatted primarily on the state's Goal 5 (now referred to as "Nature in the Neighborhoods" program). Metro never did address SALMON CPR head-on to the extent envisioned by wildlife planners. It is interesting to note that although an aggressive/protective setback measure was never adopted, Metro recognized the importance of existing high quality habitat (especially riparian) and that it should be protected. Another NMFS notion of defining the streamside habitat dealt with tree heights.

> "In the urban growth limit, NMFS sought to underscore the importance of assessing the health of existing riparian zones. These zones provide critical life support functions for salmon such as food, shade and stream bank stability. The protection and restoration of riparian zones, especially in urban areas, is a common-sense starting point in any salmon recovery effort. Trees are a primary feature of most riparian zones. As a *general* guide, NMFS noted that a distance equal to the height of the tallest tree that can grow on that site (known as the site-potential tree height and often found to approximate 200 feet) is a good starting point for beginning a 4(d) assessment under the urban development limit. However, the agency noted that land ownership patterns would alter the actual extent of the riparian zone. Different jurisdictions will need to tailor their riparian and wetland management actions to match local needs and conditions." ["Common Myths About the 4(d) Rule", NMFS--http://www.nwr.noaa.gov/ESA-Salmon-Regulations-Permits/4d-Rules/Final-4d-Rules.cfm]

This principal should apply to our "study area" as a minimum starting point. With the high percentage of public ownership surrounding the habitat, there is an obligation under ESA that the local agencies make every effort they can to CPR the salmon and wildlife habitat. And, it gets more complicated as the Willamette River influence is factored into the study. Without looking at the "big" picture, the habitat planning will fail for any one project. The overarching guide is recovery planning and assuring that as salmon and wildlife enter the watershed, they will be fully protected and assured of opportunities migrate upstream or return to the river from a short stay (such as flood events).

According to information on the NMFS website (http://www.nwr.noaa.gov/Salmon-Recovery-Planning/):

> "Recovery is the process by which listed species and their ecosystems are restored and their future secured to the point that protection under the ESA is no longer needed .....recovery must be grounded in existing conservation efforts under way throughout the region....[NMFS] has established a recovery-planning process to maximize local involvement and capitalize on ongoing efforts. As a result, the Northwest Region is linking its recovery planning processes to on-going regional and local salmon conservation and planning efforts.
>
> NOAA Fisheries Service has developed a strategy for recovery planning in the four states of Washington, Idaho, Oregon and California that combines ESA-listed salmon and steelhead distinct population segments in geographic areas. The Northwest Region has identified its three recovery planning areas, or recovery domains, and has established technical recovery teams of scientists for each domain. Recovery plans in each domain will address all salmon species within that geographic area, and will involve stakeholders on a more local level. The agency is crafting recovery planning and

> implementation processes that are uniquely suited to each recovery domain to engender local buy-in. The Northwest Region has encouraged development of sub-basin…and watershed…plans that the agency expects will provide the building blocks for ESA recovery plans."
>
> While NOAA Fisheries Service is responsible for adopting recovery plans, the plans will have a greater likelihood of success if they are developed in partnership with entities that have the responsibility and authority to implement recovery actions. NOAA is using locally developed plans to complete ESA recovery plans. Where local forums are not preparing recovery plans, NOAA Fisheries Service is writing them.
>
> Smaller-scale sub-basin and watershed plans have been drafted for areas throughout Puget Sound and the Columbia Basin. These smaller-scale plans are designed and intended to be building blocks for locally developed recovery plans. NOAA Fisheries Service is very interested in working with state and local agencies and organizations to help such entities take the lead in the development of recovery plans.
>
> Coordination needs to occur across land ownership boundaries and programs….The Northwest Region is working in collaboration with each state to develop locally supported plans that fit within the states' respective policy frameworks, and to meet the need for full recovery plans that comply with the Endangered Species Act…."

The agency has a specific consultation process to be utilized by agencies when an EIS is written; the city is encouraged to fully utilize this resource by listing and describing ALL the projects and activities noted above within the "study area". The city should request and encourage NMFS to be proactive and pursue not only resolution of the LRT impacts, but the impacts and opportunities of all the projects/activities combined in the "study area". Only then will the watershed stakeholders have a good assessment of SALMON CPR needs and requirements.

Recommendation

The Planning Commission is encouraged to recommend to the City Council and LRT Steering Committee to:

1. consider the additional alternative of LRT alignment through downtown Milwaukie via McLoughlin or other north south street through downtown;

2. evaluate detailed LRT alignment options across Kellogg Creek habitat and floodplain to include cumulative activities and avoidance of new impacts by restricting crossings to one confined, multi-use corridor between the Willamette River and the current r/r trestle crossing. Assumption here is that r/r crossing alignment will take precedence due to pre-existing r/w entitlements and that auto and LRT alignments are more flexible. Therefore, the study should focus on moving all existing and planned motor vehicle movement across the habitat to one location and build one NEW bridge for peds/bike, motor vehicles, LRT and trains.

Thank you,

Pat Russell

Attachment: City's Map of the Kronberg Park area for illustrative purposes

Postscript:

Excerpt from the NMFS website:
http://www.nwr.noaa.gov/Salmon-Habitat/index.cfm

Salmon Habitat

Habitat loss and modification are believed to be the major factors determining the current status of salmonid populations. Conservation and recovery of Pacific Northwest salmon and steelhead depend on having diverse habitats with connections among those habitats. The salmonid lifecycle involves adults maturing in the ocean, migrating back to their home streams and spawning, embryos incubating, fry emerging, juveniles growing, and smolts migrating to the estuary to acclimate to saltwater and moving out into the ocean. Each phase may require use of and access to distinct habitats. Loss of habitat reduces the diversity in salmon and steelhead life histories, which influences the ability of these fish to adapt to natural and man-made change.

Salmon need freshwater habitat that includes:

--cool, clean water
--appropriate water depth, quantity and flow velocities
--upland and riparian (stream bank) vegetation to stabilize soil and provide shade
--clean gravel for spawning and egg-rearing
--large woody debris to provide resting and hiding places
--adequate food
--varied channel forms.

Please help CPR Salmon in the Kellogg-Mt. Scott Watershed. Let's make it happen!

City of Milwaukie, Clackamas County Service District #1 (County Water Environment Services) METRO, ODOT, US Corps of Engineers, National Oceanic & Atmospheric Administration (NOAA)

Kellogg Lake Dam Removal Meeting
8/10/06

In attendance:

City Staff: JoAnn Herrigel (Community Services Director), Beth Ragel (Community Services Program Coordinator)

Guest Speakers: Chuck Willis (Corps of Engineers fish biologist), Bob Storer (Clackamas County)

Residents:
Greg Seagler, Danil Meads, Lisa Batey, David Aschenbrenner, Debby Crank, Brian Naef, Jim Bernard, Megan Faria, Ed Zumwalt, Dion Shepard, Dave Green, Les Wilkins, Ray Bryan, Steve Berliner, Barb Johnson, Jessi Snow, Stephanie Tung, David Kohl.

Others in attendance: National Oceanic and Atmospheric Administration (NOAA) reps: Megan Callahan-Grant and Nancy Munn, and Chris Runyard (Friends of Trees)

Questions and Answers:

Q: What is the recent history of this proposal?

In 2000 an interagency group was convened to look at fish passage in Kellogg and Mt. Scott Creeks (Mt. Scott fish passage study.) **They worked with HARZA, a consultant, who found that there was a need for improved fish passage** and suggested further study to develop options for addressing the problem. **The Corps of Engineers offered to do this study with Federal funds from the Water Resources Conservation Act (section 206) but they needed a public partner.** The City of Milwaukie (COM) agreed and City Council approved a request for the Corps to conduct a study in February 2002. In September of 2002 JoAnn Herrigel, City of Milwaukie Community Services Director, held the first public meeting to cover the basics of the study. **Due to a loss of section 206 funding in 2004 the study was put on hold.** The COM requested a line item in the Federal budget with help from Representative Blumenauer and in 2005 the Federal government awarded the Corps a $200,000 line item specifically to complete the Kellogg Lake study. The Corps has been working since then on an environmental analysis. At this point funds have again been restricted and the final piece of the study, the economic analysis, is not complete. COM staff identified MTIP funds as a potential funding source and **applied, in June 2006, for over a million dollars to complete a design of the removal of both the dam and the bridge and replacement of the bridge.**

Q: What were the components and alternatives that the Corps of Engineers evaluated?

The Corps of Engineers developed the following three options:

1. Do nothing
2. Modify the dam but leave bridge over McLoughlin as is
3. Remove the bridge and the dam and replace the bridge

The last two options would return the lake to a natural creek bed. The COM prefers to remove the dam and replace the bridge because this would provide benefits for fish and the natural habitat as well as provide benefits for people. **As proposed, the bridge over the creek at McLoughlin would be replaced (it cannot be widened) and an underpass would be created for pedestrians and bicycles to safely cross under McLoughlin.** Sidewalks and bike lanes would also be added on McLoughlin. These improvements would create north-south and east-west access to and from the Riverfront park and downtown Milwaukie.

Q. What has the City of Milwaukie done with the Corps of Engineer's study so far?

In June of 2006 the COM applied for Metropolitan Transportation Improvement Program (MTIP) funding in the sum of $1, 054, 083, to conduct the preliminary engineering and environmental assessment of removing the dam and replacing the bridge. This proposed study would also look at how to re-vegetate the area once the lake is returned to a creek. The COM will know in February 2007 if they receive the MTIP grant. If the grant is awarded the study would begin in 2009 or 2010 and would take 2-3 years to complete. The proposal received a 100% rating on all criteria and is the only project in this MTIP "culvert" category.

Q: What is the existing condition of the lake?

Currently the lake is shallow, warm, and has low levels of oxygen due to slow water flow and lack of turbulence. The result is that key fish species cannot survive in the lake. There is also a lack of habitat for fish to take shelter in or rear young. Examples of fish shelter include streamside trees, plants and in-water pools created by downed trees or large rocks. A natural flowing creek would have lower temperatures and higher oxygen levels so fish could survive in the creek. A restored creek would also increase the availability of rearing habitat, including over-winter rearing habitat, for fish.

Q: Is cold ground water coming in to lake now?

Yes, there are underground springs that bring cold water into the lake. However, this water stays down at the bottom so that most of the water is too warm to host fish. The deepest part of the lake is about 8 feet now—just upstream of the train tressel. Water temperatures at this point are about 68 degrees. At the surface it gets up to 70-80 degrees.

Q: What species of fish would benefit from creek restoration?

Key species that migrate through the project area to and from the upper Kellogg Creek watershed include Lower Columbia coho salmon, Lower Columbia winter steelhead/rainbow trout, Lower Columbia coastal cutthroat trout, Pacific lamprey, and largescale sucker. These fish species currently spawn and rear to an unknown extent in the upstream reaches of the Kellogg Creek watershed. **The species that are likely to benefit the most from an increase in the availability of over-winter rearing habitat in Kellogg Creek**

include ESA listed spring Chinook salmon, winter steelhead, and coho salmon. Resident cutthroat trout, which are listed as endangered under the Endangered Species Act (ESA), are also likely to benefit. Whenever it floods juvenile spring Chinook would come up the creek (ESA listed) using the backwater area as winter habitat and over winter bearing (though Spring Chinook Salmon don't normally occur in the lake.) In the winter at high water stage the area would flood back to a lake but in the summer it would be marshy with the beaded swale and a high diversity of wild life.

Q: Are any of these fish species classified as "endangered"?

Yes, several are classified as endangered or threatened. Lower Columbia coho salmon is proposed for listing as Threatened under the federal Endangered Species Act (ESA). It is listed as Endangered under the Oregon Sensitive Species listings. Both Lower Columbia and Upper Willamette River spring Chinook salmon are listed as Threatened under the federal Endangered Species Act (ESA). Like winter steelhead, they are not currently listed under the Oregon Sensitive Species listings, but a recent review of their status by ODFW (2005) concluded that they were "At Risk".

Q: What aspects of the lake did the Corps study?

The Corps assembled a team of biologist, anthropologists, engineers, and others. The various biologists looked at all species of fish and other animals present at the lake (particularly at species that are endangered) and the habitat presently available for these animals. Anthropologists looked at historic structures in the area like the bridge. The team determined what the likely response would be by various species if the creek were restored. This required that they study the lake at all stages throughout year—low flow in summer to flood stage in winter. The Corps also studied the fish ladder to determine its usefulness.

Q: How does the fish ladder currently work?

The dam at the top of the fish ladder is a "weir" system with squared off edges. This creates a situation where most of the year the water simply overflows and rushes over the ladder—making it unusable by fish. There is only a small window of time in the year when the fish ladder is usable—when water flows are low.

Q: What would the proposed project look like once complete?

The proposed project has not been engineered yet. However, the general plan would involve creating a series of pools connected by the creek (called a "beaded swale") using natural river rock, cobble and gravel. The water in the creek would be about 1 foot deep most of the year (enough for fish passage). The beaded swale would consist of about 5 to 6 pools and about 1-2 acres total surface area approximately 50% of the year. About 3-4% of the time it would fill up to the current lake area of 15 acres. The design would be kind of like a handprint—the central lower part would be deeper and the fingers would extend back towards the bank and become shallower. In the winter the "fingers", or ponds, would flood. This pooling of water would provide shelter for fish to over winter. During the summer the pools would be shallow and filled with cold ground water (Kellogg lake is a net receiving area for ground water). The slopes along the banks would be re-vegetated with native plants and would be very green. Park-like elements could be incorporated such as pathways, kiosks and other features.

Q: What will determine where ponds go?

Again, the final design needs to be developed based on further study. The major consideration will be the existing contours of the lake. The ponds will be placed where contours would make them the most natural. This is most practical because over time the lake would revert to these contours anyway.

Q: Is the "beaded swale" design a practical or aesthetic approach?

It is a practical concern—the more excavation the more costly the project. So if you keep excavation to a minimum it keeps costs down while still providing habitat for fish and other animals.

Q: Is removing the silt the same as dredging?

No—dredging would remove much more material. **Most of the sediment in the lake is probably uncontaminated and can be left on site and used.** Where the silt first settles at the mouth is where the pockets tend to be contaminated. The contaminated material will need to be removed or buried.

Q: Is dredging the lake an option? Would that help the fish?

Dredging would not change the habitat available for fish nor change the temperature of the lake. Temperature determines density of water and oxygen level of water in the lake. Cold water stays down at bottom—separate from water above it. Also, what is dredged out would need to be disposed of—creating a challenge. Further, over time the lake would fill in again. By contrast, in free flowing creek silt and cobble move in and out downstream and tend not to build up.
Dredging also would not serve to oxygenate the water—"bubbling" and flowing over shallow rocks is required for this to happen.

Q: How is the alignment of the creek determined? How constructed?

The Corps developed some contour maps of the project site that depicted the likely location of the original streambed. If the dam is removed and the lake drained, the existing stream will tend to form a new channel in the old streambed. The Corps intends to work with this natural alignment. **Basically, the old streambed followed along the right bank of the project sight (i.e., toward SE McLoughlin) with a few meanders out into what is now the lakebed.**

Q: Have projects like this been done before?

Two similar projects have been conducted in the local area. The first example of a "beaded swale" project can be viewed off 112th and Foster Road. This beaded swale is a component of a park located on the south bank of Johnson Creek just upstream of the bridge that crosses between SE 110th and SE 112th. From Foster go south on SE 110th (which becomes SE

112th) and take the first left just after crossing the bridge over Johnson Creek. The park is located on the left. There is information about the beaded swale and its function at various kiosks. The beaded swale at this location will have a changing appearance throughout the year under differing conditions of wetness and during the dry summer some of the ponds may be dry and overgrown with plants while others may still have some standing water in them. By contrast, the ponds that we hope to develop at the Kellogg Creek site will be designed to have water in them throughout the year--providing rearing habitat for Coho salmon.

The second similar project was a **dam removal project at Mt Scott Creek**. This project, done by Clackamas County in 2002, returned a small lake to a creek. The site is located in Clackamas on 122nd (north of Sunnyside Rd) across from Spring Mountain Drive. The COM has maps and photos of the project available. This creek has become a great habitat for many fish species and particularly Cutthroat Trout. **Currently there are more Cutthroat in Mt. Scott creek than 16 other streams in the area.**

Q: Would this design increase or attract mosquitoes?

Mosquitoes are drawn to warm standing water. Restoring the lake to a creek will reduce mosquito populations. Even in the summer with the marshy ponds formed from the beaded swale design, there will be fewer mosquitoes than currently, because the water filling the ponds will be cold ground water. Studies indicate that the best way to reduce mosquito populations is to restore functioning wetlands—partly because healthy wetlands have the right birds and fish that eat the mosquitoes.

Q: What happens to the nesting waterfowl once the lake is returned to a creek?

Wildlife biologists with the Corps of Engineers studied this. The studies indicate that there will be a tradeoff—there will likely be some changes in the types of birds in the area but the area will not see a net loss of birds overall. Some birds may adapt, some may leave, and other birds (particularly those that feed on fish) may increase. Smaller ponds will be more protective for waterfowl but there would also be less surface area for waterfowl—creating a trade off.

Q: Will fishing be possible?

Fishing will be possible—there will be Salmon, Steelhead and Cutthroat Trout in the creek and the creek was used for fishing in the 1950s (date?)

Q: How would safety/buffer/access to homes be mitigated?

This would be considered in the design of the project. Vegetative barriers (e.g. thorny bushes or shrubs) can be used along with fencing. Part of year the lake water will be high enough to also act as a barrier.

Q. How does Kellogg Creek compare to other creeks in the area such as Johnson Creek?

There are some similarities. Johnson Creek has many problems—one is that sections were lined in stone--which affects the creek and eliminates spawning habitat. Also, the headwaters of Johnson Creek are in high gradient areas that transition into flat plains—creating a problem

with flooding. Kellogg Creek has the opposite gradient and so major flooding is unusual. Kelly Creek, a tributary of Johnson Creek, is about half way up the basin and is in good condition and has good species diversity. **Coho need a 6% gradient or less to migrate and spawn—and upper Kellogg Creek and a small area of Mt. Scott Creek are two of the only places that this condition exists in the region. (???**

Q: Is there a sewer line under the lake?

There are some sewer lines under the mouth of the lake—but we don't know for sure what else is under the lake. Some sediment has been studied and contours of the bottom have been studied but further information is needed. If the COM receives the MTIP grant this will be studied.

Q: What is the elevation difference between the upper end of lake to the Willamette River and how will the slope be accommodated?

The top of the dam is at 17.5 feet above sea level. About 7.5 feet would be removed--taking the culvert/creek bed at the dam end down to 10 feet above sea level. Currently, rock and debris have accumulated above the dam. This material will likely be moved down to the other side of the dam—creating a gentle slope out towards the Willamette River. The Corps would design so that there would almost always be at least a foot of water in the creek—sometimes more. **If the dam is removed, about 50% of the time the Willamette will flood up into the area and create a lake—1/2 acre to 15 acres of water. About 3% of the time the area would flood (17-18 feet above sea level).**

Q: How tall is the dam?

The dam is about 7 ½ feet tall and about 17 ½ feet above mean sea level at its top.

Q: Is the silt contaminated?

At the mouth of the lake the silt is contaminated from residential pesticides and other chemicals contributed from the upper watershed. There would be restrictions as to what we could use the silt for. Some could be buried provided it was not "biologically available"—would not leach into the water. Permits will be required and part of the evaluation to ensure the appropriate disposal of the silt. Some or most of the sediment may be uncontaminated and could be left on site.

Q: What is the MTIP and what will it fund?

The Metropolitan Transportation Improvement Fund is a program administered by Metro, our regional government, to grant Federal transportation funds. This proposed project fits in the "culverts" category. If the COM receives the MTIP grant this will fund the economic study and the development of the design for the project.

Q: How will the final project be funded?

The COM does not have funding secured to actually construct the project. However, NOAA and other agencies have already expressed interest in contributing to this project.

There are Endangered Species Act mitigation dollars and Natural Resources mitigation dollars from the Federal government that are available in the region. There are no plans to raise taxes to finance this project.

Q: What are cost projections?

Early estimates suggest the project could cost about $8 million. The Oregon Department of Transportation would need to be a partner since the bridge to be replaced belongs to them.

Q: What is the most expensive part of this project?

The removal/replacement of the bridge will be the most expensive part.

Q: Why has an option been picked already?

The Corps has said this is the most beneficial option. The COM prefers to remove the dam and replace the bridge because this would provide benefits for fish and the natural habitat as well as provide benefits for people. As proposed, the bridge over the creek at McLoughlin would be replaced (it cannot be widened) and an underpass would be created for pedestrians and bicycles to safely cross under McLoughlin. Sidewalks and bike lanes would also be added on McLoughlin. These improvements would create north-south and east-west access to and from the Riverfront park and downtown Milwaukie.

[Note by Pat Russell: In view of the number of travel lanes, paved shoulder, etc., the paved width of the road is significant and causes shading severely enough to prevent growth of plants. This should be carefully evaluated and options should be explored that increase light and air under the "bridge". Some options might include:

1. Raising the height of the bridge that permits the light angle to cover the entire area.
2. Dividing the roadway into to TWO parts (ie north-bound and south bound) and creating an open air "parkway" that allows trees to grow in the space.
3. Design a bridge that NARROWS the lanes to minimum widths, such as 8 feet and provide design elements on the bridge and prior to the bridge that causes vehicles to slow to say 35 mph. The City/state could also lower the speed limit since it is in the downtown area, due to presence of pedestrian and commerce, including traffic signals.
4. With the creation of a pedestrian, open space corridor along the stream corridor, pedestrian crossings of the stream area could be done by SEPARATE crossing structures. For example, part of the master plan for the River Front Park would include a way to move bicyclists and pedestrians. On the upstream side of McLouglin would be an "off-road" crossing in a very natural setting, taking into consideration that fact that Willamette River water will back up into the creek during the winter and spring high water.

The Concept of creating a passable pedestrian environment under the bridge must be an aesthetic experience and it is extremely important that this area contain the highest degree of fish habitat protection and vibrance as it is adjacent the Willamette River.]

Q: What would a "culvert" be in this situation?

A "culvert" in this project would involve returning the lake to its natural stream bed—not a

cement culvert or pipe. **The cement that is currently under the bridge would be replaced by natural rock.**

Q: How will this impact property values?

Property values are difficult to project or evaluate. However, the design can be done so that it is attractive. Restoration of the creek may also attract new wildlife and bring some new features to the area that are pleasing.

Q: What is the mission statement for this project?

The Corps of Engineers study had the stated goal of improving fish passage. The COM has since expanded the goal of this project to include benefits to people—the underpass, new bike lanes and sidewalks as the result of replacing the bridge.

Q: How complete is the Army Corps study? Are copies available?

The economic analysis/feasibility study is not done and final design has not been done. The MTIP grant, if awarded will fund this. The COM of Milwaukie will try to get the text of the Corps of Engineer's study and make it available to the public.

Q: Will the COM seek further public input or will this proposal go to a vote?

Milwaukie City Council approved going forward with the MTIP application at their May meeting. If any additional funding will be required from the City then the City Council will need to look at it. All City Council meetings are public meetings and people will be informed. **There will also be additional public process required under NEPA**—any project with Federal funding must have public review process which would involve a presentation of the final design and alternatives including a "no action" alternative. In short, there will be several more opportunities for public input and comment. Likewise, the COM is committed to working with local homeowner to mitigate any negative impacts of this project as much as possible.

Q: Who owns the dam and bridge?

The dam and bridge are owned by the Oregon Department of Transportation (ODOT).

:)

Miscellaneous Notes and Articles of Interest:

EMAIL

RE: Milwaukie Info [History]
From: Thelma Haggenmiller (thelma.haggenmiller@msn.com)
Sent: Mon 11/26/07 1:05 PM
To: 'Pat Russell' (flanagan112@hotmail.com)

Pat,

Ironically, the site of the Kellogg Wastewater Treatment was formerly the site of a rock crushing plant that the neighborhood wanted out of there because of noise and dust.

Your best local resource for any Milwaukie information is Madelaine Bohl. She is the person who runs the Milwaukie Museum.

She did a lot of research for us about the Trolley Trail and eventually put the information into a book that we now sell for the Museum.

Contact information: Madelaine Bohl 2416 SE Monroe Milwaukie, OR 97222

503/659-5267 madbohl@juno.com

EMAIL

From : Pat Russell <flanagan112@hotmail.com>
Sent : Wednesday, August 1, 2007 1:37 PM
To : daparker@news.oregonian.com
CC : sbshawn@comcast.net
Subject : from the "frequent critic"

Andy,

I am glad for your op ed because DEQ and other state and federal agencies need to know that there's a definite problem on the Clackamas River if it can't meet its rather minimal TMDL's (Water Quality set by a timid DEQ)--after all we have to have balance among competing and stakeholder interests, even if the native fish can't talk. It seems that the balance is a buzz word for "the fish are on their own to survive because its not happening in our weak economy and societal lifestyle" and not in this county.

This has not been a life or death issue for our citizens, like a tanking economy or war on terror or powerful and controlling "stakeholders". I haven't heard anyone being killed from drinking the water or dying of water borne diseases from being in the water.

At least the Clackamas River still has fish; the Kellogg -Mt. Scott Creek has NO FISH and we still are doing NOTHING about it as a priority, even though its a 4[d]-listed watershed. The "fix" will cost about $15 million (maybe a bit more). Its called removing a dam on McLoughlin Blvd, just south of Downtown Milwaukie.

We have to spend $1.5 MILLION in MTIP funds (thank you US Taxpayers) to study the problem to death (I don't know how many years this has been going on, but apparently there is quite a history to Kellogg Lake.....most public officials refer to it as a "lake" as if we are talking about some natural water feature which it is not). I only learned about it year ago and cannot fathom why there seems to be such inaction or lethergy--like its the city of Milwaukie's problem. I've been here since 2001 and was more focused at the time on METRO's fish recovery program (the compromise referred to as "Nature in Neighborhood"--coming to your local neighborhood, no later than December 2008).

The state legislature since 2000 has authorized 100s of millions of dollars to repair STATE bridges, but apparently they forgot this one. And then they shuffled "excess" funding over to build more arterials and expand/improve freeways and capacity.

It reminds me how long it took to finally require Washington County and cities to solve their sewer problem back in the 60's and 70's.

This is one reason why I am so critical of the county and use of CCSD#1. How many millions of dollars has our sewer and surface water management fees gone toward different CIP projects. But someone (some folks) in the county administration over the years have never apparently questioned whether all the surface water pollution dumping in the Kellogg Watershed drainage should be mitigated through a rather simple solution (that would have a lot of bang for its buck) that would REALLY help the salmon in the creek (that are not there)--get rid of that DAM.

What gives-- they are going to blame the blockage on ODOT and the city of Milwaukie? Give me a break. DEQ could have really been a "hero" if they had directed more focus on a rather simple CIP project. How hard is it to raise a four lane arterial.

Yet we are spending $3 Million to plan the HARMONY ROAD/SUNNYBROOK EXTENSION arterials and construction of a FIVE LANE BRIDGE OVER the r/r crossing (at Linwood/Harmony/Railroad Avenue/Lake Road intersection) through a combination of funding--mostly SDCs. AND this project has been placed on a high priority list and funding projected to available within the next few years.

We are snapping up regional center and Sunnyside (and Industrial Sanctuary) SDC's and tax increment (Urban Renewal) to build Sunnyside road and Sunnybrook Blvd to Damascus's doorstep, including a high priority construction of SE 172nd Avenue (now part of the Sunrise Corridor "SYSTEM" priority program).

The county's DTD and WES pretty well speak for the values of this county and fish are at the bottom of the list.

Also, did you know that WES has dropped their leadership role in maintaining the Salmon Recovery Coordinating Council because a new director or his boss (the county administrator) don't see the connection between water quality (TMDLs mandated by DEQ) and fish habitat. I guess they figure it costs too much to do their share in mitigating for all the runoff we generate that flows into the Kellogg Watershed and Clackamas Watershed. And yet right next door, Johnson Creek has been a quite high priority focus over the years in Portland/Mult. co./Gresham, etc. as they recognize their obligation to return that creek to a healthier salmon habitat. Actions certainly speak louder than a bunch of plans sitting on shelf (many collecting dust--like the CCSD#1 Surface Water Master Plan that no one can figure out what it was supposed do and what are the MEASURABLE implementation strategies, except maybe flash it in front of DEQ).

I am looking for performance. I know our staff mean well and we still have quite a ways to go. However, if you look at all this through the eyes of the Chamber of Commerce (aka as the BCC?), one word of fish and trees raises all sorts of red flags. No leadership there. Of course, we are all looking foward to the substance of the county's newly created Office of Sustainability. Certainly, they will be welcomed with our long-standing wish list, including that DAM.

I am getting awfully tired of hearing from DTD staff that our codes do not apply or the standard doesn't require the level of standards our neighborhoods have come to expect in sensitive areas. This environmental issue is NOT a MEASURE 37 issue. It is a mandate that can be justified by the NOAA/NMFS 2000 4[d]-Rule under the Endangered Species Act and Clean Water Act.....we at the state level cannot excuse our recuse ourselves from meeting federal policy.

This critique has been a little like a shotgun blast, but your article evoked some more feelings this afternoon that I couldn't focus toward something else.

Again, I personally appreciate your elevation of these issues. 15,000 partiers was certainly a kicker.

Pat Russell
16358 SE Hearthwood Drive
Clackamas, OR 97015
(503) 656-9681
Email: flanagan112@hotmail.com
[end email]

River keepers
US Representative Darlene Hooley took to the Willamette for a trip to promote legislation that would pump $100 million into the waterway over 10 years
By Patrick Sherman
The Clackamas Review
September 12, 2007 (2 Reader comments)

patrick sherman / clackamas review

[PHOTO INSET] During her trip down the river, Rep. Darlene Hooley traveled aboard boats operated by the various law enforcement agencies having jurisdiction — including the Clackamas County Sheriff's Office.

Before returning to Washington, D.C., last week, Representative Darlene Hooley spent several days just going with the flow. Starting in Eugene, she took a two-day trip by boat downstream to Portland, stopping twice in Clackamas County.

Her mission: to promote a new piece of legislation she intends to introduce in Congress to benefit the river and the communities that share its banks.

"The inspiration came from the communities themselves," she said. "We want to connect communities to each other and to the river. We turned away from the river for many years, but now we are turning towards it.

"My legislation would provide $10 million per year for 10 years, to be used for recreational facilities, interpretive materials, the health of the river itself as well as economic development."

She came armed with facts about the Willamette, which lies principally within her district.

"Seventy percent of Oregon's population lies within 30 minutes of the river," she said. "It's a treasure that people need to enjoy."

She also explained that a canoeist or rafter who headed north from Salem would need to paddle for four hours before reaching a suitable take-out spot.

Hooley herself made better time on the river, traveling onboard law enforcement patrol boats, including from the different sheriffs' offices along her route, the Oregon State Police and the Department of Homeland Security.

"They know the river – they have the expertise," said Hooley, explaining her choice of traveling companions. "Today, we stopped a boat that didn't have the right flag displayed for having a skier in the water, and we also pulled over a boat for making waves in a no-wake zone.

"This is what they do, anyhow – so we just hitched a ride along with them. We've also had experts in all kinds of different fields riding along with us."

In Wilsonville, Hooley was met by Oregon City Mayor Alice Norris and West Linn Mayor Norm King, who rode with her as far as Clackamette Park.

"We're both so pleased that Congresswoman Hooley has taken the interest to focus on the river, which is the lifeblood of so many Oregon communities," said Norris. "Norm and I would like to see a project go forward which would result in a new state park or a national heritage area centered on Willamette Falls."

Norris explained that, as a national heritage area, the falls would rise to national prominence, as well as the national standards for a geographic feature of its type, but that control would remain in local hands.

"It would be different in that the state or federal government wouldn't take ownership," said King. "It's more of a partnership, which is a big part of Darlene's proposal."

For Hooley, the trip was an opportunity to see and appreciate the river as she never had before.

"We went from Corvallis to Independence, and I don't think we saw another boat," she said. "There were blue heron all over the place, and we saw three bald eagles.

"It's been amazing – this has been an amazing trip. I'm so glad I did this."

Reader comments
Re: River keepers
Pork barrel spending? I hope voters remember this the next time the Democrats accuse Republicans of misspending tax dollars.

"This Guy"
(Not verified)Thu, Sep 13, 2007 at 04:47 PM

Re: River keepers
Dear Darlene, you didn't go far enough in your district visit on the Willamette River to see what's happening to the

waterfront along downtown Milwaukie. Did you know that our state has blocked a salmon bearing stream a number of years ago and has not taken any step to correct the situation? This is a 4(d) ESA Salmon Recovery Stream. The NOAA/NMFS indicated seven years ago in 2000 that this stream requires recovery for salmon migration and rearing.

Did you know this stream upstream from the dam is actually in pretty good shape and that 4 cities, and a county, special districts and many community leaders have been spending 10's of millions of dollars to repair damaged habitat to bring back some semblance of its historic character?

What good does it do to spend 10's of millions of dollars to meet the Clean Water Act and the STATE's Dept. of Environmental Quality tepid TDML standards if the salmon have no way to use this river? The dam entirely BLOCKS their passage.

Because you represent us concerning federal priorities, would you investigate and come up with some strategy to remove this dam within the next 5 to 7 years? Do what it takes.

Yes, you ask which 4(d) ESA protected stream this is? I encourage you to ask the city councils of Happy Valley, Johnson City, Gladstone, Milwaukie and the Board of County Commissioners for Clackamas County. It is really a no brainer.

So what can you do for us. A local citizen trying to make sense out of why a dam is not being removed at HYW 99E for the Kellogg-Mt. Scott Watershed....little doesn't mean it is any less important than the showcase problems of the Clackamas River, Johnson Creek, Tryon Creek, Willamette River, or Tualatin River. It is no less important than the billions of dollars being spent on the Columbia River trying to please too water users while the salmon runs have been decimated. Remember that the BPA Env. Plng Council has pointed out many times that natural streams and drainage area below the dam (Bonneville) are ideal areas to focus salmon recovery to help offset what is being lost upstream of the Columbia River dams.

This salmon habitat I am referring to is part of the Lower Columbia/Lower Willamette system that you have recognized for needed at least $100 Million over a ten year period. At the same time I am sure you will talk even louder about how the Portland region needs a $6 BILLION Bridge over the Columbia, along with a $1 BILLION FREEWAY to Sandy, Oregon via Clackamas. So what counts the most? Salmon and community sustainability and lifestyle or more of our chasing our tail in our car to get from Point A to B.

Its time to put your influence where the federal government has said is a priority. If we can build $800 Million Light Rail projects to Milwaukie, we certainly can fix a little dam for a whole lot less. We cannot continue to build capital improvements around this problem and continue to avoid it while pumping 100's of millions into freight and transportation mobility projects or upscale downtown housing to spark economic investment in a small community at the crossroads of regional infill.

Thank you for listening.

"Pat Russell, Clackamas, Oregon"
(Not verified) Fri, Sep 14, 2007 at 12:37 PM

City's state: 'Great!'
Milwaukie Mayor Jim Bernard points out the progress the city has made since his first State of the City address in 2001
By Patrick Sherman
The Clackamas Review
September 12, 2007 (1 Reader comment)

According to Milwaukie Mayor Jim Bernard, the state of his city is "Great!" That was the message he delivered at his sixth state of the city address, held at the Milwaukie Rotary Club's weekly meeting last Tuesday.

"There's been a lot of change around here since I delivered my first address back in 2001," he said.

The mayor described how the city had control of the disused Safeway store on Main Street, and was groping to find a new use for the property.

"It had been the site projected for a new transit center, but that idea fell through. Other development ideas included a coffin warehouse or a taxidermy museum. According to the downtown plan that was adopted in September 2000,

that parcel was slated to be the location of a downtown anchor.

"Neither a coffin warehouse nor a taxidermy museum seemed to be the kind of anchor that would successfully launch revitalization in downtown."

Today, he said, North Main Village has risen on that property, drawing residents back to downtown and creating new retail space, which will be home to a new restaurant in coming months.

The mayor continued, highlighting other achievements of the past half-decade: re-making McLoughlin Boulevard, the city's new softball fields, as well as the progress being made towards bringing light rail to Milwaukie and the ongoing planning for Riverfront Park.

"I have talked about real, physical changes since 2001, but something else has changed – something that's harder to define, but I think it's much more important," said Bernard. "Every Sunday, I work our Farmer's Market. I've been doing it for nine years, since before I became mayor, and I talk to hundreds of people of all ages and all walks of life.

"Despite their varied backgrounds, they are united by two things. The first, and this has been present for years, is their dedication to the market. The other, which has developed over the past few years, is their excitement about where Milwaukie is headed. There is an optimism in this community that I had not felt the first time I made this address in 2001."

Looking ahead, he stated that the city council had last month signed a memorandum of understanding with Tom Kemper and Main Street Partners to develop the Town Center project on the site of a city-owned parking lot and the former Olson Brothers Texaco station.

"Plans call for 76 town homes and condos, 10,000 square feet of retail space on Main Street, 6,000 square feet of office space facing McLoughlin, and 80 residential parking spaces within the first floor," said Bernard. "This will be a signature project for Milwaukie. It's right on McLoughlin, and the upper floors facing west will have some of the greatest views the Willamette River has to offer."

The mayor also said that the city had just secured over $1 million from the federal government to pay for preliminary engineering, environmental analysis and design work related to the restoration of Kellogg Lake.

"Once completed, this project will allow us to replace the Kellogg Lake Bridge on McLoughlin and build a mixed-use path running beneath McLoughlin Boulevard, creating a straight connection between our downtown and Riverfront Park," he said. "Furthermore, this project includes the removal of the Kellogg Dam and the restoration of fish passage for several endangered and threatened fish species."

He highlighted the city's success in reducing Part 1 crimes – serious offenses such as murder, rape, robbery and assault. In 2006, Milwaukie enjoyed a 27 percent decline in these offenses: the steepest rate of decline in the nation.

Bernard also hailed the growing economy, noting that the previous year brought with it more than 600 new jobs, as well as a commitment by PCC Structurals to build a $25 million plant in the city.

"A lot has changed, and in the coming year and beyond, things are going to change even more here in Milwaukie," he said. "But if we hold on to the things we value most, like citizen input and citizen participation, I'm confident we will continue growing in ways that respect our past.

"There's a new feeling here in Milwaukie, and I'm proud and excited to be a part of it."

Reader comments
Re: City's state: "Great!"
I guess bringing light rail to the city is "accomplishment" if you define accomplishment as not listening to your voters.

"This Guy"
(Not verified) Thu, Sep 13, 2007 at 04:50 PM

Re: City's state: Fish trying to get upstream job 1/20th done
What our beloved mayor didn't tell us is that there is no money to actually construct the improvements that would eliminate the dam that is blocking salmon from migrating into the Kellogg-Mt.Scott WATERSHED. Its simply not enough to study it to death. It needs to get fixed.

KelloggLakeDamRemovalNotesAug102006
City of Milwaukie, Lead Agency
Created by Pat Russell from email by Dick Shook
Last printed 8/29/2006 9:13:00 AM
Page 14 of 14

If our Mayor is "h eeh, double toothpicks" bent on bringing a $1 BILLION light rail to town, and ignore its impacts on fisheries at Kellogg Creek, then he has failed the community and the watershed. He has secured major improvements over the Johnson Creek; widened McLouglin to Jefferson, a stone throw's short of fixing the dam under the highway; demolished derelict old buildings between the river and the historic McLoughlin Blvd.; pursued riverfront plans and funding; mounted a campaign to get our schools fixed; spirited discussion to remove the Kellogg treatment (sewerage) facility off the river and out of the downtown; championed the Trolley trail to tie to the Springwater Trail; promoted economic development to protect the existing industry and businesses in town; secured cheaper drinking water through wells; encourages the building of a new freeway; has seen ODOT fix parts of the Milwaukie Expressway; and the list goes on. But when it comes to fish, the waiting has become unbearable. That little segment of McLoughlin is a no-man's land because no one wants to spend the money to correct a historical wrong. Do you see ODOT stepping up the plate? I thought our governors have proclaimed that the state can do a better job of recovering salmon that the feds and has insisted to let us do it our way. So far, this poor little forgotten stream (a good home for many salmon to spawn and rear young) has just not gotten the same attention as a freeway or bridge over the Columbia River. We power rate payers are also spending billions of dollars to watch an expensive compromise on dams vs. salmon go NOWHERE. No one is questioning the little engine that could (the Kellogg Creek and fish). Let's put its recovery on the MAIN TRACK right now. Fund it over mobility CIP proposals. Commit to that if the light rail goes forward, so too shall the Kellogg dam and open the gates for the salmon. Otherwise everyone will be shaking their heads, teary-eyed crying that we really want to do something, but there's no money....especially while we are sending money (about $1 BILLION a day) and human investments over seas to promote democracy.

"Pat Russell, Clackamas, Oregon"
(Not verified) Fri, Sep 14, 2007 at 01:06 PM

Trans System Accounts - Harold Street Station

From: "Dean Scrutton" <dscrutton@gmail.com>
To: <trans@oregonmetro.gov>
Date: 6/5/2008 1:24 PM
Subject: Harold Street Station

Eric,
I-211-001 Thank you for your continued great writing and interest in a Harold Street Station. I agree entirely with your comments on the station, and I believe it will be a tragedy if the line is put in without it! Thanks again, Dean.

I-211-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

(6/11/2008) Trans System Accounts - Comments for the record Page 1

From: Susan Shawn <sbshawn@comcast.net>
To: <trans@oregonmetro.gov>
Date: 6/11/2008 9:42 AM
Subject: Comments for the record

Hello,

My name is Susan Shawn, 13655 SE Briarfield Court, Oak Grove, 97222. I live outside of Milwaukie, in the unincorporated area of Clackamas County.

I-212-001

Milwaukie has the potential to be a lovely little town nestled along a small bay in the Willamette River. It is a unique location, and when the dam is removed at the mouth of Kellogg Creek, and the creek restored to its natural flow, Milwaukie will be sitting in a fabulous natural area on two sides; west and south, with Johnson Creek towards the north.

Light rail is simply too large a footprint for this little place. It will reduce Milwaukie to simply a train stop on the way to Oregon City and beyond, tromping on its natural beauty, and creating unnecessary disruption. I believe it is accurate to say that the people of Milwaukie have voted down light rail several times in the past.

A far better solution in my mind is to bring the light rail to the north of the town, and then take it down Hwy 224 to Oregon City, via I-205. Then string a trolly car through Milwaukie and Oak Grove. The trolleys are built in Clackamas County so the money will stay local. People like trolley cars, their footprint is much smaller, and they could become more like the PSU line. There are plenty of people who live along Hwy 224 and I-205 who could ride the bigger line. Connectivity could be arranged through scheduling.

Another option is to wait awhile and see how the economy develops now that we seem to be facing peak oil. It may be that there will be some new developments just over the horizon that will change transportation options into something we've never seen before. The cost of the light rail line itself could be spent developing these new options. People are talking about solar powered vehicles, and so on, which could include mass transit options.

Thank you.

Susan Shawn

I-212-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the Final Environmental Impact Statement (FEIS) provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published in May 2008, also discussed this on pages 2-35 through 2-41.

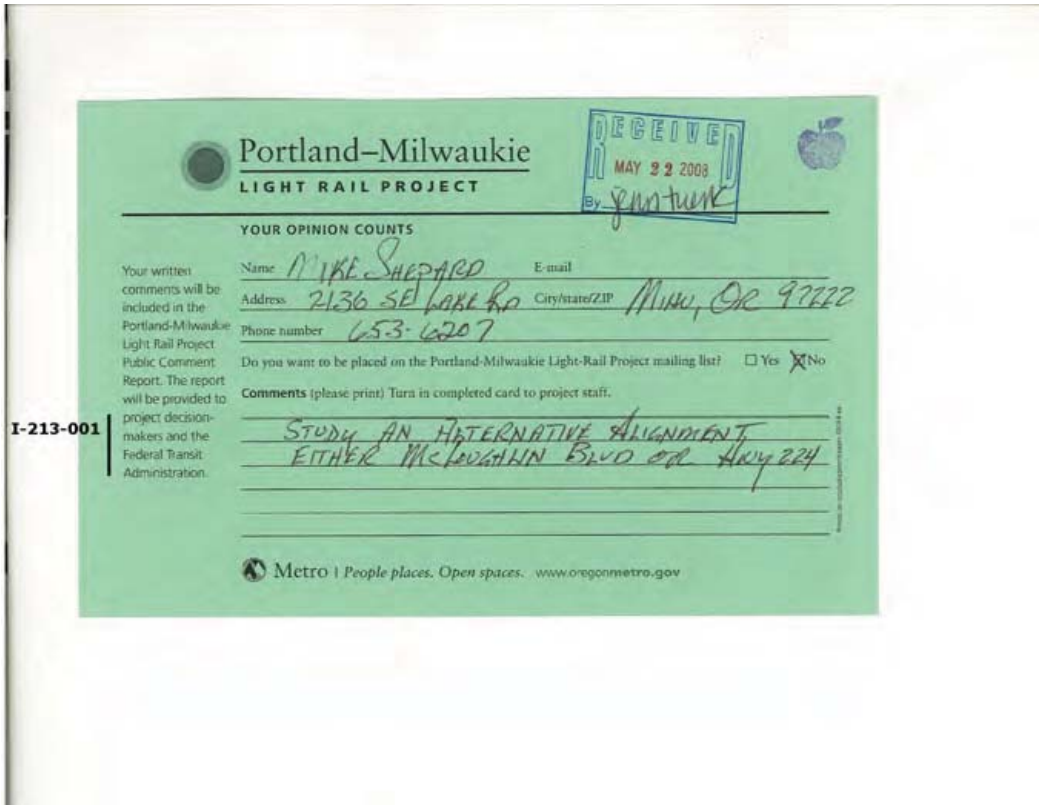
Previous studies covering the project corridor include:

- South/North Alternatives Analysis, 1993-1998
- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002

In addition to the discussion in SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

The Refinement Study in 2007 evaluated alignment options between Highway 224 and SE Lake Road along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 were held. The evaluation based on project criteria resulted in elimination of the McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-

Milwaukie Light Rail Project's Purpose and Need. Results of the refinement study may be found in Downtown Milwaukie Alignments Review (June 2007, August 2007) and are summarized in Chapter 2 and Appendix L of the SDEIS and FEIS.



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 22 2008
By

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name MIKE SHEPARD E-mail
Address 2136 SE LAKE RD City/state/ZIP MILW, OR 97222
Phone number 653-6207
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☒ No
Comments (please print) Turn in completed card to project staff.

I-213-001 STUDY AN ALTERNATIVE ALIGNMENT EITHER MCLOUGHLIN BLVD OR HWY 224

Metro | People places. Open spaces. www.oregonmetro.gov

I-213-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the Final Environmental Impact Statement (FEIS) provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published in May 2008, also discussed this on pages 2-35 through 2-41.

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The Refinement Study in 2007 evaluated alignment options between Highway 224 and SE Lake Road along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 were held. The evaluation based on project criteria resulted in elimination of the McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-

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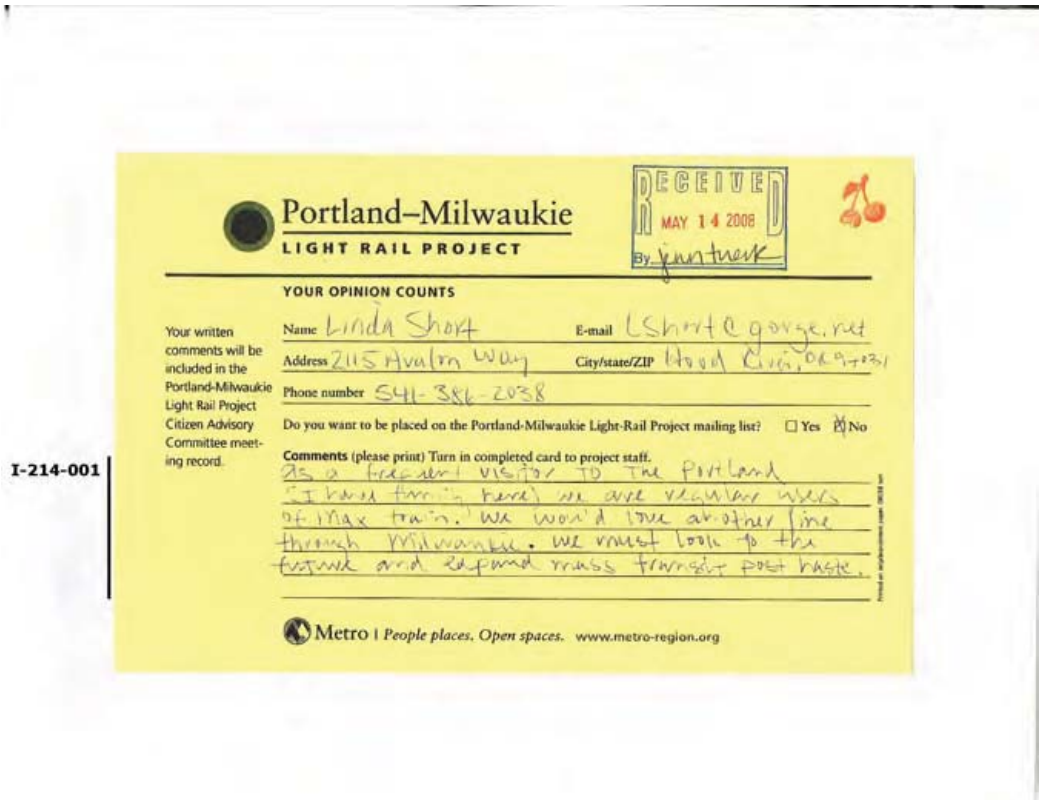


Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 14 2008
By: jeanturek

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name Linda Short E-mail LShort@gorge.net
Address 2115 Avalon Way City/state/ZIP Hood River, OR 97031
Phone number 541-386-2038
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☒ No

I-214-001

Comments (please print) Turn in completed card to project staff.
As a frequent visitor to the Portland (I have family here) we are regular users of Max train. We would love another line through Milwaukie. We must look to the future and expand mass transit post haste.

Metro | People places. Open spaces. www.metro-region.org

I-214-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.

Trans System Accounts - Support for Milwaukie Light Rail

From: "Chris Smith" <chris@chrissmith.us>
To: <jenn.tuerk@oregonmetro.gov>
Date: 6/19/2008 3:04 PM
Subject: Support for Milwaukie Light Rail

I-215-001

I'm writing to express my support for the Milwaukie Light Rail project and the DEIS.

The project is an important extension to our regional high-capacity transit system, and takes on even greater importance at a time of rising gas prices and increased demand for transit.

Creation of a new transit river crossing is also a very important milestone for the region and will benefit the entire transit system, including our expanding Streetcar network.

Thank you.

Chris Smith
2343 NW Pettygrove St.
Portland, OR 97210
503 223-3688

I-215-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.

Trans System Accounts - Harold Street Light Rail Station

From: "Gary Sorrels" <GaryS@bhsr.us>
To: <trans@oregonmetro.gov>
Date: 6/2/2008 10:16 AM
Subject: Harold Street Light Rail Station

I-216-001 I ask that you support the Harold Street station. I live in the area and Westmoreland needs this station.

Thank you,

Gary Sorrels

I-216-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

(6/3/2008) Trans System Accounts - Portland-Milwaukie Light Rail Project Page 1

From: "Barbara Spears" <blspears@easystreet.net>
To: <trans@oregonmetro.gov>
Date: 5/6/2008 11:07 AM
Subject: Portland-Milwaukie Light Rail Project

I-217-001 Sirs:This is in response to your recent postcard soliciting comments about the Portland-Milwaukie Light Rail Project. I wish to be counted as someone who objects to this project in its entirety. When I sit in traffic on the highways in Portland, I will think about the fact that Metro, in its ultimate wisdom, has decided that they should decide where I need to go and what kind of transportation I should take, rather than leaving it up to me. If there is money available, it should be spent on our roads, which are clearly popular and in need of expansion.
Barbara Spears

I-217-001

Thank you for submitting your comments for consideration. The light rail project was endorsed by participating jurisdictions in summer 2008. Funding for transit projects may not be used for road improvements or changes.

Trans System Accounts - Harold Street Station

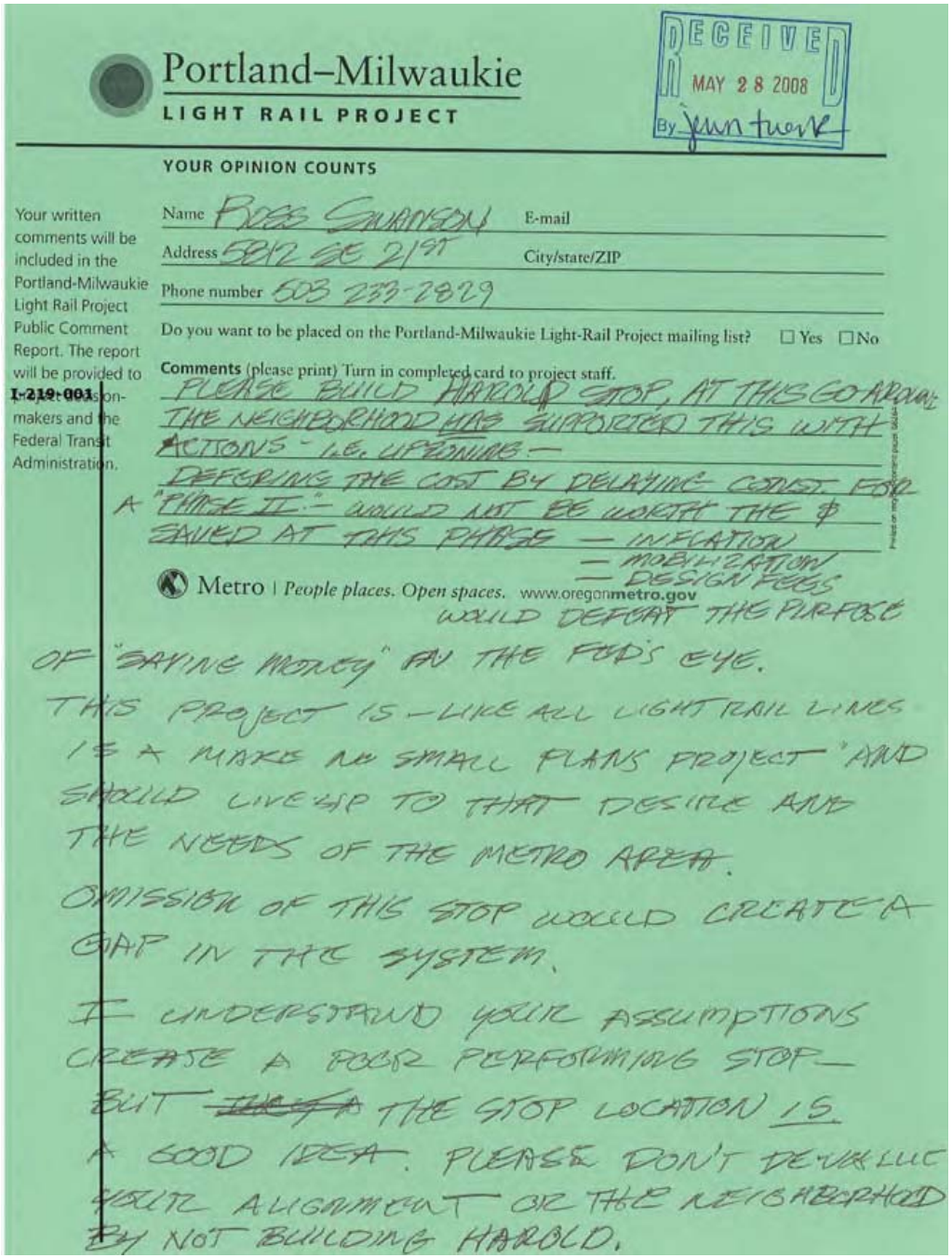
From: "Janet Swire" <janswire@msn.com>
To: <trans@oregonmetro.gov>
Date: 6/8/2008 12:04 PM
Subject: Harold Street Station

I-218-001 I think the the streetcar going to Milwaukie should be able to stop at the Harold Street even if it takes a minute longer . It is silly to think that that station is not needed when it is an important stop for the people near the Bybee Station in Eastmoreland. Please put the Harold Street station into the plans and stop worring about a one minute delay in the schedule. Jan Swire, jan swire 31 @ msn.com

I-218-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 28 2008
By jun tuck

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

I-219-001

Name ROSS SWANSON E-mail
Address 5812 SE 21ST City/state/ZIP
Phone number 503 233-2829
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

PLEASE BUILD HAROLD STOP. AT THIS GO AROUND THE NEIGHBORHOOD HAS SUPPORTED THIS WITH ACTIONS - I.E. UPZONING - DEFERRING THE COST BY DELAYING CONST. FOR A "PHASE II" - WOULD NOT BE WORTH THE $ SAVED AT THIS PHASE — INFLATION — MOBILIZATION — DESIGN FEES WOULD DEFEAT THE PURPOSE OF "SAVING MONEY" IN THE FED'S EYE.

THIS PROJECT IS - LIKE ALL LIGHT RAIL LINES IS A "MAKE NO SMALL PLANS PROJECT" AND SHOULD LIVE UP TO THAT DESIRE AND THE NEEDS OF THE METRO AREA.

OMISSION OF THIS STOP WOULD CREATE A GAP IN THE SYSTEM.

I UNDERSTAND YOUR ASSUMPTIONS CREATE A POOR PERFORMING STOP - BUT ~~THIS~~ THE STOP LOCATION IS A GOOD IDEA. PLEASE DON'T DE-VALUE YOUR ALIGNMENT OR THE NEIGHBORHOOD BY NOT BUILDING HAROLD.

Metro | People places. Open spaces. www.oregonmetro.gov

I-219-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA would accommodate the construction of a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridershipship, cost effectiveness, alternative funding sources, land use, zoning, infrastructure, including a pedestrian bridge, and bus routing options that would support a station at Harold Street will be evaluated.

From: Peter Tackaberry <bucketberry@yahoo.com>
To: <trans@oregonmetro.gov>
Date: 5/19/2008 11:54 AM
Subject: Light Rail to the SE

I-220-001

I am applaud your continuous efforts to expand the MAX light rail from Portland to Milwaukie.

I live in Westmoreland and look forward to having the Max as an option of commuting. It seems like an obvious move it the right direction to expand our light rail as our gas prices continue to increase with no end in sight, and the traffic congestion on MLK grows worse each day.

Please continue to fight the good fight and expand the MAX light rail from Portland to Milwaukie!

Thank you,
Peter Tackaberry
6222 SE 17th Ave.
Portland, OR 97202
503.226.7858

I-220-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.

6522 SE Pinecreek
Milwaukie OR 97267
June 16, 2008

RECEIVED
JUN 18 2008
By

Metro
Portland-Milwaukie Light Rail Project
600 NE Grand Ave
Portland OR 97232

Dear Sirs:

I-221-001

Thank you for presenting the Light Rail meeting at St. John the Baptist. It was very educational for me and I have now changed my thinking and I agree with you on the long term of moving people in the future. I think this light rail will be an asset. In reviewing the proposed plan for the line, I feel strongly that we should not run it by our schools. I understand that you have done a lot of testing and it is acceptable to today's standards.

Our children are the most precious possession that we have. It is so hard for them to concentrate and I feel that this line by the schools will distract them either by noise, sight or vibration.

Our country has the ability to go to the moon and back. I would think with this technology that we have, we would be able to reroute this line away from the schools even if the cost is higher. Our children our worth it!

Thank you for reviewing this comment and I hope you will consider making this change and I would like to be placed on the Portland-Milwaukie Light-Rail Project mailing list.

Sincerely,

Ray Talarsky

I-221-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

The FEIS Section 3.10 and its accompanying Noise and Vibration Results Report provide updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as

schools, churches, and residences. The project's analysis directly considers existing conditions that include freight operations and those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the FEIS provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

Previous studies covering the project corridor include:

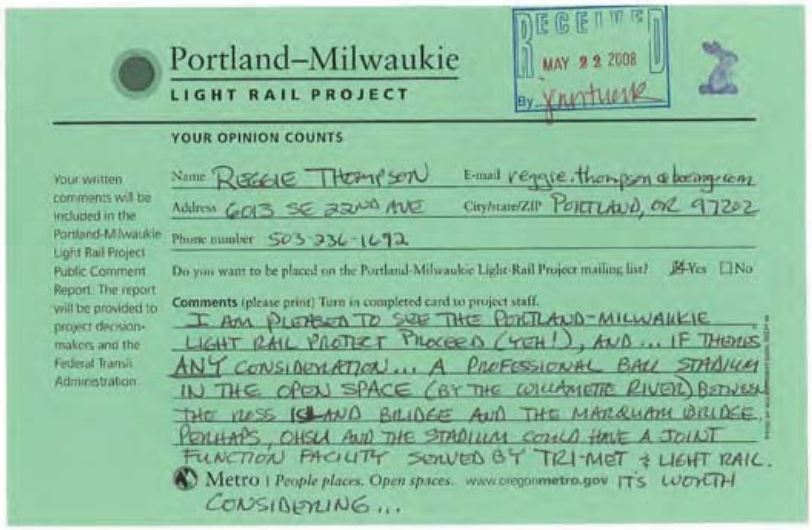
- South/North Alternatives Analysis, 1993-1998
- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002

In addition to the discussion in the SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

Because of concerns about the Tillamook Branch alignment through downtown Milwaukie, the Refinement Study conducted in 2007 evaluated alignment options between Highway 224 and SE Lake Road

along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the SE McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project's Purpose and Need.

I-222-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 22 2008
By

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name REGGIE THOMPSON E-mail reggie.thompson@beangreen.com
Address 6013 SE 32ND AVE City/state/ZIP PORTLAND, OR 97202
Phone number 503-236-1692
Do you want to be placed on the Portland-Milwaukie Light Rail Project mailing list? ☒ Yes ☐ No

Comments (please print) Turn in completed card to project staff.
I AM PLEASED TO SEE THE PORTLAND-MILWAUKIE LIGHT RAIL PROJECT PROCEED (YEH!), AND ... IF THERE'S ANY CONSIDERATION ... A PROFESSIONAL BALL STADIUM IN THE OPEN SPACE (BY THE WILLAMETTE RIVER) BETWEEN THE RESS ISLAND BRIDGE AND THE MARQUAM BRIDGE. PERHAPS, OHSU AND THE STADIUM COULD HAVE A JOINT FUNCTION FACILITY SERVED BY TRI-MET & LIGHT RAIL. IT'S WORTH CONSIDERING ...

Metro | People places. Open spaces. www.oregonmetro.gov

I-222-001

Thank you for your interest in a stadium, although it is outside the scope of this project to consider such development. Property between the Marquam Bridge and the Ross Island bridge is currently under private ownership. If the property owner(s) favor development of a stadium at that location, the light rail station at South Waterfront would be there to serve it, as it would the intensive residential, industrial, commercial, recreational, and office uses allowed by the current zoning.

Trans System Accounts - Milwaukie Max: Statement in Support, with consideratinos to pedestrian access fro mnorth at Clinton/Gideon stop

From: "Ethan Timm" <leander37@gmail.com>
To: <trans@oregonmetro.gov>
Date: 5/19/2008 12:58 PM
Subject: Milwaukie Max: Statement in Support, with consideratinos to pedestrian access fro mnorth at Clinton/Gideon stop

To whom it may concern:

As a property owner and resident of Hosford-Abernethy, I strongly support the proposed Milwaukee Max alignment as described in the Draft Environmental Impact Statement.

I-223-001 Regarding the crossing options, I am still in favor of the 2003 LPA, as it secures OMSI as a key node in Portland's trasportation/education/tourism systems. There is already a streetcar link to South Waterfront, so I don't see why the MAX has to run through there as well. At such an effort and expense, it seems wasteful to double up rail lines, when South Waterfront riders could transfer at Harbor Drive to the MAX.

I-223-002 As for the bridge, I support the cable-stayed options, as I think they are distinctive, modern, and provide an additional icon for the city.

I-223-003 Regarding the proposed Clinton/Gideon stop, I believe it is crucial that pedestrian access from the north be safe and convenient. As there are already so many grade crossings in this area (hence, trains blowing multiple whistles for safety), I think that another pedestrian/bike grade crossing at either SE 14th Ave, or SE 15th Ave is possible to get residents and visitors conveniently to the train.

Example of pedestrian grade crossing on the Trimet System:
http://freetheriverpark.typepad.com/photos/safe_pedestrian_train_cro/beavertontransitstation.html

Thanks for your consideration

Ethan Timm
Portland, OR

I-223-001

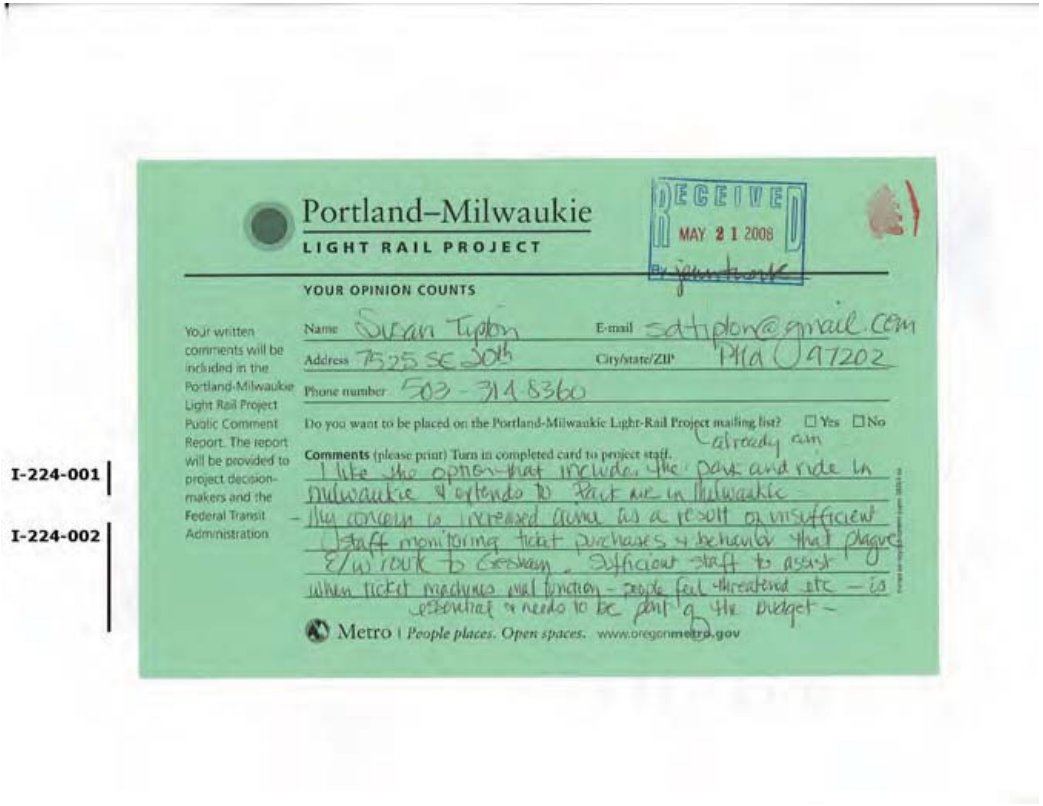
Thank you for submitting your comments for consideration. The refined Porter-Sherman alignment option was selected as the Locally Preferred Alternative. See Chapter 2.1 Portland-Milwaukie Light Rail Alternative for more information.

I-223-002

The cable-stayed bridge type was selected and moved forward into Preliminary Engineering.

I-223-003

New at-grade crossings of the UPRR freight tracks were considered and rejected during Preliminary Engineering due to safety concerns and opposition by the UPRR and regulators.



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 21 2008
By jeanbrooke

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name Susan Tipton E-mail sdtipton@gmail.com
Address 7525 SE 30th City/state/ZIP PDX 97202
Phone number 503-314-8360

Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☐ No (already am)

Comments (please print) Turn in completed card to project staff.

I-224-001 I like the option that includes the park and ride in Milwaukie & extends to Park Ave in Milwaukie

I-224-002 My concern is increased crime as a result of insufficient staff monitoring ticket purchases & behavior that plagues E/W route to Gateway. Sufficient staff to assist when ticket machines malfunction - people feel threatened etc - is essential & needs to be part of the budget -

Metro | People places. Open spaces. www.oregonmetro.gov

I-224-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project includes a terminus at Park Ave.

I-224-002

Based on TriMet's experience with its existing system and on national information, crime levels along light rail project corridors are typically closely related to the existing crime conditions that prevail in the surrounding community. TriMet uses a combination of design, public education, and operations measures to lower the potential for crime and to minimize potential conflicts among trains, people, and other vehicles.

TriMet's Transit Police Division (TPD) is made up of contracted law enforcement officers from police agencies in the region. The TPD currently consists of 58 sworn officers, and an additional 30 TriMet staff members are dedicated to checking fares and issuing warnings, citations, and exclusions for riders without a valid fare. Another 46 TriMet supervisors check fares as a part of their daily duties. The TriMet Code includes penalties for fare evasion and rowdy or intimidating behavior on the system. Riders can also be immediately excluded from the system for up to six hours, and can receive longer exclusion periods of up to 90 days. Juvenile detention allows for a safety hold of up to 36 hours for repeat offenders violating the TriMet code or engaged in certain criminal activity, so that officials can work with the youths and their families to stop the activity.

These officers, TriMet's Director of Safety and Security, and the TPD commander meet regularly with various community members, law enforcement agencies, and security partners to evaluate issues and collaborate on solutions. The agency also has an established transit rider security program that combines TriMet enforcement with public safety resources from other jurisdictions.

See Section 3.16 for more information on safety and security.

Milwaukie Light Rail Page 1 of 1

Trans System Accounts - Milwaukie Light Rail

From: "Tooze, David" <dtooze@ci.portland.or.us>
To: "'trans@oregonmetro.gov'" <trans@oregonmetro.gov>
Date: 5/20/2008 1:03 PM
Subject: Milwaukie Light Rail

I've been a supporter of Light Rail since the beginning. But I believe I oppose the Milwaukie extension, now.
Here's why:

I-225-001 1. Crime on Max. I don't believe you'll solve the problem. So no light rail. Why trade one problem for another.

I-225-002 2. Fast growing North Clackamas Co. Where on earth is this fast growth? Most of Milwuakie/Gladstone is already built out. The growth is east of I-205....nowhere close to this light rail. You'll just import more traffic into the Milwaukie area. Why would I support that?

3. Busses do just fine. I ride two every day.

So, spend the money on more frequent bus services. What ever happened to the ten minute corridor? Oh I forgot, this is TriMet. Long on promises, short on delivery. Don't get me going on your $3 mm waste of money trying to do something with Southgate. Just put the park and ride back the way it was. You own the lot, don't you?

Ok, so you don't listen to me and go ahead and build it. Well then:

I-225-003 1. Choose the locally preferred option in Downtown Milwaukie. Maximize parking spaces at Southgate and other locations to the south.

2. Choose the bridge crossing that uses the Ross Island Bridge, especially if that reduces cost of rebuilding that bridge. If not Ross Island, then the 2003 (northern) site. The objective should be to get the train south as quickly as you can.

3. Extend the line to Park Ave to cut down on traffic in old town Milwaukie.

file://C:\Documents and Settings\tuerk\Local Settings\Temp\XPgrpwise\4832CC3FMetCen... 6/5/2008

I-225-001

Thank you for submitting your comments for consideration. Based on TriMet's experience with its existing system and on national information, crime levels along light rail project corridors are typically closely related to the existing crime conditions that prevail in the surrounding community. TriMet uses a combination of design, public education, and operations measures to lower the potential for crime and to minimize potential conflicts among trains, people, and other vehicles.

TriMet's Transit Police Division (TPD) is made up of contracted law enforcement officers from police agencies in the region. The TPD currently consists of 58 sworn officers, and an additional 30 TriMet staff members are dedicated to checking fares and issuing warnings, citations, and exclusions for riders without a valid fare. Another 46 TriMet supervisors check fares as a part of their daily duties. The TriMet Code includes penalties for fare evasion and rowdy or intimidating behavior on the system. Riders can also be immediately excluded from the system for up to six hours, and can receive longer exclusion periods of up to 90 days. Juvenile detention allows for a safety hold of up to 36 hours for repeat offenders violating the TriMet code or engaged in certain criminal activity, so that officials can work with the youths and their families to stop the activity.

These officers, TriMet's Director of Safety and Security, and the TPD commander meet regularly with various community members, law enforcement agencies, and security partners to evaluate issues and collaborate on solutions. The agency also has an established transit rider security program that combines TriMet enforcement with public safety resources from other jurisdictions.

See Section 3.16 for more information on safety and security.

I-225-002

One of the fundamental questions Metro and TriMet answer during the EIS process is: who does the light rail project serve? This demographic data is available through varying sources. For current demographic information, we use census data. For each EIS, we update the data we use to be current information.

For future demographic data, we calculate the amount of people who will be living and working in different areas. For the Portland-Milwaukie Light Rail Project we calculated this for the year 2030. Individual cities and counties provide us with their zoning and comprehensive plans. Based on this data, the assumed population and employment growth of the region is distributed accordingly. This information is then used for our 2030 modeling and the assumptions of land use.

In addition, the federal government has rigorous standards to make sure that the projects we build are cost-effective. We are required to pass the Transportation User Benefit test, which calculates the cost per rider. The more current and future potential riders (population) in an area, the better we perform according to this test.

See Chapter 2 for information about the capital costs of the light rail project, and Chapter 5 for the finance plan.

I-225-003

The Locally Preferred Alternative that was endorsed by participating jurisdictions in summer 2008 includes the Tillamook Branch alignment through downtown Milwaukie, a SE Park Avenue terminus and the Porter-Sherman river crossing alignment. Crossing the river over the Ross Island bridge was not within the scope of the Portland-Milwaukie Light Rail Project.

From: Gloria Totten <totteng@pdx.edu>
To: <trans@oregonmetro.gov>
Date: 5/14/2008 2:05 PM
Subject: Milwaukie to Portland Light Rail

I-226-001 I support having MAX from Milwaukie to Portland -- and all over town! Please count me in as a supporter. I ride TriMet daily to work from the Milwaukie Transit Center. I'm also in support of a stop in downtown Milwaukie, the light rail coming through downtown Milwaukie, AND I support having the park and ride at the old Southgate lot.

I-226-002 The buzz on the bus is that TriMet might not do the park and ride at Southgate. Everyone is upset about that. If that is part of your plan, you should know that there are a lot of bus riders that support that. AND ESPECIALLY when there is light rail coming through there.

Please consider listening heartily to the supporters like me who are not necessarily as loud as the few who are not supporting Light Rail.

Thank you.

Gloria Totten
Lifetime Milwaukie Resident

I-226-001

Thank you for submitting your comments for consideration. The light rail project, including a single Milwaukie station at SE Lake Road, was endorsed by participating jurisdictions in summer 2008. With the LPA to Park Avenue, there are two park-and-ride facilities along the alignment, at Tacoma and Park Ave. The Southgate park-and-ride was developed by TriMet, but not as a part of the Portland-Milwaukie Light Rail Project.

I-226-002

The Park-and-Ride lot on the Southgate Theater site has been constructed and is in service.

Trans System Accounts - South Corridor Light Rail Project Comment

From: Lara <laratman47@yahoo.com>
To: <trans@oregonmetro.gov>
Date: 5/19/2008 2:52 PM
Subject: South Corridor Light Rail Project Comment

I-227-001

Hello, Please add my comments to the public input for the Portland South Corridor Light Rail Project.

I support the added SE Harold Street Station. Would serve more people than you think -- especially if many bike parking racks were added to the station -- Denmark-style.

I support carrying the rail line as far south as funding supports. Build it now and our long-term smart growth will be supported in the future.

I support the Committee's choice on where the light rail crosses the river.

I support maintaining and restoring as much green space, water and land habitat protection, and parks and green corridor protection as possible for the overall project.

Thanks for taking publis comments!

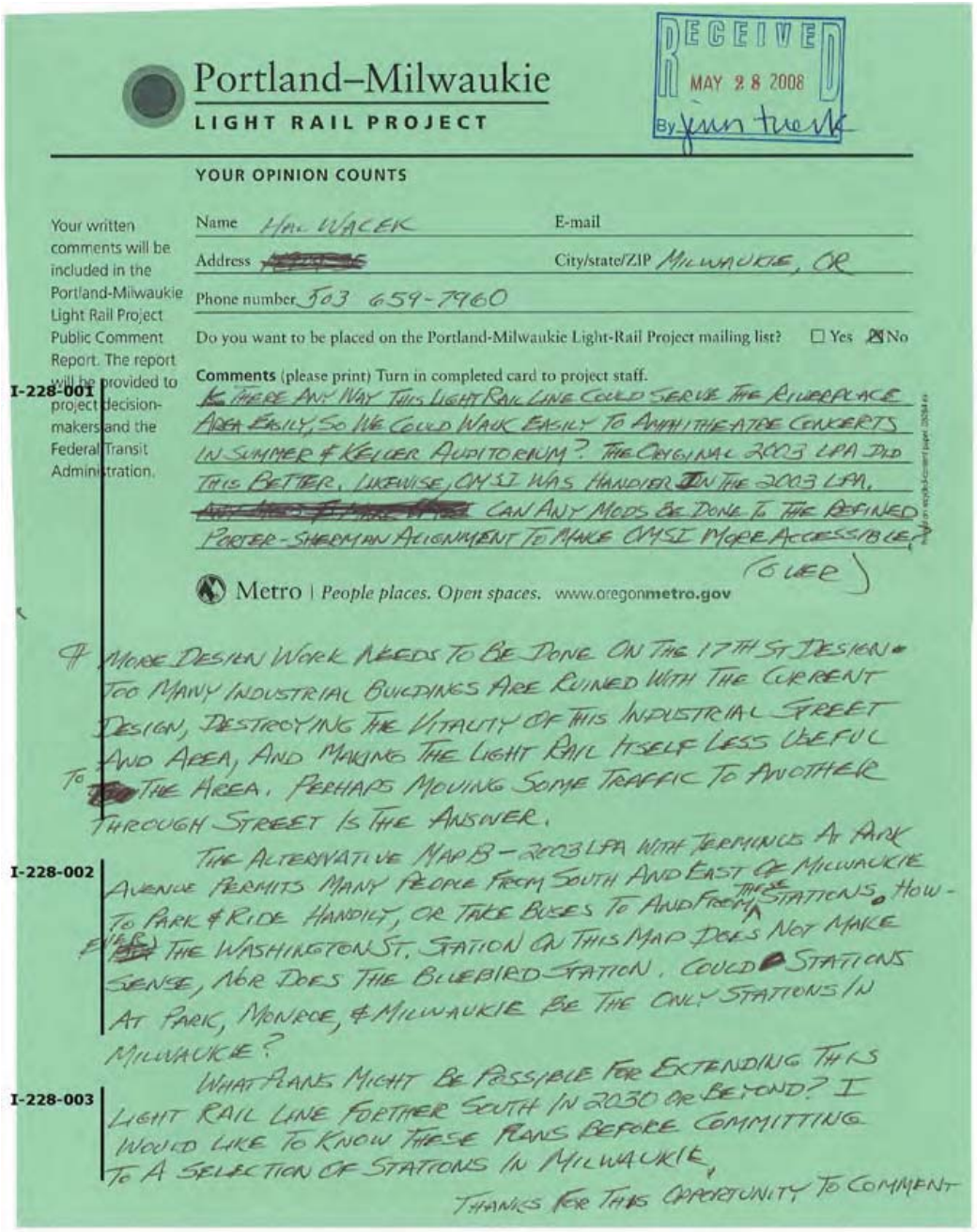
Sicerely, Lara Utman
1606 SE Insley St.
Portland, OR 97202
503-550-9535
---- > Please don't share my information with others or trade it on any lists. Thanks. LU

"You must be the change you wish
to see in the world." -- Mahatma Gandhi

I-227-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA would accommodate construction of a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure, including a pedestrian bridge, and bus routing options that would support a station at Harold Street will be evaluated. The Locally Preferred Alternative includes a terminus at Park Ave and the Porter-Sherman river crossing alignment endorsed by the Willamette River Partnership, Citizens Advisory Committee and project Steering Committee. The project maintains a commitment to minimize and mitigate impacts to the natural environment.



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 28 2008
By Jim Turk

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name HAL WACEK E-mail
Address [redacted] City/state/ZIP MILWAUKIE, OR
Phone number 503 659-7960
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☒ No

Comments (please print) Turn in completed card to project staff.

I-228-001 IS THERE ANY WAY THIS LIGHT RAIL LINE COULD SERVE THE RIVERPLACE AREA EASILY, SO WE COULD WALK EASILY TO AMPHITHEATRE CONCERTS IN SUMMER & KELLER AUDITORIUM? THE ORIGINAL 2003 LPA DID THIS BETTER. LIKEWISE, OMSI WAS HANDIER IN THE 2003 LPA. [redacted] CAN ANY MODS BE DONE TO THE REFINED PORTER-SHERMAN ALIGNMENT TO MAKE OMSI MORE ACCESSIBLE? (OVER)

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¶ MORE DESIGN WORK NEEDS TO BE DONE ON THE 17TH ST DESIGN. TOO MANY INDUSTRIAL BUILDINGS ARE RUINED WITH THE CURRENT DESIGN, DESTROYING THE VITALITY OF THIS INDUSTRIAL STREET AND AREA, AND MAKING THE LIGHT RAIL ITSELF LESS USEFUL TO THE AREA. PERHAPS MOVING SOME TRAFFIC TO ANOTHER THROUGH STREET IS THE ANSWER.

I-228-002 THE ALTERNATIVE MAP B – 2003 LPA WITH TERMINUS AT PARK AVENUE PERMITS MANY PEOPLE FROM SOUTH AND EAST OF MILWAUKIE TO PARK & RIDE HANDILY, OR TAKE BUSES TO AND FROM THESE STATIONS. HOWEVER, THE WASHINGTON ST. STATION ON THIS MAP DOES NOT MAKE SENSE, NOR DOES THE BLUEBIRD STATION. COULD STATIONS AT PARK, MONROE, & MILWAUKIE BE THE ONLY STATIONS IN MILWAUKIE?

I-228-003 WHAT PLANS MIGHT BE POSSIBLE FOR EXTENDING THIS LIGHT RAIL LINE FURTHER SOUTH IN 2030 OR BEYOND? I WOULD LIKE TO KNOW THESE PLANS BEFORE COMMITTING TO A SELECTION OF STATIONS IN MILWAUKIE.

THANKS FOR THIS OPPORTUNITY TO COMMENT

I-228-001

Thank you for submitting your comments for consideration. Access to RiverPlace would be accomplished by transfer from light rail to streetcar at the South Waterfront Station (or at the existing PSU Urban Center Station/SW 5th and Mill Station from downtown Portland or points outside the Portland-Milwaukie Corridor). The Keller Auditorium would be within walking distance of either the streetcar station on Harrison or the Lincoln Station for the light rail project; bus routes following the shared transitway could also be used for this connection.

Design of the light rail project OMSI Station will include a safe, accessible connection to OMSI for pedestrians and bicycles, with an adjacent streetcar station. No traffic streets will be crossed.
The design along SE 17th Avenue adds light rail tracks in the median while enhancing the single-lane-in-each-direction traffic capacity with intersection improvements at SE Rhine, Center and SE Holgate Streets. The widened street also improves sidewalks and shoulders along SE 17th Avenue, and provides for landscaping improvements/street trees that also provide stormwater management features. This supports the overall multimodal function of SE 17th Avenue, which plays an important role in serving industrial uses, through traffic, but is also part of the adjacent Brooklyn residential neighborhood. The project has sought to minimize impacts to industrial properties, but some of the property impacts are unavoidable. An updated assessment of the impacts of the removal of properties along SE 17th Avenue is provided in sections 3.1, 3.2 and 3.3 in the FEIS.

I-228-002

The light rail project, including a single Milwaukie station at SE Lake Road and a terminus at SE Park Avenue, was endorsed by participating jurisdictions in summer 2008.

I-228-003

The southernmost point of the Portland-Milwaukie Light Rail Project is SE Park Avenue. An extension of light rail to Oregon City on SE McLoughlin Boulevard or any other route is outside the scope of this project. However, Metro's recently completed High Capacity Transit System Plan, which represents the region's 20-year plan for high capacity transit and has been adopted as a part of the Regional Transportation Plan, includes a connection to Oregon City. For a description of the Portland-Milwaukie Light Rail Project's scope see Chapter 2.

Trans System Accounts - Portland-Milwaukie Light Rail Project SDEIS

From: "THOMAS BEVERLY WALSH" <bt5walsh@msn.com>
To: "Mark Turpel" <trans@oregonmetro.gov>
Date: 6/23/2008 10:12 AM
Subject: Portland-Milwaukie Light Rail Project SDEIS

I am in favor of mass transit projects. However, one of the big disadvantages of living in a city is the racket. Noise from transportation facilities (rail, streets, highways) should be inaudible to humans and all other creatures beyond the boundaries of the land specifically occupied by these facilities. Subways and tunnels are a way to come close to achieving this.

I-229-001

The noise analyses done for this EIS and the document on which it is based [*Transit Noise and Vibration Impact Assessment.* Federal Transit Administration, 2006] have severe shortcomings. One is the use of averages such as Leq and Ldn. I give a simple example. An idling city bus is said (FTA) to produce 75 dBA at 50 feet. (I think that is an underestimate.) If it operates 3 minutes every hour, then its Leq(hour) is 62 dBA, a large reduction in the describing value of the noise, but still the fact that it would be very annoying is not changed. The only fair way to present noise data is not with some devious average but to show fast-response measurements versus time. Averages typified by Ldn and Leq are very much favored by organizations, such as the Federal Highway Administration, the Federal Aviation Administration and the USDA Forest Service, which promote noisy activities.

The Schultz curve is used (FTA) to determine the percentage of people highly annoyed for a given Ldn. Ignored by FTA is the wide scattering about the curve of the data to which the curve is fit. FTA, using the curve fitted to the data, states that 10% of people are highly annoyed by an Ldn of 60 dB. At least one survey gave a high annoyance value of about 7% at an Ldn of only about 47. If people are bothered by the addition of noise on their property, residence, or places they customarily go, it should be eliminated. It can be very harmful to their health, state of mind and overall well-being. The imposition of noise is inverse condemnation.

The matter of barriers as sound blockers is addressed. However, reflection of sound by walls, buildings, etc. is not. Reflection can both amplify sound and lessen its attenuation (e.g., the old-fashioned speaking tube). There appear to be locations along the proposed routes where reflection should be taken into account.

Thomas J. Walsh
1525 SE Rex St.
Portland, OR 97202

I-229-001

Thank you for submitting your comments for consideration. The Portland-Milwaukie Light Rail Project will comply with the FTA regulations for noise and vibration. The FTA criteria for noise and vibration are based on years of study related to high capacity transit operations, including light rail. TriMet has the benefit of years of experience with providing noise and vibration mitigation for light rail along other previously constructed alignments. The potential noise and vibration mitigation measures we have at our disposal are very effective at reducing noise and vibration from the light rail vehicles. We have included consideration of potential reflections of noise from some of the projects safety walls and reflections from any proposed sound walls. Chapter 3.10 provides the location of noise and vibration impacts and mitigation measures for each impact.

Trans System Accounts - FW: Submit Light Rail comments--deadline June 23rd at noon

From: "Waner, Cameron" <CWANER@collinsco.com>
To: <trans@oregonmetro.gov>
Date: 6/18/2008 10:02 AM
Subject: FW: Submit Light Rail comments--deadline June 23rd at noon

To Whom It May Concern:

I-230-001 I live in Milwaukie and work in downtown Portland. Currently I carpool in the morning and bus home at night. I don't retire until 2028 and look forward to taking MAX in 2015. Get the show on the road! When I am really old I will still be able to enjoy all the things Portland has to offer.

I-230-002 On a side note, I am grateful at this point that there will be 'no' stops behind the Portland Waldorf School and near the catholic school. Lake Road should make a good station, should be fine with high school age kids, but I do hope that the line continues on to Park Ave. Since I live directly on Lake Road I am very concerned about the increase in traffic that might come to Lake Road. I do not want it to become the main artery to and from the station (but I still want lightrail, not trying to contradict myself here if that makes sense).

Sincerely,
Cameron Waner
3920 SE Lake Road
97222
503.659.4200 Home

-----Original Message-----
From: Ragel, Beth [mailto:RagelB@ci.milwaukie.or.us]
Sent: Tuesday, June 17, 2008 11:29 AM
To: Ragel, Beth
Subject: Submit Light Rail comments--deadline June 23rd at noon
Importance: High

One more reminder. Please distribute to your mailing lists:
Share your comments with local and federal decision makers regarding Portland-Milwaukie light rail by **Wednesday June 23rd at noon.**

Comments can be emailed to trans@oregonmetro.gov. Written comments should be sent to: Portland-Milwaukie Light Rail Project, Metro, 600 NE Grand Avenue, Portland, OR 97232. Comments can also be recorded on Metro's transportation hotline at 503-797-1900, option 6.

Comments can also be submitted on comment cards at public open houses and testimony can be provided at the public hearings. See list of meetings at the Metro website here: www.oregonmetro.gov/southcorridor

All comments received during the formal comment period (May 9-June 23, 2008) will go into the formal record and be submitted to decision-makers locally and to Federal Transportation Association.

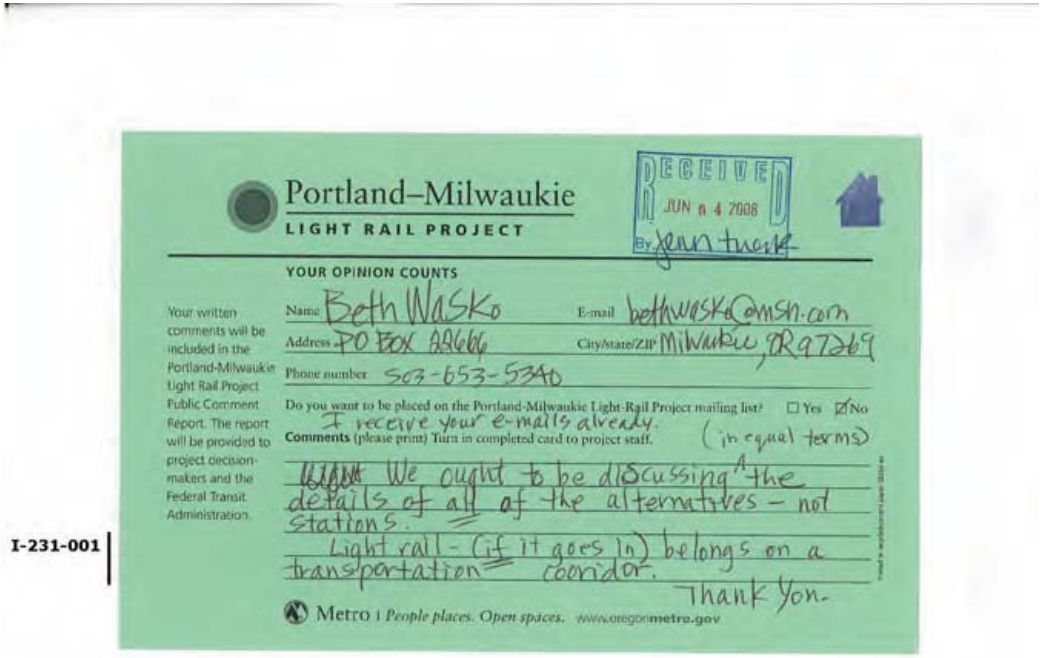
Thanks,
Beth Ragel
Program Coordinator

I-230-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.

I-230-002

The Locally Preferred Alternative includes a single station in Milwaukie at SE Lake Road and a terminus at SE Park Avenue. SE Lake Road will be closed near the south end of the station. For related traffic impacts and mitigation, see Chapter 4.



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
JUN 04 2008
By Jean Trunk

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name Beth Wasko E-mail bethwasko@msn.com
Address PO Box 22666 City/State/ZIP Milwaukie, OR 97269
Phone number 503-653-5340

Do you want to be placed on the Portland-Milwaukie Light Rail Project mailing list? ☐ Yes ☑ No
I receive your e-mails already.

Comments (please print) Turn in completed card to project staff. (in equal terms)

We ought to be discussing the details of all of the alternatives – not stations.
Light rail – (if it goes in) belongs on a transportation corridor.
Thank You.

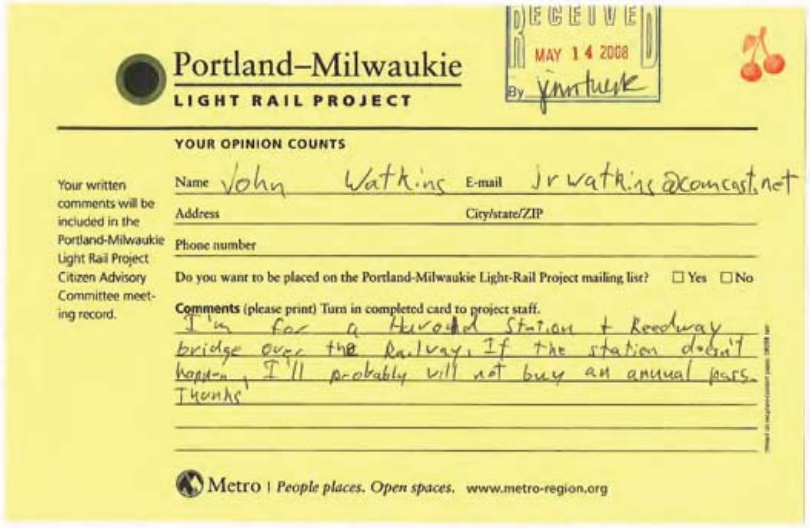
Metro | People places. Open spaces. www.oregonmetro.gov

I-231-001

I-231-001

Thank you for submitting your comments for consideration. The light rail project was endorsed by participating jurisdictions in summer 2008. The alignment through downtown Milwaukie is within the historic and active railroad corridor, the Tillamook Branch.

I-232-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 14 2008
By

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name John Watkins E-mail jrwatkins@comcast.net

Address City/state/ZIP

Phone number

Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

I'm for a Harold Station + Roadway bridge over the Railway. If the station doesn't happen, I'll probably will not buy an annual pass. Thanks

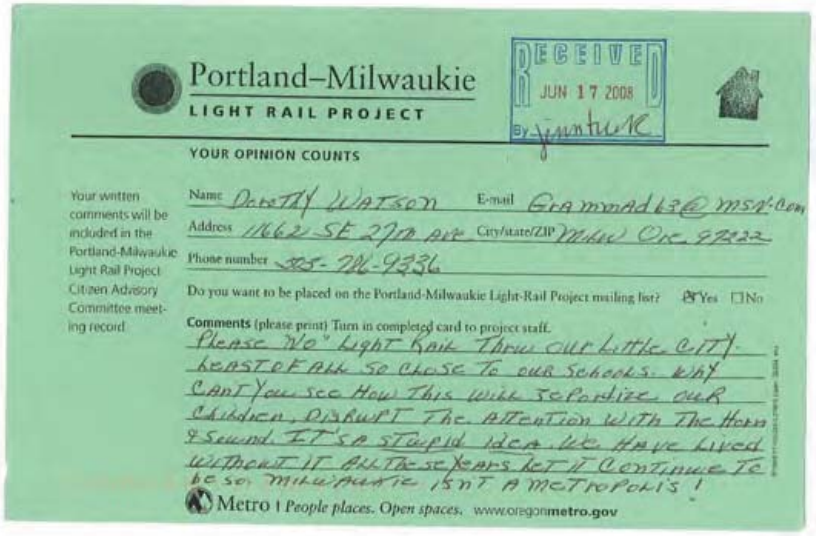
Metro | People places. Open spaces. www.metro-region.org

I-232-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

I-233-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
JUN 17 2008
By [illegible]

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record

Name Dorothy Watson E-mail Grammad63@msn.com
Address 11662 SE 27th Ave City/state/ZIP Milw Ore 97222
Phone number 505-786-9336
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☒Yes ☐No
Comments (please print) Turn in completed card to project staff.
Please "No" Light Rail Thru our Little City. Least of all so close to our schools. Why Cant You see How This will Jeopardize our Children, Disrupt The Attention With The Horn & Sound. It's a stupid idea. We Have Lived Without it All These Years Let it Continue To be so. Milwaukie isnt a metropolis!

Metro | People places. Open spaces. www.oregonmetro.gov

I-233-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

The FEIS Section 3.10 and its accompanying Noise and Vibration Results Report provide updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as

schools, churches, and residences. The project's analysis directly considers existing conditions that include freight operations and those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the FEIS provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

Previous studies covering the project corridor include:

- South/North Alternatives Analysis, 1993-1998
- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002

In addition to the discussion in the SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

Because of concerns about the Tillamook Branch alignment through downtown Milwaukie, the Refinement Study conducted in 2007 evaluated alignment options between Highway 224 and SE Lake Road

along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the SE McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project's Purpose and Need.

(6/5/2008) Trans System Accounts - Light Rail, Oak Grove, Milwukie Page 1

From: "Haralee Weintraub" <haralee@haralee.com>
To: <trans@oregonmetro.gov>
Date: 6/3/2008 3:13 PM
Subject: Light Rail, Oak Grove, Milwukie

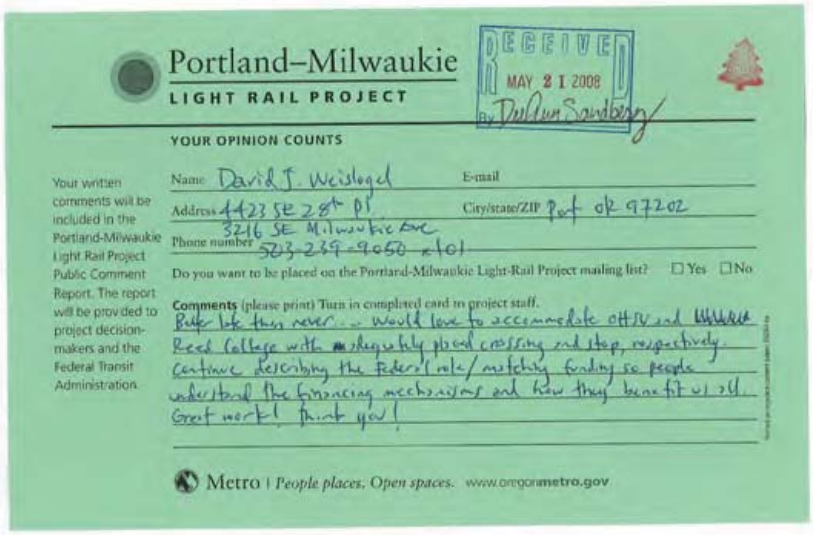
I-234-001

As a resident for 28 years in the Oak Grove, Milwaukie area I have been looking forward to Light Rail for years.
With gas prices so high and environmental issues, I would love to be able to walk to a light rail stop and get off down town Portland.
Now I can take the 32 or 33 bus with not the best schedule during the week-ends.
I live above Rex Putnam High School, off Oatfield Rd. I can now walk down to McLaughlin or stay on Oatfield to catch the bus.
My sister lives in NW Portland and with Max and the street car she uses her car infrequently. Actually she uses it just to come to my home because the bus service is not commuter friendly.
North Clackamas County with light Rail will be a piece of heaven in 2011 !
Bring us Light Rail. I will support, I will vote.
Haralee Weintraub

I-234-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.

I-235-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 21 2008
By DeAnn Sandberg

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name David J. Weisloge E-mail

Address 4423 SE 28th Pl City/state/ZIP Port OR 97202

3216 SE Milwaukie Ave

Phone number 503-239-9050 x101

Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

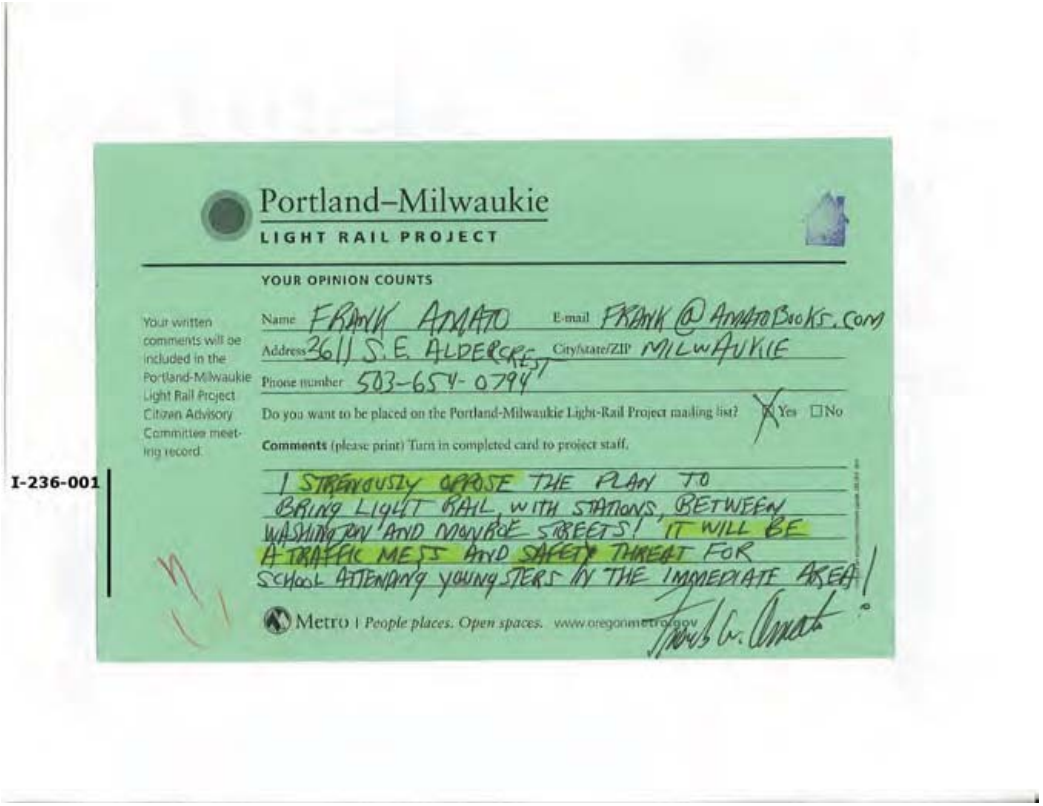
Better late than never... Would love to accommodate OHSU and Reed College with adequately placed crossing and stop, respectively. Continue describing the federal role/matching funding so people understand the financing mechanisms and how they benefit us all. Great work! Thank you!

Metro | *People places. Open spaces.* www.oregonmetro.gov

I-235-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA would accommodate construction of a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridershipship, cost effectiveness, alternative funding sources, land use, zoning, infrastructure, including a pedestrian bridge, and bus routing options that would support a station at Harold Street will be evaluated.



Portland–Milwaukie
LIGHT RAIL PROJECT

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name FRANK AMATO E-mail FRANK@AMATOBOOKS.COM
Address 3611 S.E. ALDERCREST City/State/ZIP MILWAUKIE
Phone number 503-654-0794
Do you want to be placed on the Portland-Milwaukie Light Rail Project mailing list? X Yes ☐ No

Comments (please print) Turn in completed card to project staff.

I-236-001

I STRENUOUSLY OPPOSE THE PLAN TO BRING LIGHT RAIL WITH STATIONS, BETWEEN WASHINGTON AND MONROE STREETS! IT WILL BE A TRAFFIC MESS AND SAFETY THREAT FOR SCHOOL ATTENDING YOUNGSTERS IN THE IMMEDIATE AREA!

Metro | People places. Open spaces. www.oregonmetro.gov

Frank G. Amato

I-236-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

The FEIS Section 3.10 and its accompanying Noise and Vibration Results Report provide updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as

schools, churches, and residences. The project's analysis directly considers existing conditions that include freight operations and those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the FEIS provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

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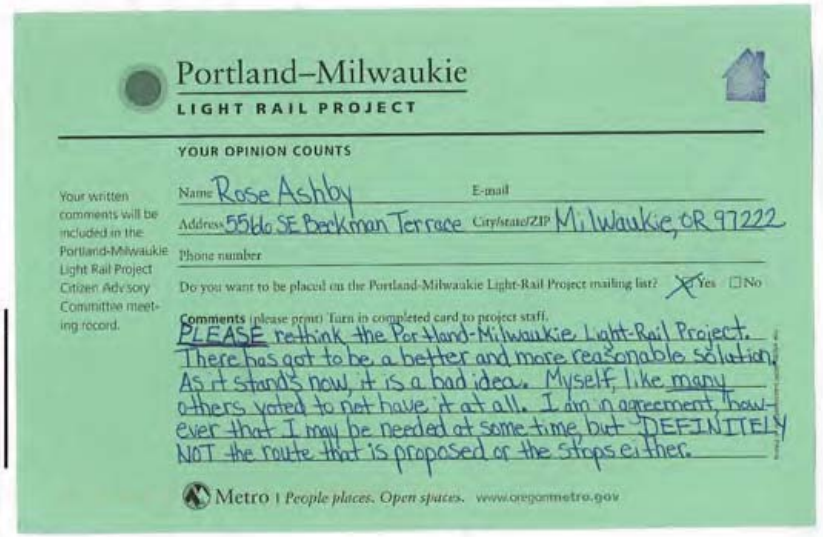
I-237-001



Portland–Milwaukie
LIGHT RAIL PROJECT

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name Rose Ashby E-mail

Address 5566 SE Beckman Terrace City/state/ZIP Milwaukie, OR 97222

Phone number

Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? X Yes ☐ No

Comments (please print) Turn in completed card to project staff.

PLEASE rethink the Portland-Milwaukie Light-Rail Project. There has got to be a better and more reasonable solution. As it stands now, it is a bad idea. Myself, like many others voted to not have it at all. I am in agreement however that I may be needed at some time, but DEFINITELY NOT the route that is proposed or the stops either.

Metro | People places. Open spaces. www.oregonmetro.gov

I-237-001

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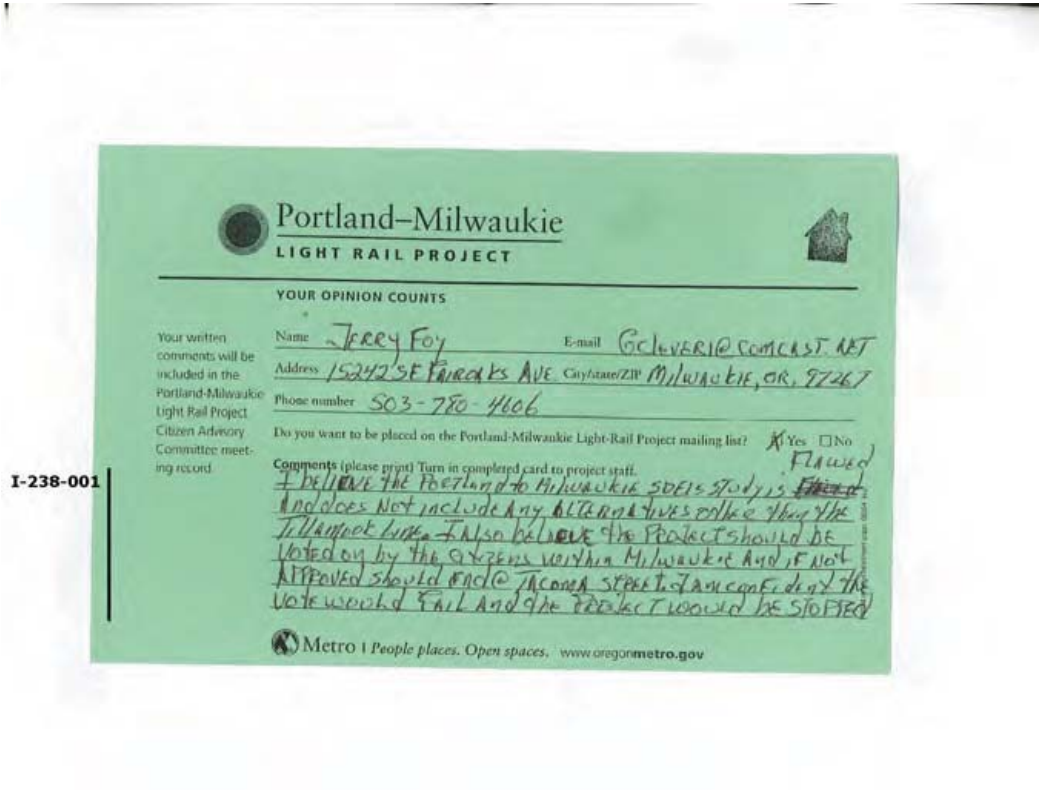

Portland–Milwaukie
LIGHT RAIL PROJECT

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record

Name Jerry Foy E-mail GCleveri@comcast.net
Address 15242 SE Fairoaks Ave City/state/ZIP Milwaukie, OR, 97267
Phone number 503-780-4606
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☒ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

I-238-001

I believe the Portland to Milwaukie SDEIS study is ~~[illegible]~~ flawed and does not include any alternatives other than the Tillamook Line. I also believe the project should be voted on by the citizens within Milwaukie and if not approved should end @ Tacoma Street. I am confident the vote would fail and the project would be stopped

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I-238-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the Final Environmental Impact Statement (FEIS) provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published in May 2008, also discussed this on pages 2-35 through 2-41.

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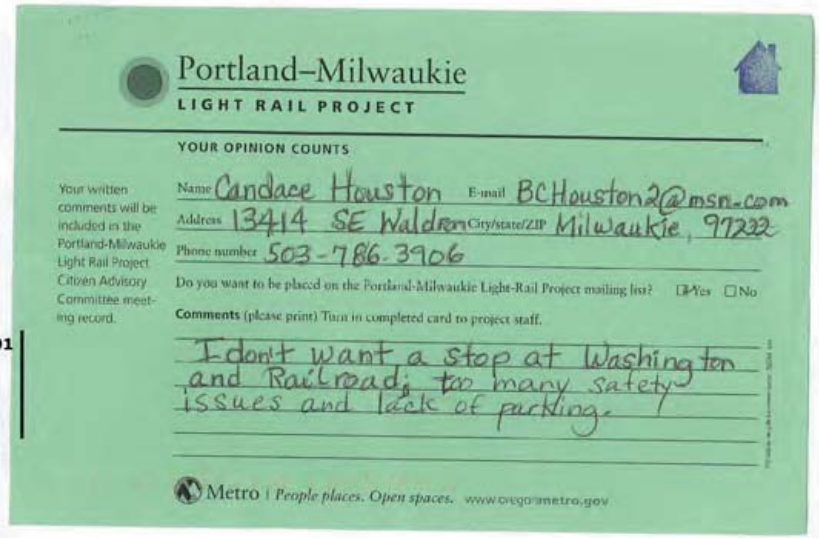


Portland–Milwaukie
LIGHT RAIL PROJECT

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name Candace Houston E-mail BCHouston2@msn.com
Address 13414 SE Waldron City/state/ZIP Milwaukie, 97222
Phone number 503-786-3906

Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☑Yes ☐No

Comments (please print) Turn in completed card to project staff.

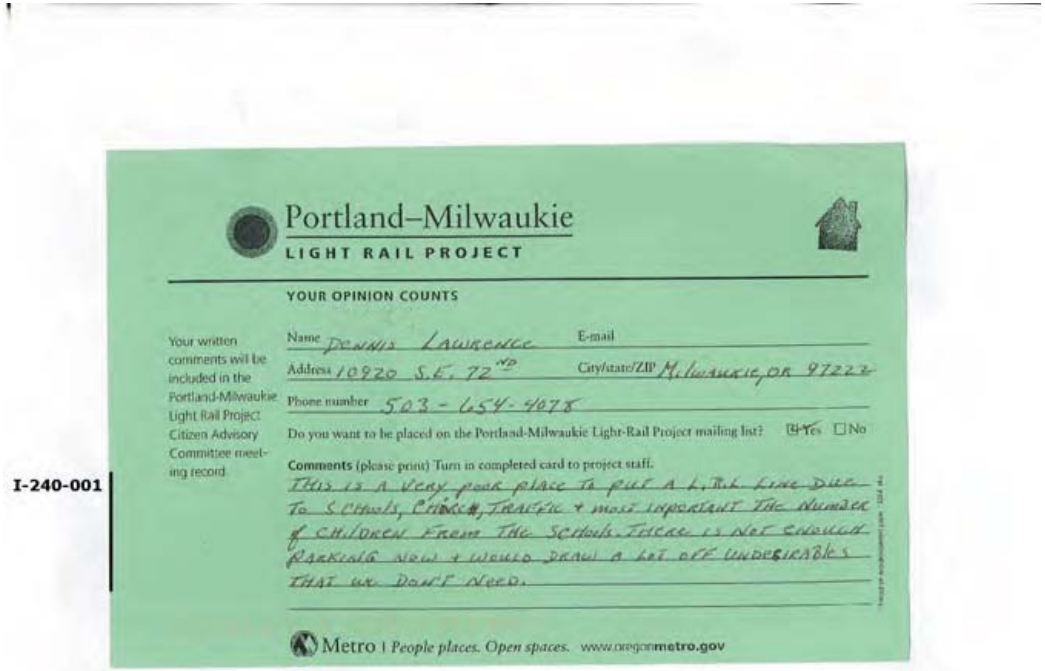
I don't want a stop at Washington and Railroad; too many safety issues and lack of parking.

Metro | People places. Open spaces. www.oregonmetro.gov

I-239-001

I-239-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative includes a single Milwaukie station at SE Lake Road, and was endorsed by participating jurisdictions in summer 2008.



Portland–Milwaukie
LIGHT RAIL PROJECT

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name DENNIS LAWRENCE E-mail
Address 10920 S.E. 72ND City/state/ZIP Milwaukie, OR 97222
Phone number 503-654-4078
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☒ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

I-240-001

THIS IS A VERY POOR PLACE TO PUT A L.R.T. LINE DUE TO SCHOOLS, CHURCH, TRAFFIC + MOST IMPORTANT THE NUMBER OF CHILDREN FROM THE SCHOOLS. THERE IS NOT ENOUGH PARKING NOW + WOULD DRAW A LOT OFF UNDESIRABLES THAT WE DON'T NEED.

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I-240-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

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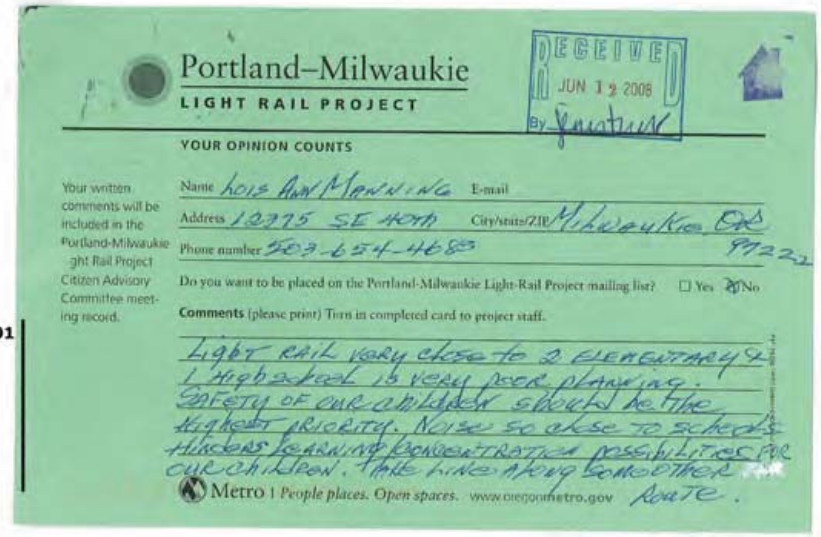

Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
JUN 12 2008
By

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie ght Rail Project Citizen Advisory Committee meeting record.

Name LOIS ANN MANNING E-mail
Address 12375 SE 40TH City/state/ZIP Milwaukie OR 97222
Phone number 503-654-4683
Do you want to be placed on the Portland-Milwaukie Light Rail Project mailing list? ☐ Yes ☒ No

Comments (please print) Turn in completed card to project staff.

LIGHT RAIL VERY CLOSE TO 2 ELEMENTARY & 1 HIGH SCHOOL IS VERY POOR PLANNING. SAFETY OF OUR CHILDREN SHOULD BE THE HIGHEST PRIORITY. NOISE SO CLOSE TO SCHOOLS HINDERS LEARNING CONCENTRATION POSSIBILITIES FOR OUR CHILDREN. TAKE LINE ALONG SOMEOTHER ROUTE.

Metro | People places. Open spaces. www.oregonmetro.gov

I-241-001

I-241-001

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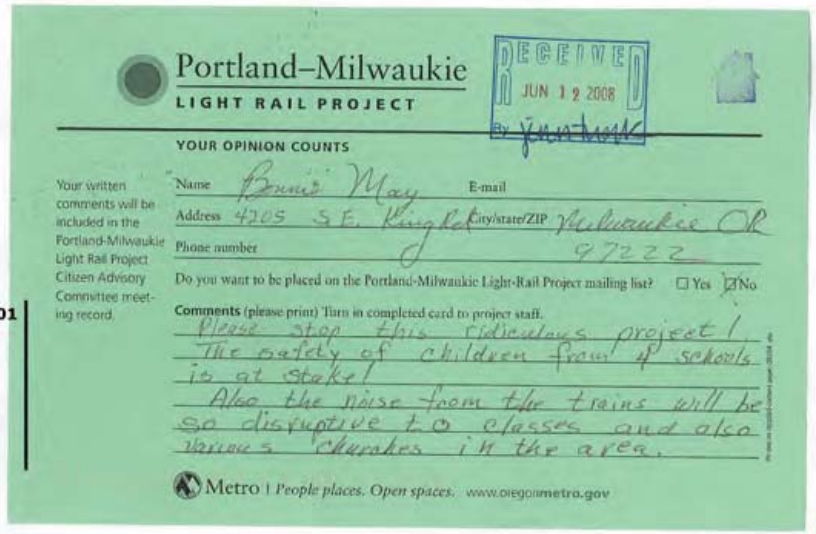

Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
JUN 12 2008
By

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name Bonnie May E-mail
Address 4205 S.E. King Rd City/state/ZIP Milwaukie OR 97222
Phone number
Do you want to be placed on the Portland-Milwaukie Light Rail Project mailing list? ☐ Yes ☑ No

Comments (please print) Turn in completed card to project staff.

Please stop this ridiculous project! The safety of children from 4 schools is at stake!
Also the noise from the trains will be so disruptive to classes and also various churches in the area.

Metro | People places. Open spaces. www.oregonmetro.gov

I-242-001

I-242-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

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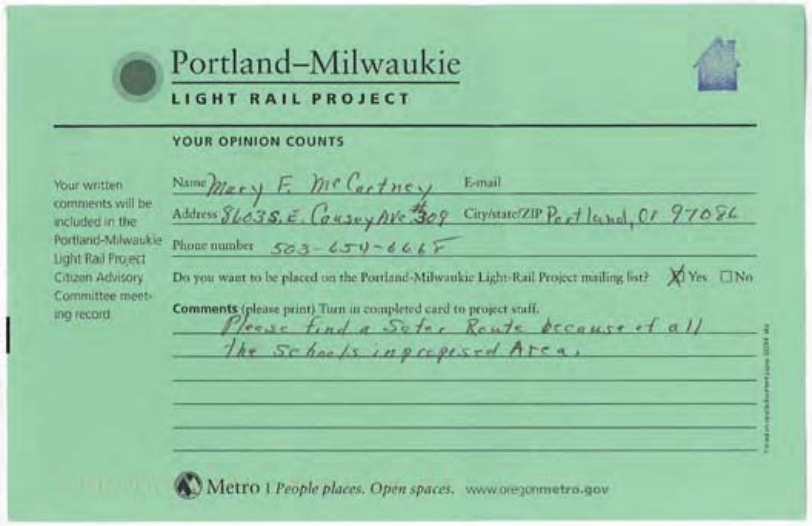

Portland–Milwaukie
LIGHT RAIL PROJECT

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record

Name Mary E. McCartney E-mail
Address 8603 S.E. Causey Ave #309 City/state/ZIP Portland, OR 97086
Phone number 503-654-6665
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? X Yes ☐ No

Comments (please print) Turn in completed card to project staff.
Please find a Safer Route because of all the Schools in proposed Area.

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I-243-001

I-243-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the Final Environmental Impact Statement (FEIS) provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published in May 2008, also discussed this on pages 2-35 through 2-41.

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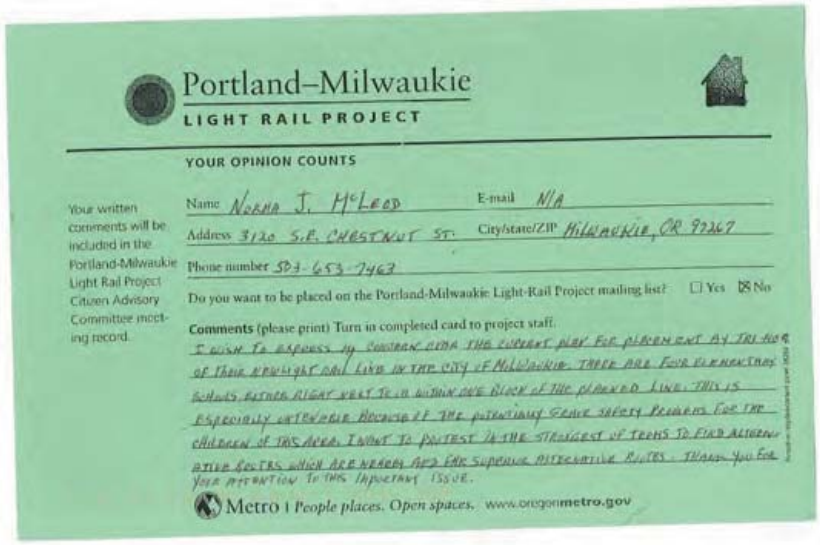
I-244-001



Portland–Milwaukie
LIGHT RAIL PROJECT

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name NORMA J. McLEOD E-mail N/A

Address 3120 S.E. CHESTNUT ST. City/state/ZIP MILWAUKIE, OR 97267

Phone number 503-653-7463

Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☒ No

Comments (please print) Turn in completed card to project staff.

I WISH TO EXPRESS MY CONCERN OVER THE CURRENT PLAN FOR PLACEMENT OF TRI-MET OF THEIR NEW LIGHT RAIL LINE IN THE CITY OF MILWAUKIE. THERE ARE FOUR ELEMENTARY SCHOOLS EITHER RIGHT NEXT TO OR WITHIN ONE BLOCK OF THE PLANNED LINE. THIS IS ESPECIALLY INTENSIFIED BECAUSE OF THE POTENTIAL TRAFFIC SAFETY PROBLEMS FOR THE CHILDREN OF THIS AREA. I WANT TO PROTEST IN THE STRONGEST OF TERMS TO FIND ALTERNATIVE ROUTES WHICH ARE NEEDED AND ARE SUPERIOR ALTERNATIVE ROUTES. THANK YOU FOR YOUR ATTENTION TO THIS IMPORTANT ISSUE.

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I-244-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

The FEIS Section 3.10 and its accompanying Noise and Vibration Results Report provide updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as

schools, churches, and residences. The project's analysis directly considers existing conditions that include freight operations and those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the FEIS provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

Previous studies covering the project corridor include:

- South/North Alternatives Analysis, 1993-1998
- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002

In addition to the discussion in the SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

Because of concerns about the Tillamook Branch alignment through downtown Milwaukie, the Refinement Study conducted in 2007 evaluated alignment options between Highway 224 and SE Lake Road

along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the SE McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project's Purpose and Need.



RECEIVED
JUN 24 2008
By Jens Tuck

Portland–Milwaukie
LIGHT RAIL PROJECT

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name Kenneth Moffenbrier E-mail

Address 2373 SE 41 Ct City/state/ZIP Milwaukie, Or 97222

Phone number 503-654-7919

Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☒ No

I-245-001

Comments (please print) Turn in completed card to project staff.

I strongly protest the current plan for placement by Tri-Met of their new light rail in the city of Milwaukie. There are few greater alternate routes that could provide light rail service without being near schools and causing the problems that the present plan would cause. Thank you for attention to this important issue.

Metro | People places. Open spaces. www.oregonmetro.gov

Sincerely,
Kenneth Moffenbrier

I-245-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

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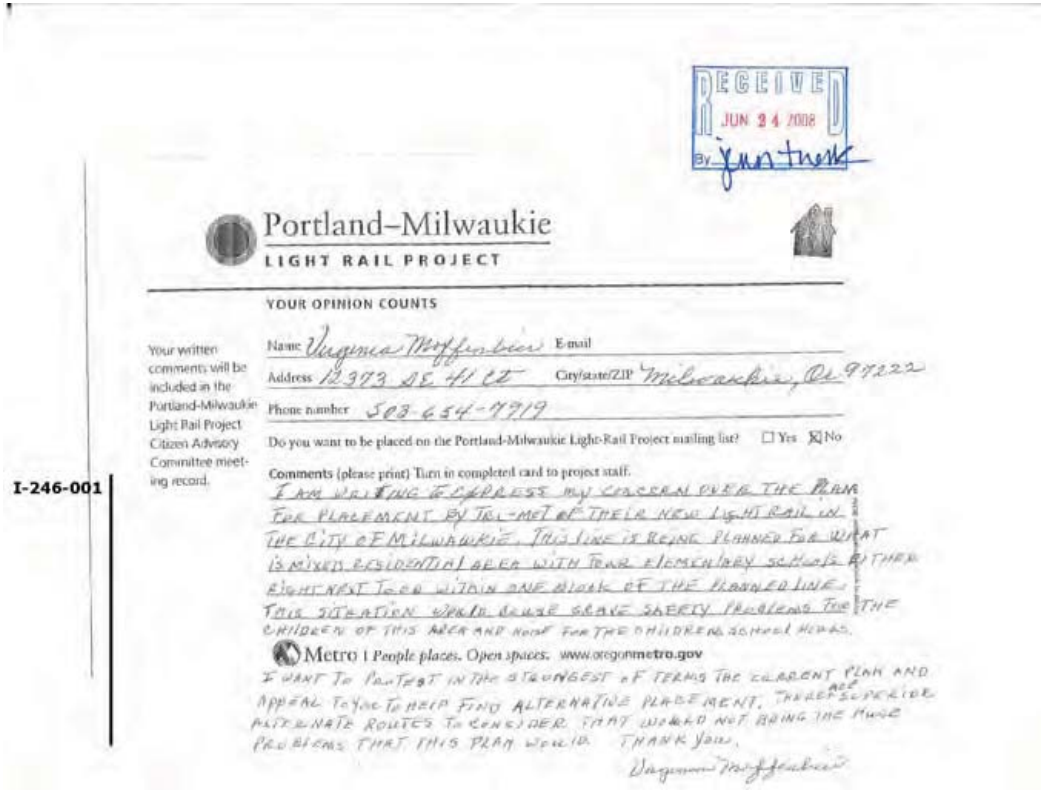
Because of concerns about the Tillamook Branch alignment through downtown Milwaukie, the Refinement Study conducted in 2007 evaluated alignment options between Highway 224 and SE Lake Road

along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the SE McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project's Purpose and Need.



RECEIVED
JUN 24 2008
By

Portland–Milwaukie
LIGHT RAIL PROJECT

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name Virginia Moffenbeier E-mail
Address 12373 SE 41st Ct City/state/ZIP Milwaukie, OR 97222
Phone number 503-654-7919
Do you want to be placed on the Portland-Milwaukie Light Rail Project mailing list? ☐ Yes ☒ No

Comments (please print) Turn in completed card to project staff.

I-246-001

I AM WRITING TO EXPRESS MY CONCERN OVER THE PLAN FOR PLACEMENT BY TRI-MET OF THEIR NEW LIGHT RAIL IN THE CITY OF MILWAUKIE. THIS LINE IS BEING PLANNED FOR WHAT IS MIXED RESIDENTIAL AREA WITH TWO ELEMENTARY SCHOOLS EITHER RIGHT NEXT TO OR WITHIN ONE BLOCK OF THE PLANNED LINE. THIS SITUATION WOULD CAUSE GRAVE SAFETY PROBLEMS FOR THE CHILDREN OF THIS AREA AND ROOF FOR THE CHILDREN & SCHOOL HEADS.

Metro | People places. Open spaces. www.oregonmetro.gov

I WANT TO PUT MY FOOT IN THE STRONGEST OF TERMS THE CURRENT PLAN AND APPEAL TO YOU TO HELP FIND ALTERNATIVE PLACEMENT. THERE SURELY ARE ALTERNATE ROUTES TO CONSIDER THAT WOULD NOT BRING THE HUGE PROBLEMS THAT THIS PLAN WOULD. THANK YOU,

Virginia Moffenbeier

I-246-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

The FEIS Section 3.10 and its accompanying Noise and Vibration Results Report provide updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as

schools, churches, and residences. The project's analysis directly considers existing conditions that include freight operations and those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the FEIS provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

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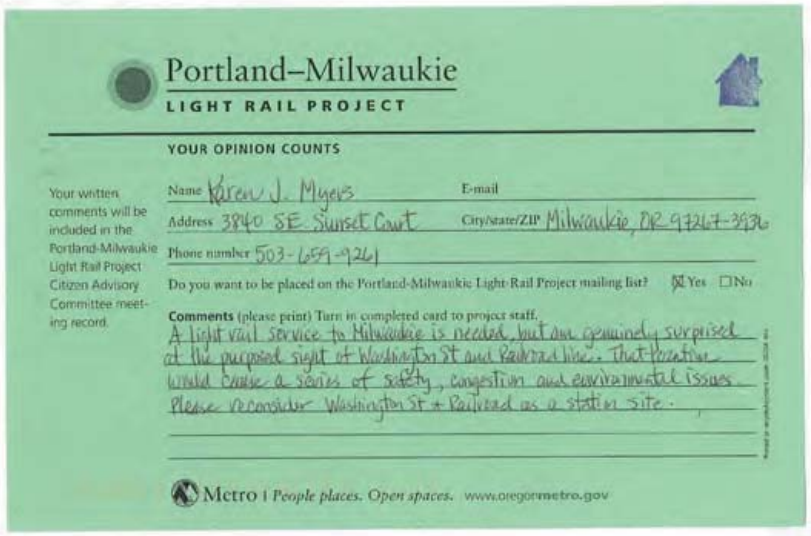
Because of concerns about the Tillamook Branch alignment through downtown Milwaukie, the Refinement Study conducted in 2007 evaluated alignment options between Highway 224 and SE Lake Road

along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the SE McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project's Purpose and Need.

I-247-001



Portland–Milwaukie
LIGHT RAIL PROJECT

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name Karen J. Myers E-mail

Address 3840 SE Sunset Court City/state/ZIP Milwaukie, OR 97267-3936

Phone number 503-659-9261

Do you want to be placed on the Portland-Milwaukie Light Rail Project mailing list? ☒ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

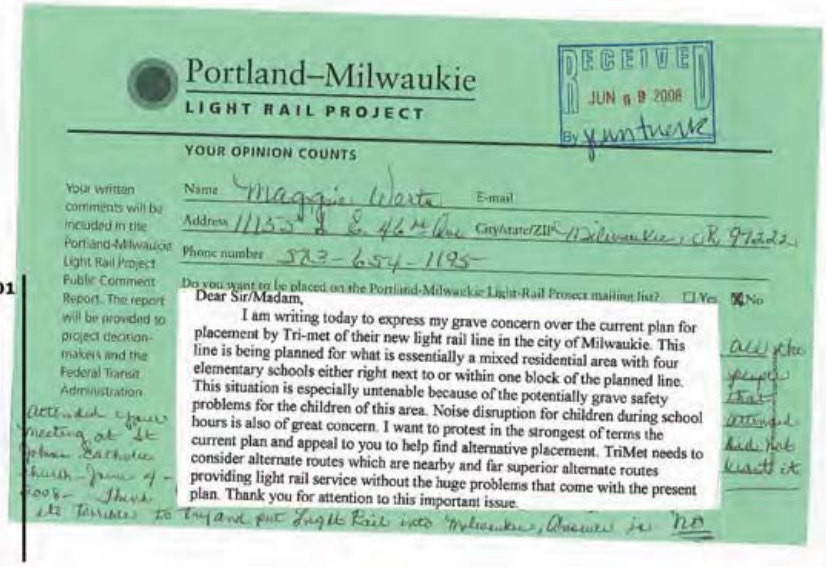
A light rail service to Milwaukie is needed, but am genuinely surprised at the proposed sight of Washington St and Railroad line. That location would cause a series of safety, congestion and environmental issues. Please reconsider Washington St + Railroad as a station site.

Metro | *People places. Open spaces.* www.oregonmetro.gov

I-247-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative includes a single Milwaukie station at SE Lake Road, and was endorsed by participating jurisdictions in summer 2008.

I-248-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
JUN 09 2008
By [illegible]

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name Maggie Warta E-mail
Address 11155 S.E. 46th Ave City/state/ZIP Milwaukie, OR 97222
Phone number 503-654-1195

Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☒ No

Dear Sir/Madam,

I am writing today to express my grave concern over the current plan for placement by Tri-met of their new light rail line in the city of Milwaukie. This line is being planned for what is essentially a mixed residential area with four elementary schools either right next to or within one block of the planned line. This situation is especially untenable because of the potentially grave safety problems for the children of this area. Noise disruption for children during school hours is also of great concern. I want to protest in the strongest of terms the current plan and appeal to you to help find alternative placement. TriMet needs to consider alternate routes which are nearby and far superior alternate routes providing light rail service without the huge problems that come with the present plan. Thank you for attention to this important issue.

Attended your meeting at St Johns Catholic Church June 4 - 2008 - Think its terrible to try and put Light Rail into Milwaukie, Answer is NO

all the people that attended did not want it

I-248-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

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schools, churches, and residences. The project's analysis directly considers existing conditions that include freight operations and those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the FEIS provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

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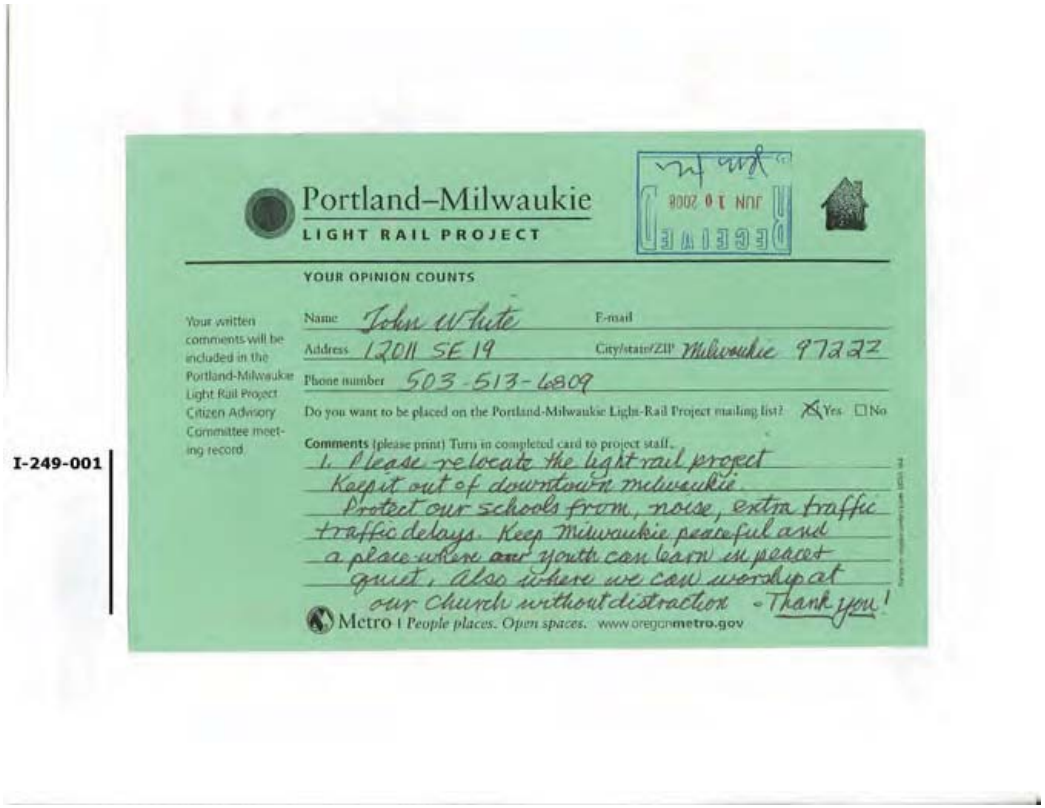

Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED JUN 10 2008

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name John White E-mail
Address 12011 SE 19 City/state/ZIP Milwaukie 97222
Phone number 503-513-6809
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☒ Yes ☐ No

Comments (please print) Turn in completed card to project staff.
1. Please relocate the light rail project
Keep it out of downtown Milwaukie
Protect our schools from, noise, extra traffic
traffic delays. Keep Milwaukie peaceful and
a place where our youth can learn in peace+
quiet, Also where we can worship at
our Church without distraction - Thank you!

Metro | People places. Open spaces. www.oregonmetro.gov

I-249-001

I-249-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

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Trans System Accounts - Public comments RE light rail Portland - Milwaukee

From: Karl Wingren <karl@wingren.com>
To: <trans@oregonmetro.gov>
Date: 5/20/2008 6:14 PM
Subject: Public comments RE light rail Portland - Milwaukee

I-250-001

I live in the neighborhood through which the route passes.

I pay lots of taxes.

No light rail.

None.

Stop it.

I don't want it.

I don't ride it

I won't ride it.

Stop taking my money for something I don't want.

I-250-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.

Trans System Accounts - milwaukie light rail

From: "Julie Wisner" <julie@sterling.net>
To: <trans@oregonmetro.gov>
Date: 6/11/2008 10:10 PM
Subject: milwaukie light rail

I-251-001

I am against putting light rail through downtown Milwaukie. I do not want it to come into downtown and disrupt the traffic patterns causing huge delays in traffic causing traffic to back up on all east and west streets when the train goes by. It is way too expensive. Milwaukie voted it down years ago. Milwaukie has a charm that will be ruined with a lightrail train running through it. The train should come to the southgate site at the north end of town and not come into Milwaukie. The train will bring crime, noise, congestion and reduce Milwaukie to a mere transfere station for a lightrail train. The physical size of the light rail cars is way too big for the small town scale of Milwaukie. They will look grossly out of place in our quaint city.
keep light rail out of downtown Milwaukie! We voted it down already!
Julie Wisner

I-251-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.

Chapter 4 provides updated information and details about the project's effects on traffic and parking in downtown Milwaukie and the mitigation commitments the project will make to avoid significant impacts.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right of way. The project will improve existing conditions by constructing safety fences, crossing gates and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as zee crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

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The Final EIS Section 3.10 and its accompanying Noise and Vibration Results Report provides updated information and details about the

project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as schools, churches and residences. The project's analysis directly considers existing conditions that include freight operations to those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades.

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The Refinement Study in 2007, due to concerns about the Tillamook Branch alignment through downtown Milwaukie, evaluated alignment options between Highway 224 and SE Lake Road along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project Purpose and Need.

Jenn Tuerk - Re: milwaukie light rail

From: "Julie Wisner" <julie@sterling.net>
To: "Jenn Tuerk" <Jenn.Tuerk@oregonmetro.gov>
Date: 6/17/2008 8:24 PM
Subject: Re: milwaukie light rail

I-252-001 **I need to add one more comment to my previous comments. I believe the City of Milwuakie's City council should put light rail up to a vote of the citizens of Milwaukie.**
We don't want light rail here. We have already voted it down twice. Now we have Metro and a handful of liberal spenders in City Government wasting our tax dollars on a light rail train only they want.

Why is City Council so afraid to put light rail up to a vote of the people of Milwaukie?
Is it because they know the majority rules? And they are not representing the majority.
Julie Wisner

----- Original Message -----

From: Jenn Tuerk
To: Julie Wisner
Sent: Monday, June 16, 2008 11:56 AM
Subject: Re: milwaukie light rail

Thank you for your interest in the Portland-Milwaukie Light Rail Project. Your comment will be included in the public record that is shared with project decision-makers and the Federal Transit Administration. The public comment period runs from May 9 to noon on June 23.

If you need an immediate response from our technical staff, please call Dana Lucero, Metro public involvement specialist, at 503-797-1755.

Sincerely,

Jenn Tuerk

Jenn Tuerk, Administrative Specialist
Planning
Metro
503-797-1756
jenn.tuerk@oregonmetro.gov

www.metro-region.org
Metro | People places. Open spaces.

I-252-001

The statewide referenda would have provided a source of local funding for the original South/North light rail project, but voters were not asked to approve or reject a specific light rail alignment. As described in Chapter 2 of the SDEIS and the FEIS, Metro and TriMet, working with FTA, the state, its local partners, and the region have since conducted an extensive public process leading to decisions to develop the South Corridor program in two phases. The South Corridor program includes the current Portland-Milwaukie light rail proposal as well as the I-205 and Downtown Transit Mall light rail improvements that are now in operation. The project development history, including decisions to move forward with the development of light rail in the South Corridor in two phases was extensively discussed in Chapter 2 of the SDEIS. The 2002 SDEIS for the South Corridor and the FEIS for the I-205/Portland Mall project provided information about the prior votes, and the votes are again presented in Appendix L of the current FEIS. It was also included in many of the background documents identified in the 2008 SDEIS.

From: Patty Wisner <chixdesign@sterling.net>
To: <trans@oregonmetro.gov>
Date: 6/23/2008 11:43 AM
Subject: PDX-MILWAUKIE LR PROJECT COMMENT
Attachments: Part.001; Light Rail TEST DRIVE.pdf; Part.003; Part.004

To Metro PDX-Milwaukie Light Rail Planning Dept.,

I am a long-term Milwaukie resident who has been extremely active as a local volunteer for over 15 years, serving on several citizen committees regarding Regional Center Planning in the mid-90's, Lake Road Neighborhood Chair for a number of years, and have served on the Design and Landmarks Commission for 11 years.

I am very well acquainted with the history of Light Rail Planning in Milwaukie–much more so than the average Milwaukie citizen and also most of those who have served recently to make decisions about Light Rail coming into Milwaukie and what the alignment should be.

I disagree strongly with the current plans and alignment for the following reasons:

MILWAUKIE DOES NOT WANT A DENSE, URBAN ENVIRONMENT, AND THEY HAVE THE RIGHT TO REFUSE IT.

I-253-001

1. In the recent past Milwaukie has voted NO on Light Rail. The population does not want it. Neither Milwaukie City Council, nor Metro have evidence that the majority of the population are in favor of this Line coming through Milwaukie.

   This project should rightly go before a vote of the people since public money funds this project, we deserve a voice in how tax dollars are spent.

   Also, I'm very aware that this Line is meant to serve more riders than those just in the Milwaukie area. This is a regional plan and decision, not just a local Milwaukie decision. But, it does drastically and permanently change in a negative way, how residents live and travel in Milwaukie. The current, preferred alignments are repeating the same mistakes in planning as those from the 1990's, which bring the train too close to schools and quiet residential neighborhoods.

   Milwaukie is an older community, very built-out

I-253-001

The statewide referenda would have provided a source of local funding for the original South/North light rail project, but voters were not asked to approve or reject a specific light rail alignment. As described in Chapter 2 of the SDEIS and the FEIS, Metro and TriMet, working with FTA, the state, its local partners, and the region have since conducted an extensive public process leading to decisions to develop the South Corridor program in two phases. The South Corridor program includes the current Portland-Milwaukie light rail proposal as well as the I-205 and Downtown Transit Mall light rail improvements that are now in operation. The project development history, including decisions to move forward with the development of light rail in the South Corridor in two phases was extensively discussed in Chapter 2 of the SDEIS. The 2002 SDEIS for the South Corridor and the FEIS for the I-205/Portland Mall project provided information about the prior votes, and the votes are again presented in Appendix L of the current FEIS. It was also included in many of the background documents identified in the 2008 SDEIS.

with established neighborhoods. Residents live here for very specific reasons—often citing the quiet small town feel so foreign to urbanized Portland. They also state they don't like Portland's density, traffic, and urban environment, therefore they choose to live in Milwaukie.

The majority of Milwaukie residents have not lobbied METRO or Milwaukie City Council to request that this small town residential community be forever altered and changed into a crowded, high-density urban housing project, which Light Rail is meant to create. I'M WELL AWARE LIGHT RAIL IS "MARRIED TO" HIGH DENSITY URBAN PLANNING & DEVELOPMENT, I'm no fool about this. Most of local citizens are ignorant of this link between the two, they don't realize the type of rezoning and construction which will rapidly happen with a Light Rail train.

I-253-002

Milwaukie has an award winning Downtown Design Plan which can evolve and be constructed WITHOUT the presence of Light Rail. The presence of Light Rail will negatively alter the way our downtown redevelops if the alignment is built along the Tillamook corridor in the present options.

I-253-003

2. TRAFFIC DISRUPTION FOR MILWAUKIE'S EAST-WEST TRAVELERS IS TOO GREAT

The current proposed alignment cuts across all of our Eastbound-Westbound collector streets which move the local population each day. Frequent trains stopping traffic on all of our E-W streets from Harrison to Lake Road will daily gridlock our morning and evening commuters, school buses, emergency response vehicles, etc.

I have attached a PDF doc., a plan I sent to Milwaukie City Council in early May 2008 proposing a Test Study of traffic impacts on these streets simulating Light Rail trains tying up traffic due to their frequency and blockage. To my knowledge, no one has acted on this proposal—I strongly believe it should be done.

I-253-002

Thank you for expressing your concerns. The vision of the Milwaukie Downtown and Riverfront Plan calls for more intensive development than currently exists. This growth is planned, allowed by current zoning, and will occur with or without light rail.

The light rail project relies on existing zoning to estimate future growth, but the scope of the project does not include rezoning or redevelopment proposals. However, fixed-rail projects are known to stimulate more intense development or redevelopment where the zoning allows. The City of Milwaukie and the City of Portland set the zoning for their respective communities based on the regional need for housing and employment capacity outlines in the Urban Growth Report and 2040 Regional Plan. No specific changes are proposed in the SDEIS or the FEIS. Any potential changes to zoning or to comprehensive plan designations would be required to go through the local jurisdictions land use judicial or quasi-judicial land use approval process.

In a concurrent project during the same time as the SDEIS, Metro, TriMet, and their partners conducted a station area assessment to help maximize the ability of the light rail project to help support the region's existing goal for livable communities. The "*Portland to Milwaukie LRT Station Area Best Practices Assessments and Recommendations Report*" (Draft, September 2009) has recommended actions for some of the proposed light rail station areas. The recommendations of this assessment act only as guidance. Local governments control the decisions about land use, including zoning and specific development approvals.

I-253-003

Queuing of vehicles at the light rail crossings at SE Monroe Street and SE Washington Street were not reported in the SDEIS. However, the FEIS looks at queuing at these locations and SE Harrison Street in

Milwaukie Light Rail Test Drive Project

Proposed by Patty Wisner
Milwaukie Resident

What:

Conduct an on-site study of traffic impacts caused by Northbound/Southbound light rail trains traveling along the proposed Tillamook alignment in downtown Milwaukie.

Milwaukie City Staff will conduct a Monday through Friday on-site study during morning and evening peak rush hours stopping traffic at S.E. Harrison, S.E. Monroe, S.E. Washington, and S.E. Lake Road to mirror the frequency, duration, and timing of stop lights/light rail crossings of light rail trains traveling in both directions across these streets at peak rush hour times: 7 a.m. to 9 a.m. and 4 p.m. to 6:30 p.m. for five straight days minimum.

Why:

No one on City Council, city staff, Metro, Tri-Met, the business community, the school district or local residents have any first-hand, eye-witness experience with the impacts of frequently stopping traffic during rush hours on these major east–west collector streets used for thousands of car, bus, and truck trips a day. No one knows if the operation of light rail will cause serious negative impacts to drivers of all types as well as traffic backups on McLoughlin Blvd., Hwy 224, or neighborhood streets intersecting these collector streets.

Since these streets are critical for the unimpeded daily travel of the local workforce, school buses, mail carriers, freight carriers, emergency vehicles, police, parents transporting students, shoppers, and service providers, it is imperative that an on-site simulation study as described in this document, be conducted and evaluated before the final recommendation and adoption of this proposed alignment.

This "Test Drive" simulation is a low-cost project using city staff, and city equipment. It is far less costly now to study the impacts or lack of impacts at this time than to wait until a billion dollar light rail system permanently disrupts the daily function of Milwaukie, and it's too late to do anything about fixing problems caused by frequent traffic stoppages and traffic back-ups.

Milwaukie has never experienced a physical obstruction like light rail which would frequently stop and delay travel on these high-use collector streets west of Hwy 224.

When:

Before the close of the 2008 school year. The study needs to include how the operation of light rail effects school buses using these collector streets. Completing the study while school is still in session allows the collected data to include impacts on school bus routes. The data can be evaluated before City Council deliberates on the final adoption of the light rail alignment.

How:

City staff researches a current light rail location (the observation area) which is similar to the Tillamook alignment crossing over S.E. Harrison, S.E. Monroe, S.E. Washington, and S.E. Lake Road. The observation area should have crossing streets of similar size as Milwaukie's above mentioned collector streets—width, number of lanes etc. Blocks between streets should also be of similar size.

City staff should observe this light rail area during morning rush hour and evening rush hour. Staff should time and record the elapsed time from when the stop lights stop traffic while waiting for an approaching light rail train, to the entire length of time it takes for the train to clear the intersection and the traffic light turns green for vehicles to proceed. Staff should record the frequency of how often this stoppage happens when trains are traveling inbound and outbound during peak rush times.

GO TO BACK

downtown Milwaukie along with the average delay per vehicle in the PM peak hour, when the most light rail trains will be crossing these streets. It is estimated that in 2030 the average delay on SE Washington Street and SE Monroe Street is between 6 seconds and 12 seconds during the PM peak hour. By federal regulation the gates at the crossings are down (including the time it takes for the gates to come down and go back up) for a total of 50 seconds.

SR
6/23/08

How (cont.): Staff should use the average speed of the train and the frequency and duration of each train traveling in both directions to formulate a best guess estimate of how trains will travel between S.E. Harrison to S.E. Lake Road in both directions to set the schedule for stopping and delaying traffic on all four streets during each trip of each train which would service Milwaukie during rush hours for this simulation study.

Once this timing has been determined, Staff will plan the type of signage needed on each of the four collector streets informing drivers they will be stopped temporarily, staff will also plan the number of flaggers needed (two for each street), also how many staff are needed to record data and use video cameras. Staff could also enlist the help of local neighborhood volunteers and high school students interested in community service. Traffic backups should be noted, especially if traffic is backing up in excess of one quarter-to-one half mile or more from the proposed light rail alignment.

Staff will be stationed at all four collector streets to record the amount of cars stopped (in each direction) at each time the flaggers stop traffic to simulate each train traveling in either direction. Staff will record whether traffic backs up on adjacent streets and highways. Staff can also video significant backups or driver behaviors such as road rage.

The study will be conducted for a minimum of five consecutive days during peak morning and evening rush hours. Staff will collect data, evaluate it and present findings to the City Council, Planning Staff and key decision makers.

This study will require the use of the following equipment:

Flagger Signs for Stop and Slow.
Walkie-talkies
Video cameras
laptop computers
Paper and Pen
Road Signage to denote change in traffic pattern

Optional: A driver response form handed to drivers stopped in traffic to gather driver's opinion of being stopped everyday from light rail trains. How will effected drivers really feel about this? They have a right to use the roads to get where they need to go, what is their reaction to building a permanent obstruction to their road usage in the form of light rail?

SOUND STUDY: The study could also include examining the decibel level of required light rail horns and bells at each collector street crossing. Staff would have to research what would be involved in a study to use sound equipment to create accurate sound levels of light rail warnings at each crossing during rush hours.

June 16, 2008

RECEIVED
JUN 17 2008
By

Mr. Mark Turpel, AICP
Portland-Milwaukie Light Rail Project
SDEIS Manager
Metro
600 NE Grand Avenue
Portland, OR 97232

Re: Comments on May 2008 SDEIS South Corridor Portland-Milwaukie Light Rail

Mr. Turpel,

Thank you for the opportunity to provide comments. I am resident of the Brooklyn Neighborhood, and have been for the past eight years. During that time, I have been active in community volunteer efforts in a variety of ways that have exposed me to some of the history and current needs of the neighborhood. After participating an open house in the fall of 2007, reading the current SDEIS, and bicycling nearby the proposed route from the east bank to SE Bybee Boulevard, I have some thoughts to share.

In general I have been one voice of many in the neighborhood to welcome light rail as an alternative to additional roadway improvements of the type that have detracted from the livability of the neighborhood in the past. (Please see the Brooklyn Neighborhood Development Highlights Sheet attached for reference.) The neighborhood goal to support light rail has not changed much since the 1991 Neighborhood Plan was adopted including support for "an eastside light rail line, with a station easily accessible from Brooklyn, which does not harm quality of life, and does not further restrict Brooklyn's access to the Willamette River." The effectiveness of the light rail to meet those goals, with mitigation for the features that would otherwise have a negative effect on the neighborhood, depends a great deal on the development detail that must have been completed to some level to establish the alignments shown in the SDEIS, but is not published.

I-254-001

Page 3-40 in the SDEIS includes a Brooklyn paragraph summarizing the anticipated loss of vehicular traffic flow and convenience into/out of the neighborhood from 17th Ave, the loss of the commercial buffer between the light rail and some of the neighborhood's strongest housing fabric, and the undersupply of parking spilling into the neighborhood after the removal of street and off-street parking affected by the alignment. The paragraph goes on to say that "these effects would not be likely to change the overall character and function of the neighborhood." The changes proposed in the SDEIS have the same potential to have a very great negative effect on the neighborhood as transportation improvements in the past. The neighborhood has not completely

I-254-001

Thank you for your comment. TriMet is concerned about the impacts of removing the commercial buildings on the west side of SE 17th Avenue on the residences to the west. Commitments regarding landscaping and other measures to mitigate for the impacts were developed for the FEIS and will be explicitly stated in the Record of Decision.

I-254-001 recovered decades later from past improvements, and a high level of care is needed for detailing of buffer and mitigation conditions for the light rail proposed.

I imagine each of the home owners and renters within about 2 blocks of the light rail alignment along 17th Ave. will appreciate the visual, vehicle and pedestrian circulation, sound, and landscape buffer opportunities for mitigation that are suggested during future open houses and steering committee meetings. And if you lived in one of those houses, I'm sure you would agree that every reasonable attempt should be made to maintain their current level of livability.

I-254-002 The parking overflow onto residential streets from Tri-Met off-street parking that is removed is as unacceptable as parking overflow from the drivers who will inevitably try and park in the neighborhood to catch the light rail into the city. A portion of the residences rely solely on street parking because the housing density does not provide for private driveways. I estimate that approximately half of the street parking is needed for neighborhood residents, and should be maintained via signage, residential parking permits or other creative means. Tri-Met can be a good neighbor by offering an internally-run shuttle from an alternate nearby off-street parking to replace the one removed by the proposed alignment.

I-254-003 Appendix G, Figure G.1-3 in the SDEIS shows clearly that the Brooklyn Neighborhood has a disproportionately large number of businesses affected by the proposed alignment. I appreciated the efforts in the fall 2007 open house to address the concerns of those property owners. Since such a long swath of businesses are affected along 17th Ave., it is particularly important to promote alternative sites for business growth around those stations where it is consistent with the goals of the station.

I-254-004 Mitigation of the effects of noise, vibration, light pollution, theft from added pedestrian traffic etc. can take many forms. Some of our neighborhood suggestions for mitigation may not seem to be directly mitigation, but rather as added amenity to offset detrimental effects on livability. I hope those suggestions are given careful thought. For example, Brooklyn has a large proportion of artists living in the neighborhood. A call for suggested screened art work on the station glazing (similar to some bus stops) would be well received by the neighborhood, and it may produce samples that fit within city guidelines and are helpful way-finding to identify stations and neighborhoods.

Thank you for your consideration,

Dawn Woods
1205 SE Reynolds St.
Portland, OR 97202

I-254-002

The LPA shows an impact to about 55 on-street parking spaces within 1,000 feet of the Holgate Boulevard Station, and an impact of about 110 off-street parking spaces at the TriMet employee parking lot on SE 17th Street.

The off-street parking lot is currently fully occupied and the loss of spaces due to the project would require mitigation. The Transportation Impacts Results Report suggests that potential parking management strategies be developed for off-street parking impacts on SE 17th, and consider other off-street parking locations for TriMet employee parking.

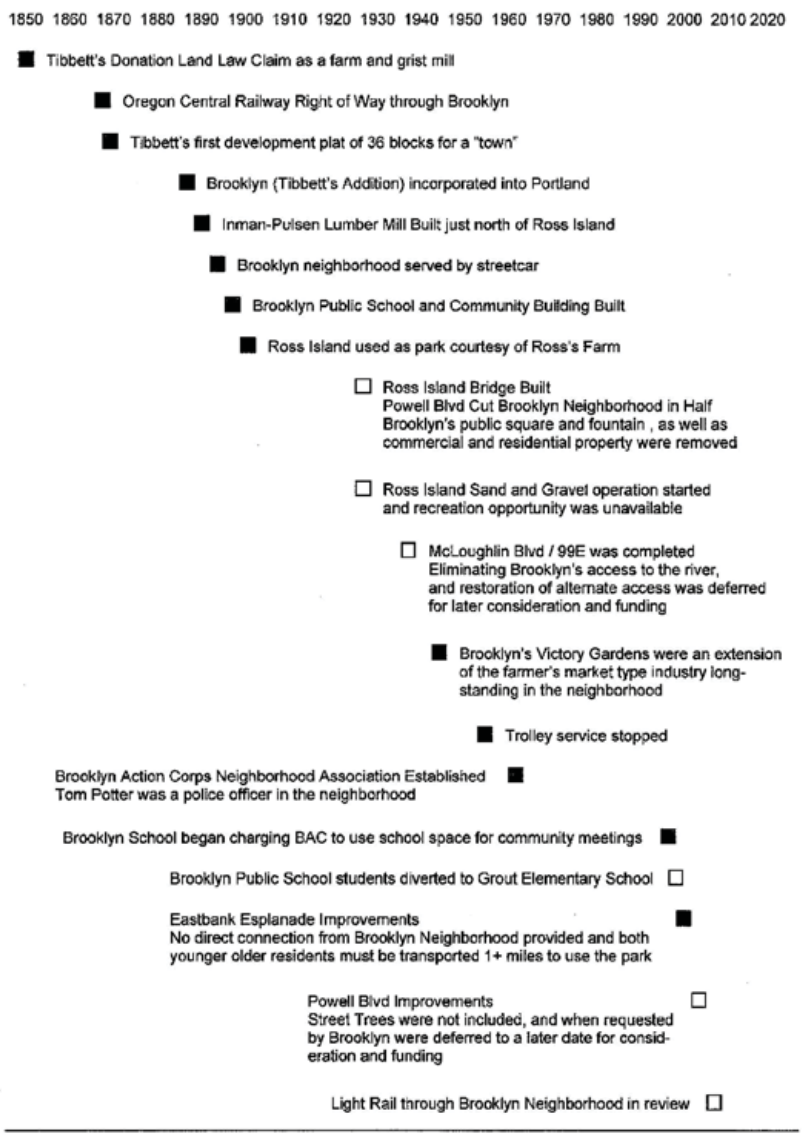
I-254-003

The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.

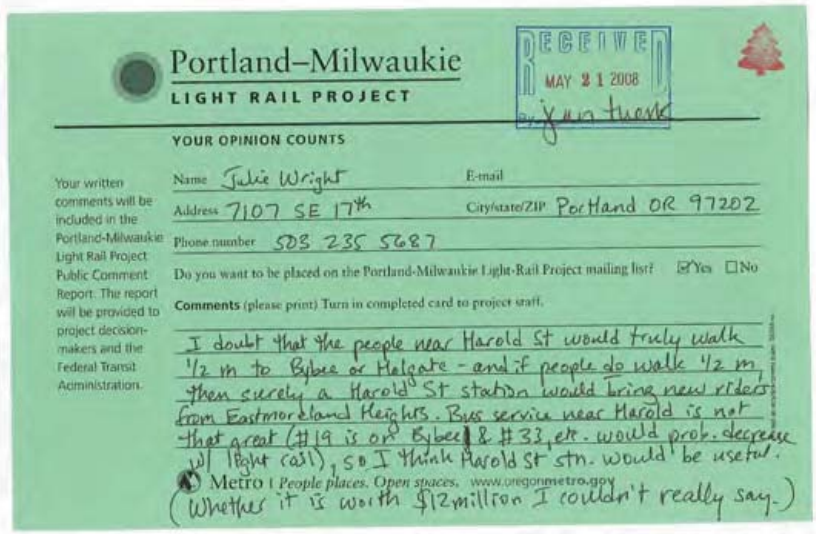
I-254-004

Thank you for your thoughtful suggestions for mitigation measures. TriMet will be considering these suggestions as part of the final design.

Brooklyn Neighborhood Development Highlights



I-255-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 21 2008
By jun thank

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name Julie Wright E-mail
Address 7107 SE 17th City/state/ZIP Portland OR 97202
Phone number 503 235 5687
Do you want to be placed on the Portland-Milwaukie Light Rail Project mailing list? ☑ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

I doubt that the people near Harold St would truly walk 1/2 m to Bybee or Holgate - and if people do walk 1/2 m, then surely a Harold St station would bring new riders from Eastmoreland Heights. Bus service near Harold is not that great (#19 is on Bybee & #33, etc. would prob. decrease w/ light rail), so I think Harold St stn. would be useful. (Whether it is worth $12 million I couldn't really say.)

Metro | People places. Open spaces. www.oregonmetro.gov

I-255-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

(6/3/2008) Trans System Accounts - Port-Milwaukie alignment Page 1

From: <lwyss@aol.com>
To: <trans@oregonmetro.gov>
Date: 5/7/2008 12:27 PM
Subject: Port-Milwaukie alignment

To whom it may concern:

I-256-001 I served on the TriMet Board for 9 years, 8 as chair, while the West Side was being planned.? In my opinion the most important and correct decisions we made were to base the alignment on getting the passengers from the far terminus to Portland's commercial center as fast as possible; the mistakes were bowing to pressure to do otherwise.? There will always be commercial and political interests hoping to profit from changes in the alignment which may be convenient for a few potential riders at the expense of driving away the majority who want swift and simple point-to-point operations.? Also we were not as good on safety and fare inspections as what is now necessary to keep the public's confidence.? Since TriMet's financial adequacy is in the long run dependent upon its popularity and overall reputation you must ensure your decisions reflect public needs.

Loren L. Wyss
Wyss Foundation

I-256-001

Thank you for submitting your comments for consideration. During the design phase, the project has continued to consider speed in order to provide high quality and competitive service to attract riders - especially given federal funding requirements considering ridership and project cost are carefully weighed by the Federal Transit Administration before considering project funding.

While there are some portions of the alignment where speeds are not at maximum levels, these instances are ones where conditions are not optimal for the highest light rail transit speeds. For example, during school hours the light rail trains will operate at lower speeds near schools than other times. Further, designs such as the elevated segments over SE McLoughlin Boulevard help ensure that not only are intersection crossings fast, they are safe. In addition, by including a new bridge over the Willamette River, access to the Portland Central City from north Clackamas County and other points along the alignment will be much faster than if the alignment used an existing bridge.

Safety and security are very important to the Project. Chapter 3.16 includes a description of the safety and security actions to be taken to address riders and potential rider concerns.

Trans System Accounts - South corridor light rail

From: "Susan ZEILER" <szanddz@msn.com>
To: <trans@metro-region.org>
Date: 5/21/2008 9:08 PM
Subject: South corridor light rail

We are writing to voice our opposition to the south corridor light rail project which would run approximately 1/4 mile from our home. There is currently bus service where the new line would run, yet cars still clog McLoughlin Blvd northbound every morning. Why? Because no matter how

I-257-001 much public transit there is, people will always rely on their personal vehicles. I see busses that are less than 1/2 full during rush hours. I pass 3 Park and Ride lots each morning and not one is ever full. If people don't ride the already available busses, what makes you think they'll ride the train?

I-257-002 We've also seen WAY too many stories lately in the media about the lack of security on the existing Max lines. How would the new line be different? TriMet can't keep the current lines secure, so how are they going to keep additional lines secure? The Milwaukie Police department can't even manage to curtail the drug activity or speeders on my street, so don't tell me that they're going to step up and help. If TriMet can't hire more security for the existing lines, where will they get the money for security for the new line?

I-257-003 The City of Milwaukie is focusing on reducing the amount of vehicular traffic and trying to increase pedestrian traffic in the downtown area. How does adding Park and Ride lots fit in to that plan? If the city doesn't want it's own residents parking downtown to do their shopping already, why would they want people to park their cars all day when they're at work (and not bringing dollars to local merchants)? Encouraging light rail (with park and rides) seems a little contradictory to the City's plans thus far.

I-257-004 Instead of wasting precious dollars on mass transit that the masses won't use, how about improving the roadways and making things more efficient to reduce rush-hour gridlock for the true masses? How about fixing the Sellwood Bridge before it collapses and causes REAL problems for commuters crossing the Willamette?

Susan and Doug Zeiler
Milwaukie residents

I-257-001

Thank you for submitting your comments for consideration. Light rail was the chosen mode for this corridor because of its improved reliability and travel times compared to bus, among other reasons. The addition of a reliable rail option in the corridor provides people with the choice of avoiding traffic on SE McLoughlin Boulevard.

I-257-002

Based on TriMet's experience with its existing system and on national information, crime levels along light rail project corridors are typically closely related to the existing crime conditions that prevail in the surrounding community. TriMet uses a combination of design, public education, and operations measures to lower the potential for crime and to minimize potential conflicts among trains, people, and other vehicles.

TriMet's Transit Police Division (TPD) is made up of contracted law enforcement officers from police agencies in the region. The TPD currently consists of 58 sworn officers, and an additional 30 TriMet staff members are dedicated to checking fares and issuing warnings, citations, and exclusions for riders without a valid fare. Another 46 TriMet supervisors check fares as a part of their daily duties. The TriMet Code includes penalties for fare evasion and rowdy or intimidating behavior on the system. Riders can also be immediately excluded from the system for up to six hours, and can receive longer exclusion periods of up to 90 days. Juvenile detention allows for a safety hold of up to 36 hours for repeat offenders violating the TriMet code or engaged in certain criminal activity, so that officials can work with the youths and their families to stop the activity.

These officers, TriMet's Director of Safety and Security, and the TPD commander meet regularly with various community members, law enforcement agencies, and security partners to evaluate issues and collaborate on solutions. The agency also has an established transit rider

security program that combines TriMet enforcement with public safety resources from other jurisdictions.

See Section 3.16 for more information on safety and security.

I-257-003

In the FEIS, the Locally Preferred Alternative (LPA) terminates at Park Avenue and has no park-and-ride lot in downtown Milwaukie. The Minimum Operable Segment (MOS) has a 275-space park-and-ride lot near the Lake Road Station in downtown Milwaukie. FTA requires that projects seeking federal funds identify interim or shorter sections that could be implemented if funding is not available for the full length project.

I-257-004

The light rail project has been identified as a regional priority since the mid-1990s. Roadway or other bridge improvements are not within the scope of the Portland-Milwaukie Light Rail Project.

From: "Joseph Zipagang" <jzipagan@standard.com>
To: "trans@oregonmetro.gov" <'trans@oregonmetro.gov'>
Date: 6/2/2008 10:22 AM
Subject: Harold Street Light Rail Station

I-258-001

I ask that you please support the Harold Light Rail Station. I live in the Sellwood/Westmoreland area and this would make the commute to work very convenient.

Thanks,
Joseph

I-258-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative (LPA) for the light rail project was endorsed by participating jurisdictions in summer 2008. The LPA will accommodate a future station at Harold Street. Most of the station area is within 1/2 mile of either the Bybee or Holgate stations, and most riders could currently be served by the existing #19 or other bus routes, which will have increased reliability and decreased travel times with the new Willamette River bridge. See Chapter 2 of the Final Environmental Impact Statement for more information.

As a part of future area planning processes conducted in coordination with the City of Portland, ridership, cost effectiveness, alternative funding sources, land use, zoning, infrastructure (including a pedestrian bridge), and bus routing options that would support a station at Harold Street will be evaluated.

I-259-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
JUN 04 2008
By [illegible]

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name RON RASCH E-mail

Address 2734 SE LAKESIDE DR. City/state/ZIP MILWAUKIE, OR 97222

Phone number

Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☒ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

BYPASS MILWAUKIE

Metro | People places. Open spaces. www.oregonmetro.gov

I-259-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the Final Environmental Impact Statement (FEIS) provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published in May 2008, also discussed this on pages 2-35 through 2-41.

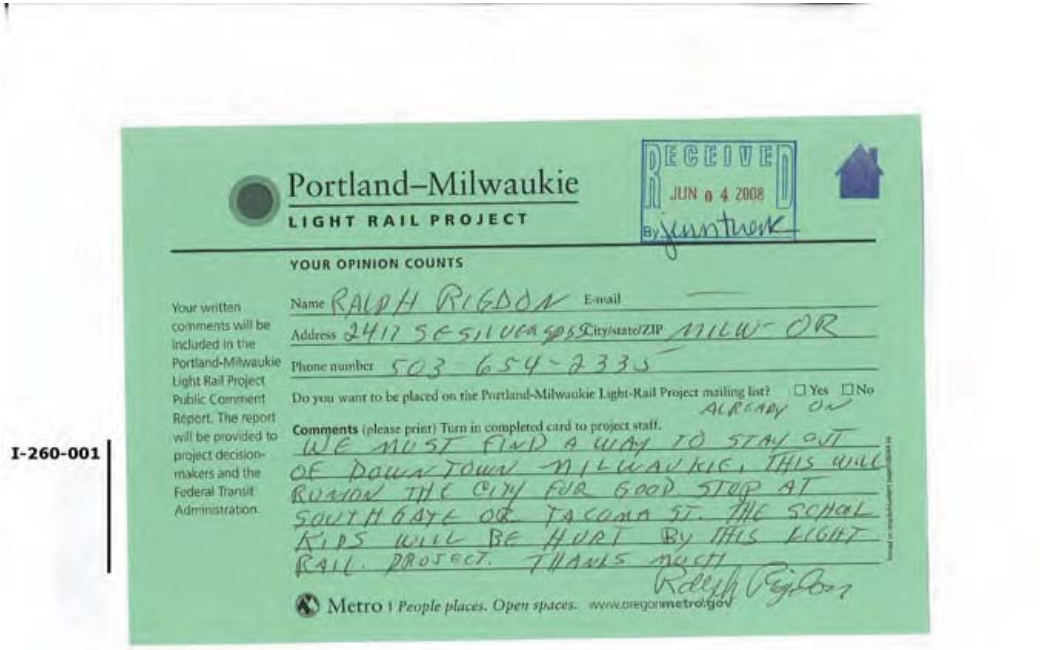
Previous studies covering the project corridor include:

- South/North Alternatives Analysis, 1993-1998
- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002

In addition to the discussion in SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

The Refinement Study in 2007 evaluated alignment options between Highway 224 and SE Lake Road along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 were held. The evaluation based on project criteria resulted in elimination of the McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-

Milwaukie Light Rail Project's Purpose and Need. Results of the refinement study may be found in Downtown Milwaukie Alignments Review (June 2007, August 2007) and are summarized in Chapter 2 and Appendix L of the SDEIS and FEIS.



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
JUN 04 2008
By

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name RALPH RIGDON E-mail
Address 2417 SE SILVER City/state/ZIP MILW OR
Phone number 503 654-2335
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☐ No ALREADY ON

Comments (please print) Turn in completed card to project staff.
WE MUST FIND A WAY TO STAY OUT OF DOWNTOWN MILWAUKIE. THIS WILL RUIN THE CITY FOR GOOD. STOP AT SOUTHGATE OR TACOMA ST. THE SCHOOL KIDS WILL BE HURT BY THIS LIGHT RAIL PROJECT. THANKS MUCH
Ralph Rigdon

Metro | People places. Open spaces. www.oregonmetro.gov

I-260-001

I-260-001

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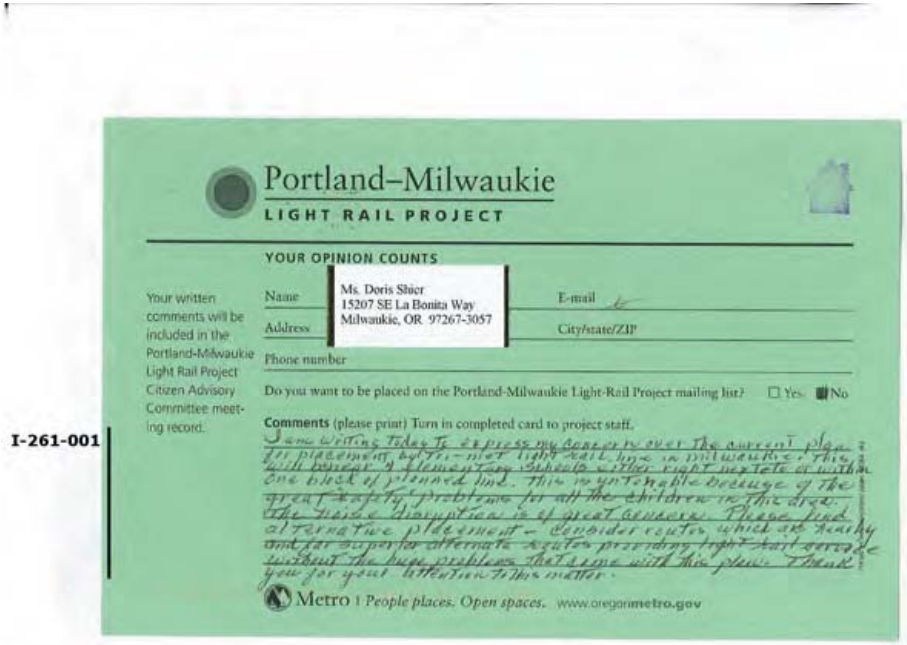
The Refinement Study in 2007 evaluated alignment options between Highway 224 and SE Lake Road along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 were held. The evaluation based on project criteria resulted in elimination of the McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-

Milwaukie Light Rail Project Purpose and Need. Results of the refinement study may be found in Downtown Milwaukie Alignments Review (June 2007, August 2007) and are summarized in Chapter 2 and Appendix L of the SDEIS and FEIS.



Portland–Milwaukie
LIGHT RAIL PROJECT

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name: Ms. Doris Shier
Address: 15207 SE La Bonita Way
Milwaukie, OR 97267-3057
E-mail
City/state/ZIP
Phone number

Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ■ No

Comments (please print) Turn in completed card to project staff.

I-261-001

Jam writing today to express my concern over the current plan for placement of the light rail line in Milwaukie. This will impact 4 elementary schools either right next to or within one block of planned line. This is unfeasible because of the great safety problems for all the children in the area. The Heise Alignment is of great concern. Please find alternative placement - consider routes which are nearby and far superior to alternate routes providing light rail service without the huge problems that come with this plan. Thank you for your attention to this matter.

Metro | People places. Open spaces. www.oregonmetro.gov

I-261-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

The FEIS Section 3.10 and its accompanying Noise and Vibration Results Report provide updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as

schools, churches, and residences. The project's analysis directly considers existing conditions that include freight operations and those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the FEIS provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

Previous studies covering the project corridor include:

- South/North Alternatives Analysis, 1993-1998
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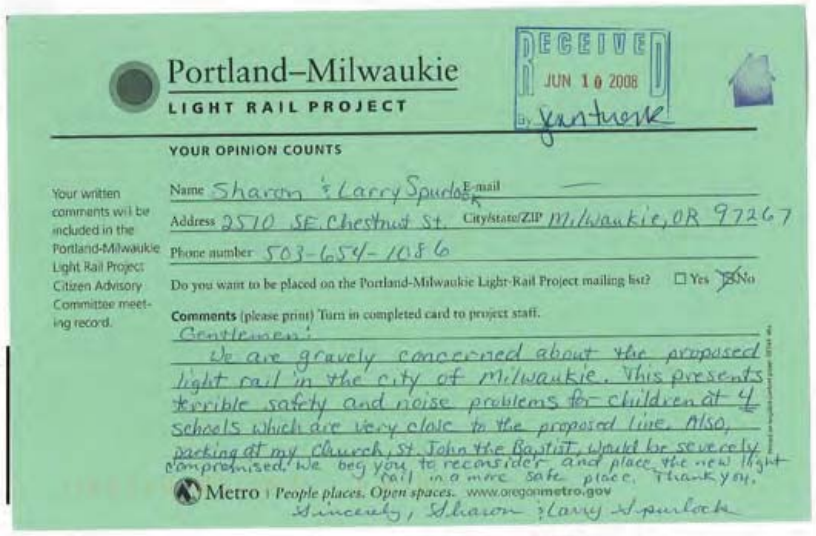
I-262-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
JUN 10 2008
By [illegible]

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name Sharon & Larry Spurlock E-mail —
Address 2510 SE Chestnut St. City/state/ZIP Milwaukie, OR 97267
Phone number 503-654-1086
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☒ No

Comments (please print) Turn in completed card to project staff.

Gentlemen:
We are gravely concerned about the proposed light rail in the city of Milwaukie. This presents terrible safety and noise problems for children at 4 schools which are very close to the proposed line. Also, parking at my Church, St. John the Baptist, would be severely compromised. We beg you to reconsider and place the new light rail in a more safe place. Thank you.
Sincerely, Sharon & Larry Spurlock

Metro | People places. Open spaces. www.oregonmetro.gov

I-262-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

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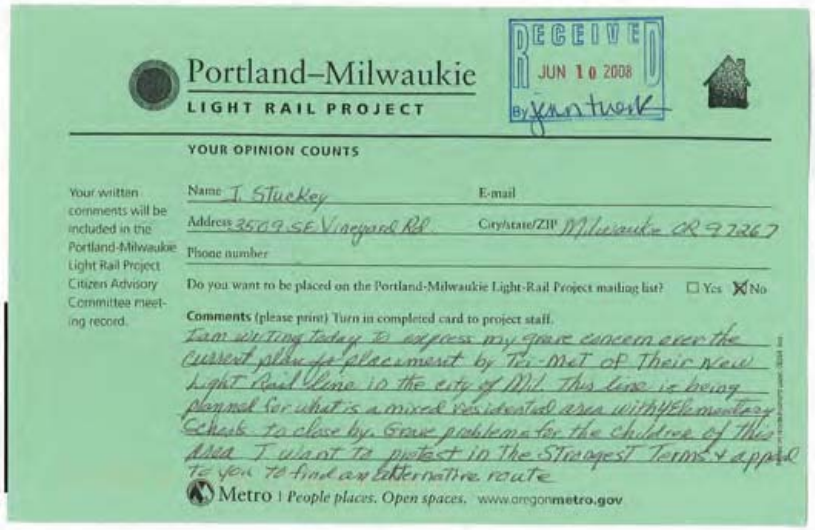

Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
JUN 10 2008
By Jan Turk

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name T. Stuckey E-mail
Address 3509 SE Vineyard Rd City/state/ZIP Milwaukie OR 97267
Phone number
Do you want to be placed on the Portland-Milwaukie Light Rail Project mailing list? ☐ Yes ☒ No

Comments (please print) Turn in completed card to project staff.
I am writing today to express my grave concern over the current plan for placement by Tri-Met of their New Light Rail Line in the city of Mil. This line is being planned for what is a mixed residential area with Elementary Schools to close by. Grave problems for the children of this area. I want to protest in the strongest terms & appeal to you to find an alternative route

Metro | People places. Open spaces. www.oregonmetro.gov

I-263-001

I-263-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

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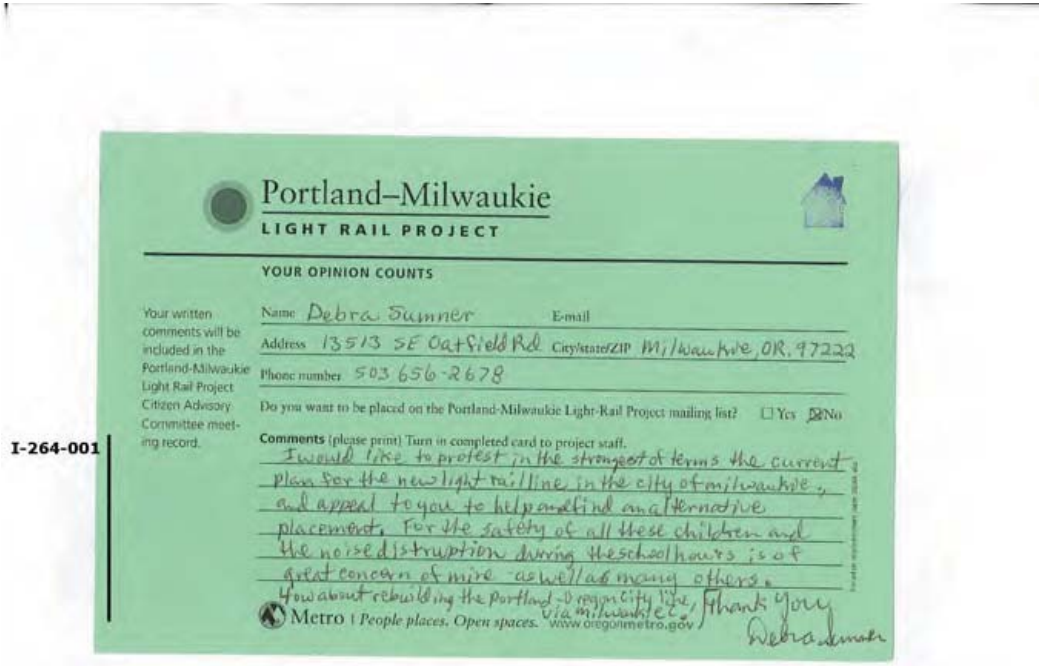

Portland–Milwaukie
LIGHT RAIL PROJECT

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name Debra Sumner E-mail
Address 13513 SE Oatfield Rd City/state/ZIP Milwaukie, OR. 97222
Phone number 503 656-2678
Do you want to be placed on the Portland-Milwaukie Light Rail Project mailing list? ☐ Yes ☒ No

I-264-001

Comments (please print) Turn in completed card to project staff.
I would like to protest in the strongest of terms the current plan for the new light rail line in the city of Milwaukie, and appeal to you to help me find an alternative placement. For the safety of all these children and the noise distruption during the school hours is of great concern of mine as well as many others.
How about rebuilding the Portland-Oregon City line, via Milwaukie?
Thank you
Debra Sumner

Metro | People places. Open spaces. www.oregonmetro.gov

I-264-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

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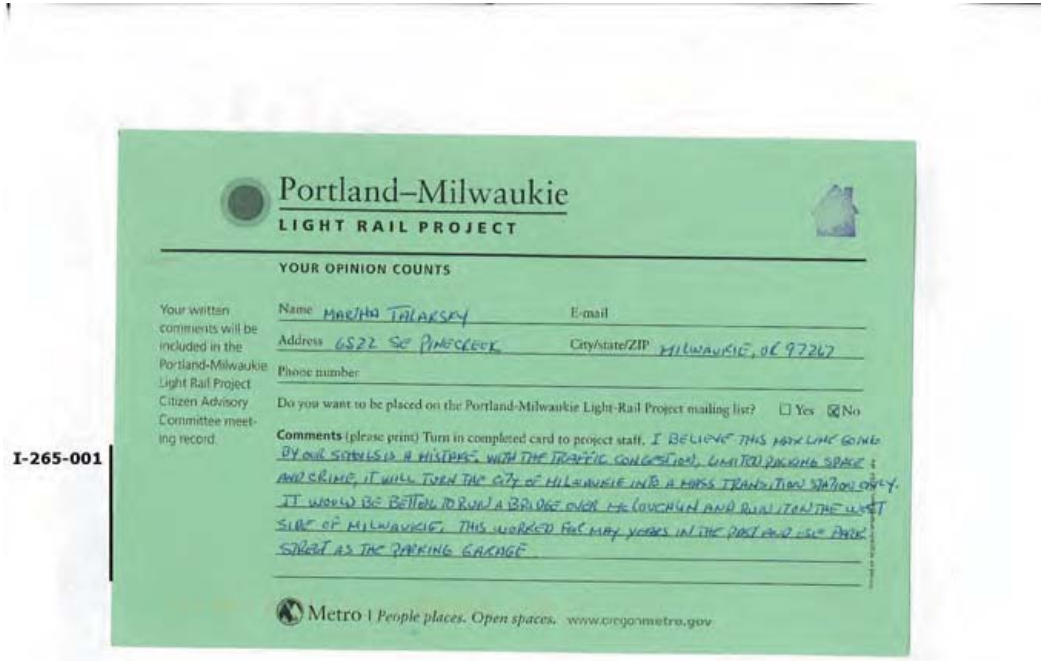

Portland–Milwaukie
LIGHT RAIL PROJECT

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name MARTHA TALARSKY E-mail

Address 6522 SE PINECREEK City/state/ZIP MILWAUKIE, OR 97267

Phone number

Do you want to be placed on the Portland-Milwaukie Light Rail Project mailing list? ☐ Yes ☒ No

Comments (please print) Turn in completed card to project staff. I BELIEVE THIS NEW LINE GOING BY OUR SCHOOLS IS A MISTAKE. WITH THE TRAFFIC CONGESTION, LIMITED PARKING SPACE AND CRIME, IT WILL TURN THE CITY OF MILWAUKIE INTO A MASS TRANSITION STATION ONLY. IT WOULD BE BETTER TO RUN A BRIDGE OVER MCLOUGHLIN AND RUN IT ON THE WEST SIDE OF MILWAUKIE. THIS WORKED FOR MANY YEARS IN THE PAST AND USE PARK STREET AS THE PARKING GARAGE

Metro | People places. Open spaces. www.oregonmetro.gov

I-265-001

I-265-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.

Chapter 4 provides updated information and details about the project's effects on traffic and parking in downtown Milwaukie and the mitigation commitments the project will make to avoid significant impacts.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right of way. The project will improve existing conditions by constructing safety fences, crossing gates and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as zee crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-aged children near the Westside Express Service Commuter Rail line. See Section 3.16 for more detailed information about safety.

The Final EIS Section 3.10 and its accompanying Noise and Vibration Results Report provides updated information and details about the

project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as schools, churches and residences. The project's analysis directly considers existing conditions that include freight operations to those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades.

The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the Final Environmental Impact Statement (FEIS) provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

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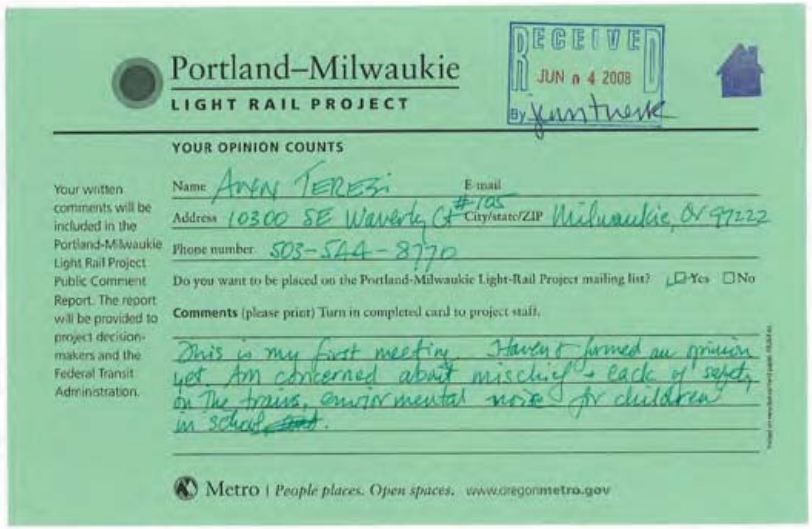

Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
JUN 04 2008
By

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name ANN TERESI E-mail
Address 10300 SE Waverly Ct #105 City/state/ZIP Milwaukie, OR 97222
Phone number 503-344-8770
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☑ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

This is my first meeting. Haven't formed an opinion yet. Am concerned about mischief, lack of safety on the trains, environmental noise for children in school ~~and~~.

Metro | People places. Open spaces. www.oregonmetro.gov

I-266-001

I-266-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

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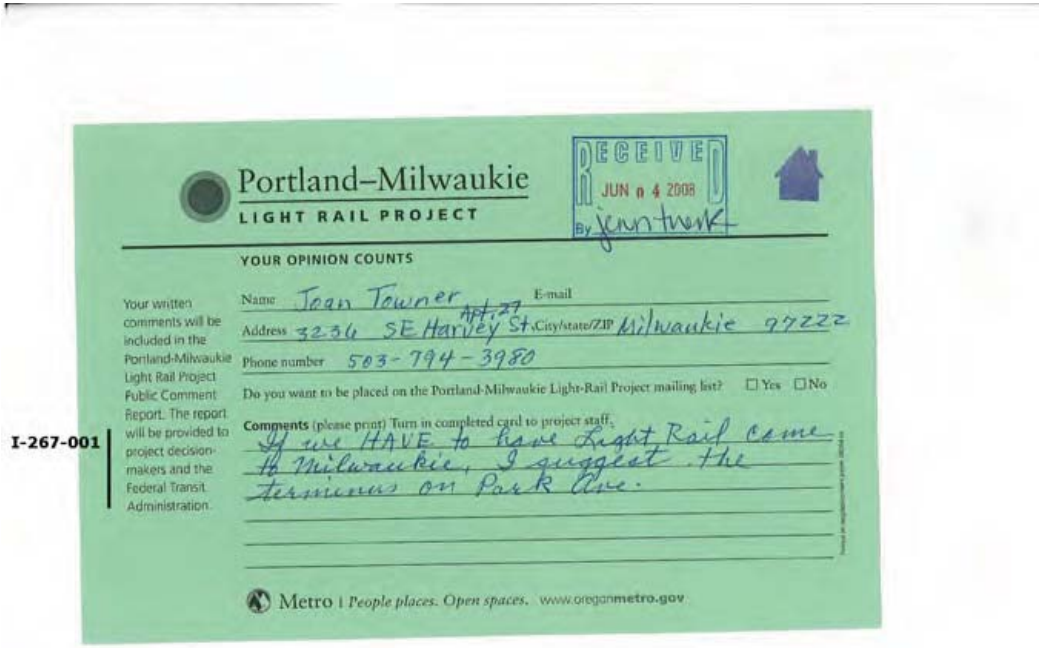


Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
JUN 04 2008
By jean trenk

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name Joan Towner E-mail
Address 3236 SE Harvey St Apt. 27 City/state/ZIP Milwaukie 97222
Phone number 503-794-3980
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☐ No

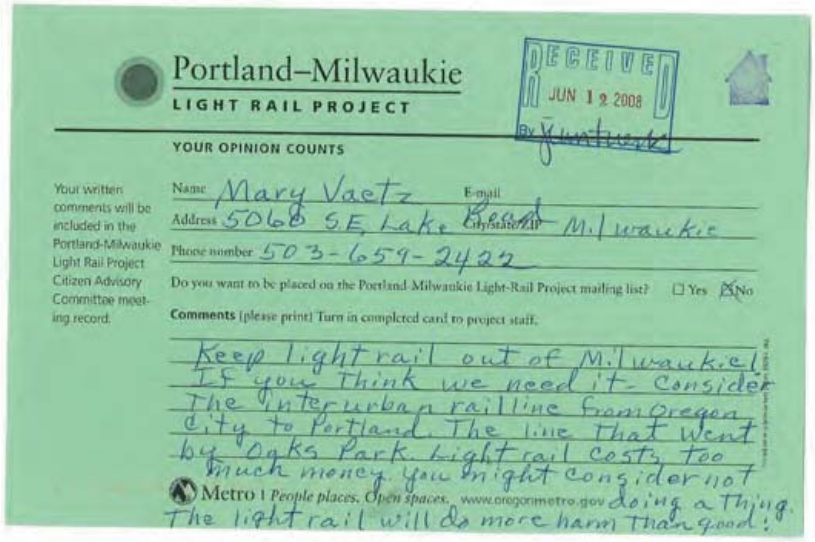
I-267-001

Comments (please print) Turn in completed card to project staff.
If we HAVE to have Light Rail come to Milwaukie, I suggest the terminus on Park Ave.

Metro | People places. Open spaces. www.oregonmetro.gov

I-267-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project includes a terminus at Park Ave.



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
JUN 12 2008
By

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name Mary Vaetz E-mail
Address 5060 S.E. Lake Road City/State/ZIP Milwaukie
Phone number 503-659-2422
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☒ No

Comments (please print) Turn in completed card to project staff.

Keep light rail out of Milwaukie! If you think we need it- Consider The Interurban railline from Oregon City to Portland. The line that went by Oaks Park. Light rail costs too much money. You might consider not doing a Thing. The light rail will do more harm than good!

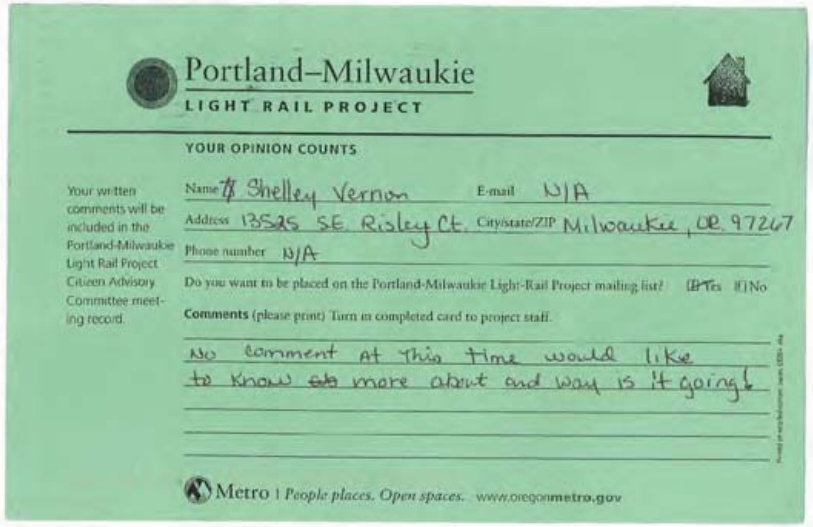
Metro | People places. Open spaces. www.oregonmetro.gov

I-268-001

I-268-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.

I-269-001



Portland–Milwaukie
LIGHT RAIL PROJECT

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name Shelley Vernon E-mail N/A
Address 13525 SE. Risley Ct. City/state/ZIP Milwaukie, OR. 97267
Phone number N/A
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? (X) Yes ( ) No

Comments (please print) Turn in completed card to project staff.

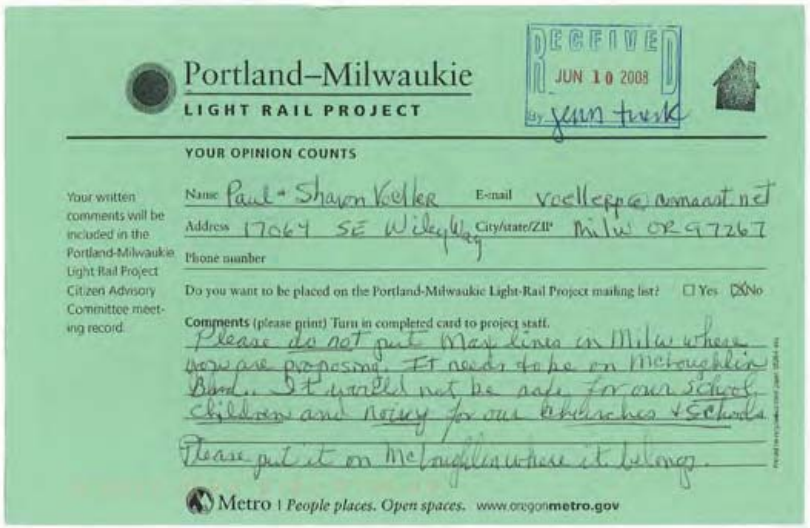
No comment At this time would like to know ~~ab~~ more about and way is it going?

Metro | People places. Open spaces. www.oregonmetro.gov

I-269-001

Thank you for submitting your comments for consideration. The light rail project was endorsed by participating jurisdictions in summer 2008. Project updates, materials, and community participation information are available at the Portland-Milwaukie Light Rail Project web site, www.trimet.org/pm.

I-270-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
JUN 10 2008
By Jean Frisk

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name Paul + Sharon Koelker E-mail koellepp@comcast.net
Address 17064 SE Wiley Way City/state/ZIP Milw OR 97267
Phone number
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☒ No

Comments (please print) Turn in completed card to project staff.

Please do not put Max Line in Milw where you are proposing. It needs to be on McLoughlin Blvd. It would not be safe for our School children and noisy for our Churches + Schools

Please put it on McLoughlin where it belongs.

Metro | People places. Open spaces. www.oregonmetro.gov

I-270-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

The FEIS Section 3.10 and its accompanying Noise and Vibration Results Report provide updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as

schools, churches, and residences. The project's analysis directly considers existing conditions that include freight operations and those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the FEIS provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

Previous studies covering the project corridor include:

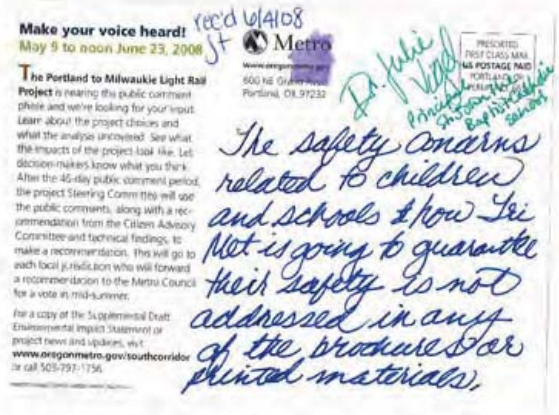
- South/North Alternatives Analysis, 1993-1998
- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002

In addition to the discussion in the SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

Because of concerns about the Tillamook Branch alignment through downtown Milwaukie, the Refinement Study conducted in 2007 evaluated alignment options between Highway 224 and SE Lake Road

along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the SE McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project's Purpose and Need.

I-271-001



Make your voice heard!
May 9 to noon June 23, 2008

rec'd 6/4/08 jt

Metro
www.oregonmetro.gov
600 NE Grand Ave
Portland, OR 97232

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The Portland to Milwaukie Light Rail Project is nearing the public comment phase and we're looking for your input. Learn about the project choices and what the analysis uncovered. See what the impacts of the project look like. Let decision-makers know what you think. After the 45-day public comment period, the project Steering Committee will use the public comments, along with a recommendation from the Citizen Advisory Committee and technical findings, to make a recommendation. This will go to each local jurisdiction who will forward a recommendation to the Metro Council for a vote in mid-summer.

For a copy of the Supplemental Draft Environmental Impact Statement or project news and updates, visit www.oregonmetro.gov/southcorridor or call 503-797-1756.

Dr. Julie Vail
Principal
St. John Bapt. Middle School

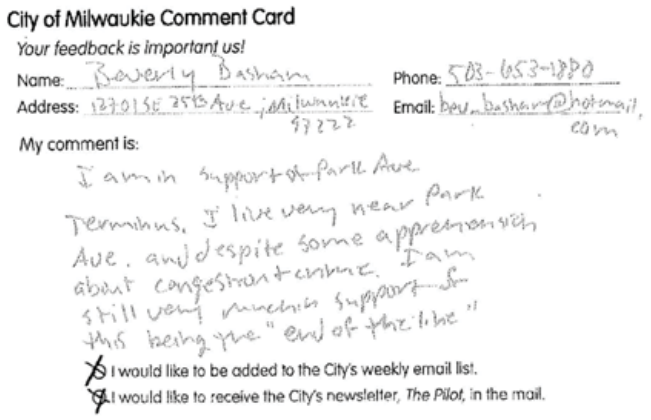
The safety concerns related to children and schools & how TriMet is going to guarantee their safety is not addressed in any of the brochures or printed materials.

I-271-001

Thank you for submitting your comments for consideration. The light rail alignment through downtown Milwaukie uses an existing, active railroad right-of-way. The project provides several features to help reduce potential conflicts with rail, compared to today, including constructing safety fences, crossing gates, improved visibility and sight distances, clearly established pedestrian zones and improved pedestrian facilities, and other safety treatments. All features will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include the programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 for more detailed information about safety.

I-272-001



City of Milwaukie Comment Card

Your feedback is important us!

Name: Beverly Basham Phone: 503-653-1880

Address: 13701 SE 25th Ave, Milwaukie 97222 Email: bev_basham@hotmail.com

My comment is:

I am in support of Park Ave Terminus. I live very near Park Ave. and despite some apprehension about congestion + crime. I am still very much in support of this being the "end of the line"

X I would like to be added to the City's weekly email list.

X I would like to receive the City's newsletter, *The Pilot*, in the mail.

I-272-001

Thank you for submitting your comments for consideration. The light rail project, including a terminus at SE Park Avenue, was endorsed by participating jurisdictions in summer 2008.

The Final Environmental Impact Statement addresses impacts and mitigation related to your areas of concern. For traffic information, see Chapter 4. Safety and security information is presented in Section 3.16.

June 18, 2008

Joseph Ossi
Department of Transportation
Federal Transit Administration, Office of Planning
400 7th Street, S.W.
Washington, DC 20590-0003

Dear Mr. Ossi,

I-273-001

I am writing with regard to the south-corridor Portland-Milwaukie Light Rail Project. I work in Milwaukie, Oregon for North Clackamas School District and my daughter also attends school in Milwaukie, near the proposed light rail line. I am writing to request that you prevent publication of the Supplemental Draft Environmental Impact Study (SDEIS) associated with this Light Rail Project.

It is my understanding that the study is flawed because of the exclusion of alternate alignments within the downtown Milwaukie, Oregon area. Viable, technically feasible, community supported routes were dismissed without due consideration for their value and/or impacts as they relate to the only studied alignment through the downtown area, referred to as the Tillamook Branch.

I would like to urge that other routes be (re)considered that may provide more benefit to the community without negatively impacting the schools located on the proposed route. Alternative routes would be closer to downtown Milwaukie and/or the major transportation corridor (Route 99E or McLoughlin). For example, light rail on McLoughlin Blvd or Highway 224; a couplet light rail at Main St./21st; or ending the Light Rail in Milwaukie's Industrial area, and later extending it out Hwy 212/224 to Oregon City.

What I am asking you is to please reject the SDEIS that has been submitted for approval and force Metro to complete their due diligence on this project by conducting detailed environmental impact studies on alternative routes that have been proposed through the downtown Milwaukie area. We believe that when, and only when, this is done will Metro have a project that is worthy of taxpayer investment, is NEPA compliant, and can be properly evaluated by the constituents affected by this project.

Thank you for your consideration of my request.

Sincerely,

Carol Howe
9609 SW Lancaster Place
Portland, OR 97219

I-273-001

Thank you for submitting your comments for consideration. Analysis of light rail transit alignment options in Milwaukie dates back to 1993:

- South/North Alternatives Analysis, 1993-1998
- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002

SDEIS Appendix L presents a chronicled summary of alignment studies. Routes studied are shown in Figures L-5 and L-6.

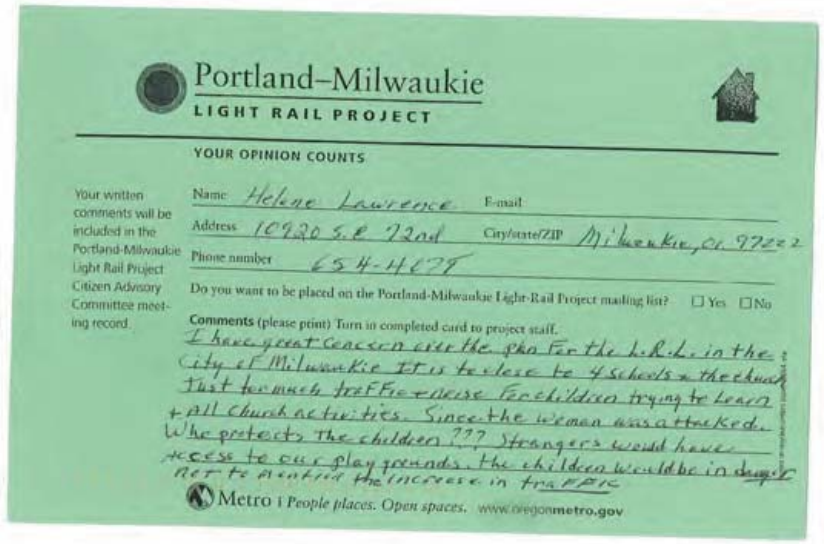
The LPA alignment is the product of two intensive, outreach-based processes discussed in detail in the SDEIS on pages 2-35 through 2-41:

- The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.
- Because of concerns about the Tillamook Branch alignment through downtown Milwaukie, the Refinement Study in 2007 evaluated alignment options between Highway 224 and SE Lake Road along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the project's Purpose and Need.

Analysis of alignment and terminus options through Milwaukie for the project have been conducted and documented as described in the SDEIS on pages 2-35 through 2-41. The analyses were based on criteria utilized in the SDEIS that are key to distinguishing the

comparative impacts and effectiveness of the options to allow decisions to be made about the alignment through Milwaukie by City staff, the Planning Commission, City Council, neighborhood leaders and interested citizens. The Locally Preferred Alternative decision was the product of this process. The LPA best meets the Purpose and Need for a major transit investment in the Milwaukie-Portland corridor. This process fully complies with FTA major capital project development process requirements. Approval of the Portland-Milwaukie Light Rail Project to enter the preliminary engineering phase of project development is the FTA's acknowledgement that conceptual design, preparation of the SDEIS and selection of the LPA have complied with FTA and NEPA requirements.

I-274-001



Portland–Milwaukie
LIGHT RAIL PROJECT

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name Helene Lawrence E-mail
Address 10920 S.E. 72nd City/state/ZIP Milwaukie, Or. 97222
Phone number 654-4678
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☐ No

Comments (please print) Turn in completed card to project staff.
I have great concern over the plan for the L.R.T. in the City of Milwaukie. It is to close to 4 schools + the church. Just to much traffic + noise for children trying to learn + all church activities. Since the woman was attacked. Who protects the children??? Strangers would have access to our playgrounds. the children would be in danger. Not to mention the increase in traffic

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I-274-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008.

Chapter 4 provides updated information and details about the project's effects on traffic and parking in downtown Milwaukie and the mitigation commitments the project will make to avoid significant impacts.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right of way. The project will improve existing conditions by constructing safety fences, crossing gates and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as zee crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-aged children near the Westside Express Service Commuter Rail line. See Section 3.16 for more detailed information about safety.

The Final EIS Section 3.10 and its accompanying Noise and Vibration Results Report provides updated information and details about the

project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as schools, churches and residences. The project's analysis directly considers existing conditions that include freight operations to those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades.

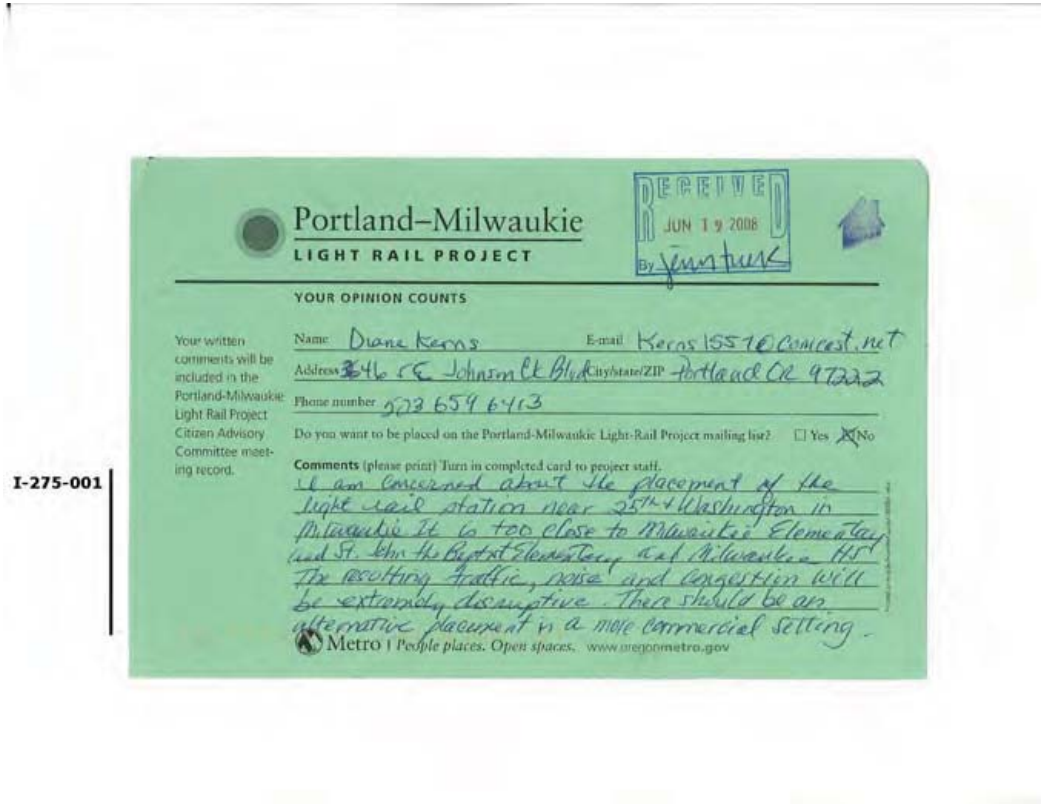
The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the Final Environmental Impact Statement (FEIS) provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

Previous studies covering the project corridor include:

- South/North Alternatives Analysis, 1993-1998
- South/North DEIS, 1998
- South Corridor SDEIS, 2002

In addition to the Chapter 2 discussion, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

The Refinement Study in 2007, due to concerns about the Tillamook Branch alignment through downtown Milwaukie, evaluated alignment options between Highway 224 and SE Lake Road along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project Purpose and Need.



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
JUN 19 2008
By Jennifer

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name: Diane Kerns E-mail: Kerns1557@comcast.net
Address: 3646 SE Johnson Ck Blvd City/State/ZIP: Portland OR 97222
Phone number: 503 659 6413
Do you want to be placed on the Portland-Milwaukie Light Rail Project mailing list? ☐ Yes ☒ No

Comments (please print) Turn in completed card to project staff.

I am concerned about the placement of the light rail station near 25th & Washington in Milwaukie. It is too close to Milwaukie Elementary and St. John the Baptist Elementary and Milwaukie HS. The resulting traffic, noise and congestion will be extremely disruptive. There should be an alternative placement in a more commercial setting.

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I-275-001

I-275-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

The FEIS Section 3.10 and its accompanying Noise and Vibration Results Report provide updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as

schools, churches, and residences. The project's analysis directly considers existing conditions that include freight operations and those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the FEIS provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

Previous studies covering the project corridor include:

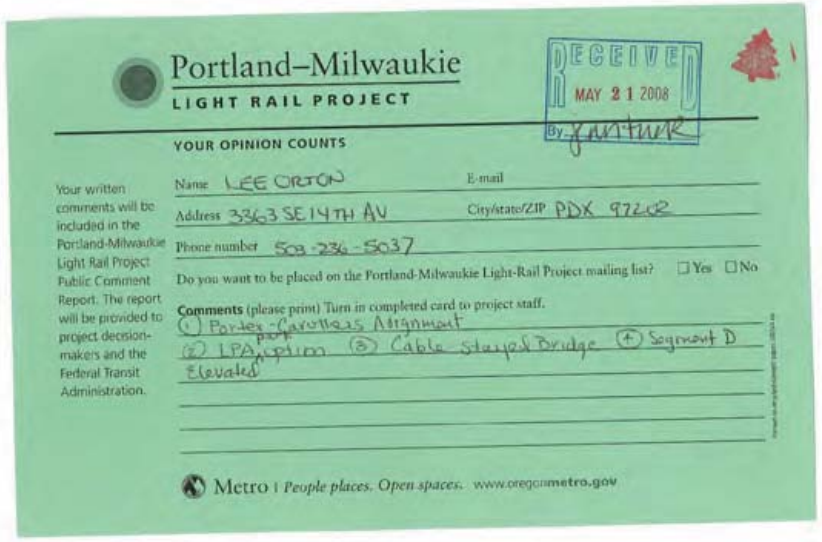
- South/North Alternatives Analysis, 1993-1998
- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002

In addition to the discussion in the SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

Because of concerns about the Tillamook Branch alignment through downtown Milwaukie, the Refinement Study conducted in 2007 evaluated alignment options between Highway 224 and SE Lake Road

along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the SE McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project's Purpose and Need.

I-276-001



Portland–Milwaukie
LIGHT RAIL PROJECT

YOUR OPINION COUNTS

RECEIVED
MAY 21 2008
By JARTHUR

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name LEE ORTON E-mail

Address 3363 SE 14TH AV City/state/ZIP PDX 97202

Phone number 503-236-5037

Do you want to be placed on the Portland-Milwaukie Light Rail Project mailing list? ☐ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

(1) Porter-Sherman Alignment
(2) LPA Adoption (3) Cable-Stayed Bridge (4) Segment D
Elevated

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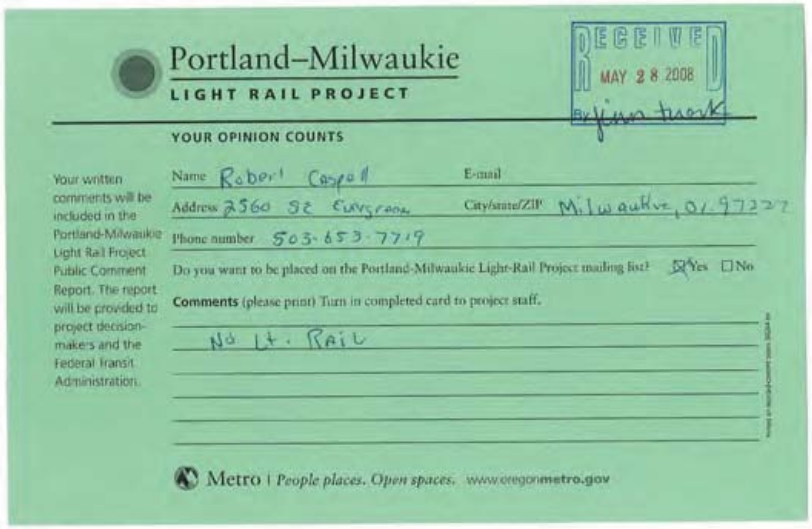
I-276-001

Thank you for submitting your comments for consideration. The Porter-Sherman river crossing alignment option, a Tillamook Branch alignment and a Park Avenue terminus were selected as the Locally Preferred Alternative. See Chapter 2.1 Portland-Milwaukie Light Rail Alternative for more information.

The cable-stayed bridge type was chosen as the type to advance into Preliminary Engineering.

I-277-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 28 2008
By jim turk

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name Robert Caspell E-mail
Address 2560 SE Evergreen City/state/ZIP Milwaukie, OR 97222
Phone number 503-653-7719
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☒ Yes ☐ No
Comments (please print) Turn in completed card to project staff.
No Lt. Rail

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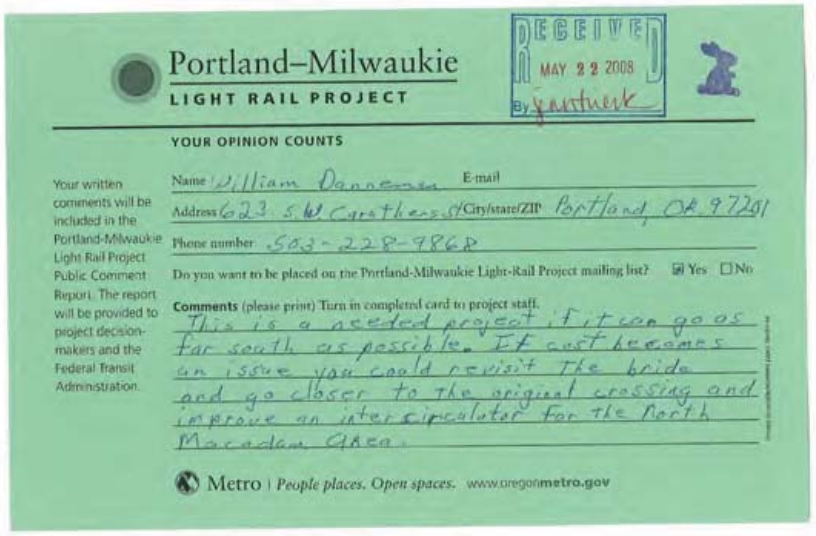
I-277-001

Thank you for submitting your comments for consideration. The light rail project was endorsed by participating jurisdictions in summer 2008.

I-278-001



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
MAY 22 2008
By [illegible]

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Public Comment Report. The report will be provided to project decision-makers and the Federal Transit Administration.

Name William Dannemann E-mail

Address 623 S.W. Carothers St City/state/ZIP Portland, OR 97201

Phone number 503-228-9868

Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☒ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

This is a needed project if it can go as far south as possible. If cost becomes an issue you could revisit the bride and go closer to the original crossing and improve an intercirculator for the North Macadam area.

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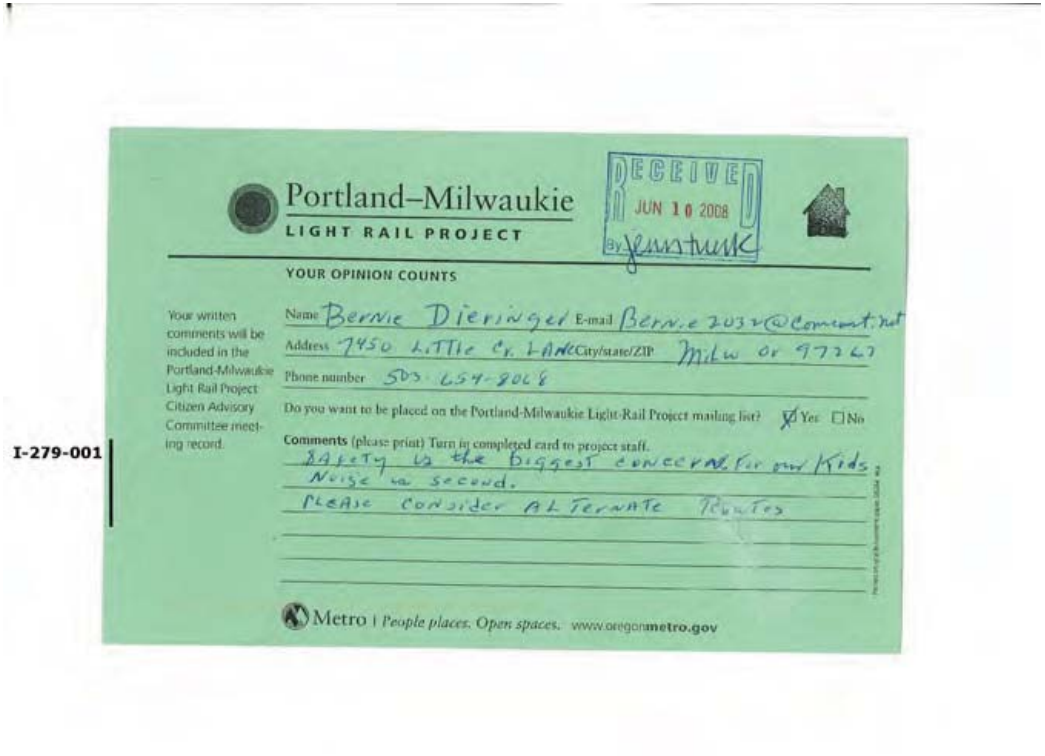
I-278-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project, including a terminus at Park Ave, was endorsed by participating jurisdictions in summer 2008.



Portland–Milwaukie
LIGHT RAIL PROJECT

RECEIVED
JUN 10 2008
By

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name Bernie Dieringer E-mail Bernie2032r@comcast.net
Address 7450 Little Cr. Lane City/state/ZIP Milw Or 97267
Phone number 503-654-8068
Do you want to be placed on the Portland-Milwaukie Light Rail Project mailing list? ☑ Yes ☐ No
Comments (please print) Turn in completed card to project staff.
Safety is the biggest concern for our Kids
Noise is second.
Please consider Alternate Routes

Metro | People places. Open spaces. www.oregonmetro.gov

I-279-001

I-279-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by all participating jurisdictions in summer 2008.

The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates, and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line. See Section 3.16 of the Final Environmental Impact Statement (FEIS) for more detailed information about safety.

The FEIS Section 3.10 and its accompanying Noise and Vibration Results Report provide updated information and details about the project's methods, its effect on noise and vibration conditions in the corridor, and the mitigation commitments the project will make to avoid significant noise and vibration impacts on sensitive properties such as

schools, churches, and residences. The project's analysis directly considers existing conditions that include freight operations and those that would occur with light rail and freight in the same corridor. The Federal Transit Administration criteria for noise and vibration are based on decades of study of modern high capacity transit systems, including modern electric light rail, which perform very differently than freight systems operating with diesel-electric engines on existing railroads, many of which have been in place for decades. The Locally Preferred Alternative alignment and stations serving Milwaukie reflect an extensive public planning process dating back to 1993. This has included detailed reviews of the alignments and transit technologies that were found to best meet the project's purpose and need, providing effective service to the city and the region while minimizing environmental impacts. Chapter 2 of the FEIS provides a summary of the alignments, including the factors shaping the selection of an alignment in Milwaukie. The Supplemental Draft Environmental Impact Statement (SDEIS), published May 2008, also discussed this on pages 2-35 through 2-41.

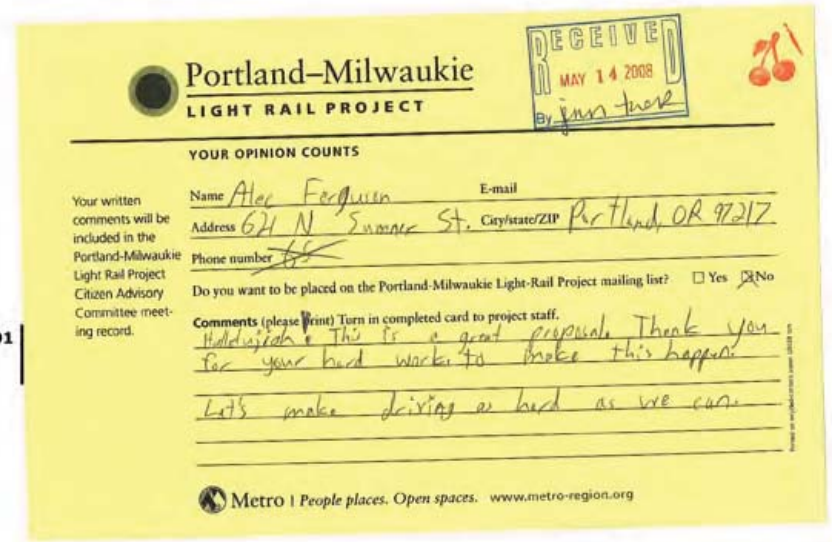
Previous studies covering the project corridor include:

- South/North Alternatives Analysis, 1993-1998
- South/North Draft Environmental Impact Statement, 1998
- South Corridor SDEIS, 2002

In addition to the discussion in the SDEIS Chapter 2, SDEIS Appendix L presents a chronicled summary of alignment studies. The routes studied are shown in Figures L-5 and L-6. The Milwaukie Transit Working Group process in 2003 recommended the Tillamook Branch Line alignment in the North Milwaukie Industrial Area.

Because of concerns about the Tillamook Branch alignment through downtown Milwaukie, the Refinement Study conducted in 2007 evaluated alignment options between Highway 224 and SE Lake Road

along SE McLoughlin Boulevard or SE Main Street and also a McLoughlin/Main couplet option or a Main/21st couplet option. A series of public workshops and hearings before the Planning Commission and City Council during June through August 2007 resulted in elimination of the SE McLoughlin Boulevard options and Main Street options, including the couplet options, for not meeting the Portland-Milwaukie Light Rail Project's Purpose and Need.



Portland–Milwaukie
LIGHT RAIL PROJECT

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By

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name Alec Ferguson E-mail
Address 624 N Summer St. City/state/ZIP Portland, OR 97217
Phone number
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☒ No

Comments (please print) Turn in completed card to project staff.
Hallelujah! This is a great proposal. Thank you for your hard work to make this happen.
Let's make driving as hard as we can.

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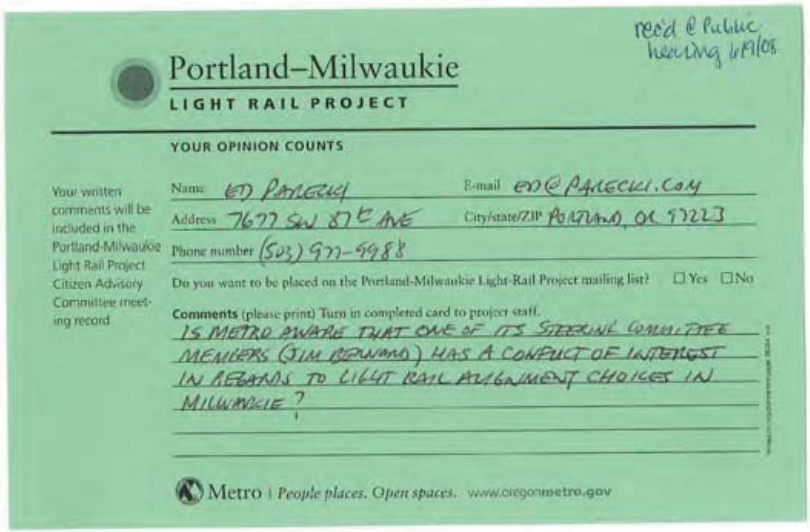
I-280-001

I-280-001

Thank you for submitting your comments for consideration. The light rail project was endorsed by participating jurisdictions in summer 2008.

I-281-001



Portland–Milwaukie
LIGHT RAIL PROJECT

rec'd @ Public hearing 6/1/08

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record

Name ED PAWECKI E-mail ED@PAWECKI.COM
Address 7677 SW 87TH AVE City/state/ZIP PORTLAND, OR 97223
Phone number (503) 977-9988
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☐ No

Comments (please print) Turn in completed card to project staff.
IS METRO AWARE THAT ONE OF ITS STEERING COMMITTEE MEMBERS (JIM BERNARD) HAS A CONFLICT OF INTEREST IN REGARDS TO LIGHT RAIL ALIGNMENT CHOICES IN MILWAUKIE?

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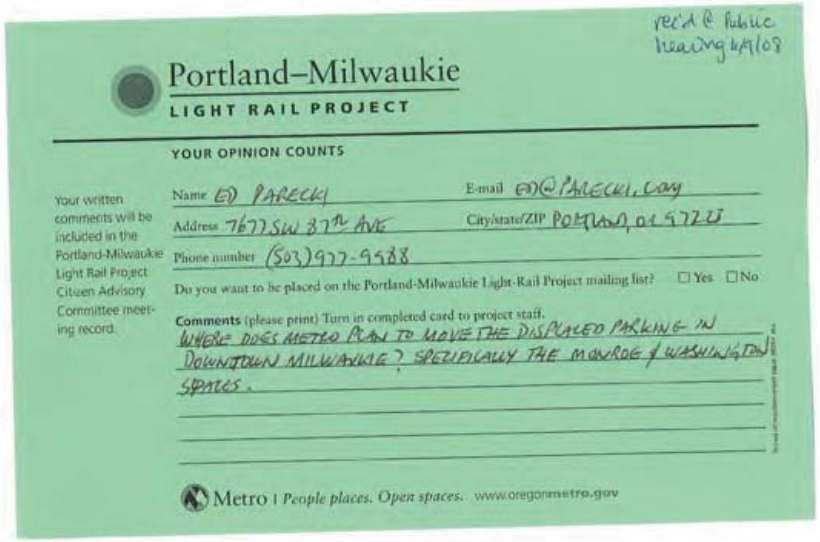
I-281-001

The vote of Mayor Bernard at the Portland-Milwaukie Project Steering Committee was not a conflict of interest because the Mayor publicly disclosed and declared his property ownership throughout all stages of the proceedings; the Mayor's vote in the Steering Committee was as a representative of the City of Milwaukie in accordance with Milwaukie Resolution 51-2008, and not as a private citizen or as simply the Mayor of Milwaukie; and in any case the votes were unanimous in the Steering Committee and in the City of Milwaukie resolution, and the Mayor's votes did not change the outcome of any decision. It is also important to note that the City's resolution and the Steering committee recommendations are advisory to the Metro Council, which is actually the party that takes the action to identify project alternatives. Finally, all of these decisions remain preliminary until issuance of the FEIS and the Record of Decision by the Federal Transit Administration.

I-282-001



rec'd @ Public Hearing 4/9/08

Portland–Milwaukie
LIGHT RAIL PROJECT

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name ED PARECKI E-mail ED@PARECKI.COM

Address 7677 SW 37TH AVE City/state/ZIP PORTLAND, OR 97225

Phone number (503)977-9988

Do you want to be placed on the Portland-Milwaukie Light Rail Project mailing list? ☐ Yes ☐ No

Comments (please print) Turn in completed card to project staff.

WHERE DOES METRO PLAN TO MOVE THE DISPLACED PARKING IN DOWNTOWN MILWAUKIE? SPECIFICALLY THE MONROE & WASHINGTON SPACES.

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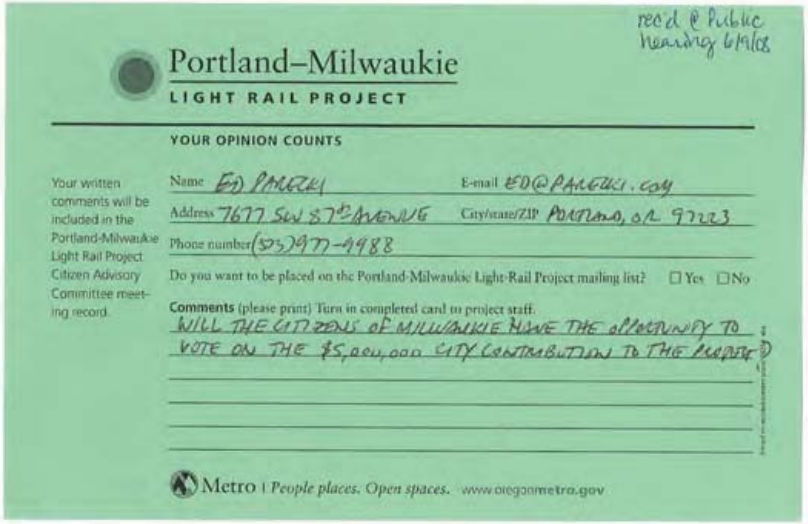
I-282-001

Thank you for submitting your comments for consideration. The SDEIS showed that the light rail project would remove 34 off-street parking spaces (next to the railroad tracks between SE Monroe and SE Washington) and about 12 on-street parking spaces in downtown Milwaukie. The parking impacts have been reevaluated and now show 52 on-street parking spaces being removed by the project. The City of Milwaukie no longer includes the 34 off-street parking spaces in the City's downtown parking inventory, and therefore the FEIS does not include the loss of these un-official parking spaces as an impact of the LRT project.

Potential parking mitigation alternatives that could be implemented include replacement of on-street parking, parking management strategies and revising parking restrictions. Coordination with the City of Milwaukie should occur to determine the best strategy to address the on- and off-street parking impacts should parking become an issue around station locations.

I-283-001



rec'd @ Public hearing 6/9/08

Portland–Milwaukie
LIGHT RAIL PROJECT

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name ED PANKEY E-mail ED@PANKEY.COM
Address 7677 SW 87TH AVENUE City/state/ZIP PORTLAND, OR 97223
Phone number (503) 977-9988
Do you want to be placed on the Portland-Milwaukie Light Rail Project mailing list? ☐ Yes ☐ No

Comments (please print) Turn in completed card to project staff.
WILL THE CITIZENS OF MILWAUKIE HAVE THE OPPORTUNITY TO VOTE ON THE $5,000,000 CITY CONTRIBUTION TO THE PROJECT

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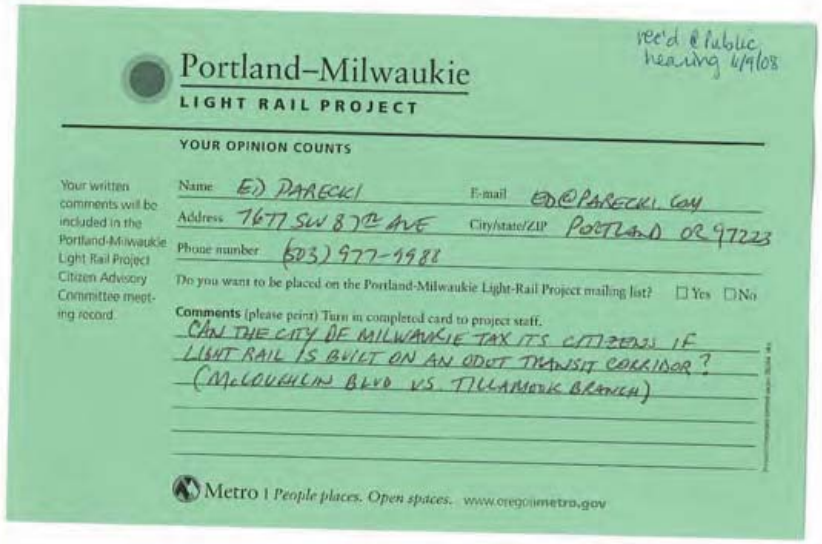
I-283-001

Thank you for submitting your comments for consideration. The method by which the City of Milwaukie chose to make its financial commitment to the light rail project did not require a popular vote.

I-284-001



Portland–Milwaukie
LIGHT RAIL PROJECT

rec'd @ public hearing 4/9/08

YOUR OPINION COUNTS

Your written comments will be included in the Portland-Milwaukie Light Rail Project Citizen Advisory Committee meeting record.

Name ED PARECKI E-mail ED@PARECKI.COM
Address 7677 SW 87TH AVE City/state/ZIP PORTLAND OR 97223
Phone number (503) 977-9988
Do you want to be placed on the Portland-Milwaukie Light-Rail Project mailing list? ☐ Yes ☐ No

Comments (please print) Turn in completed card to project staff.
CAN THE CITY OF MILWAUKIE TAX ITS CITIZENS IF LIGHT RAIL IS BUILT ON AN ODOT TRANSIT CORRIDOR? (MCLOUGHLIN BLVD VS. TILLAMOOK BRANCH)

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I-284-001

The City of Milwaukie's taxing authority is not affected by the location of the light rail alignment. So, yes, the Cityof Milwaukie can continue to tax its citizens if light rail is built on an ODOT right-of-way - such as McLoughlin Blvd. The majority of the alignment, however, does follow the Tillamook Branch line through most of the City of Milwaukie.

I-285-001

June 4, 2008 at 5:07 p.m.

Yes, I'd like to leave a comment regarding my opinion on the light rail as far it coming out through Milwaukie and to, at least for now, to Park Avenue. I think it's a great idea. I think we should just hurry up and get it going. I think it's inevitable. There's no going backwards here; we're going to have to do something. And eventually I'd like to see it go through Oregon City and out to Canby and, who knows, past there.

They've been doing this in Europe for years and it works really well and we just need to catch up with the times and realize that we need to get it going. I've lived in Milwaukie for fifty years and I use my car and sometimes MAX and TriMet. But for me, in Milwaukie, it's quite a trek to get to St.Vincent Hospital, where I work sometimes, and Providence Portland where I work other times.

I wish I had that option and I hope I'm still in the workforce when it is available, but I'm afraid I probably won't be. At least not at that current position.

Anyway, my opinion is that we just need to get it going and as quickly as possible. Thank you.

I-285-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008. An extension of light rail to Oregon City on McLoughlin Boulevard or any other route is outside the scope of this project. For a description of the project's scope see Chapter 2.

June 16, 2008 at 12:52 p.m.

I-286-001 Looking on the Metropolitan Area Regional Map of commuter rail lines planned and in place, it becomes very apparent that having light rail down I-205 and McLoughlin Boulevard and Highway 43 is extremely redundant. None of the three lines will be used effectively because there's simply are too many lines too close to each other to choose from.

Either eliminate the McLoughlin Boulevard line, or, to serve McLoughlin Boulevard industries, eliminate the Highway 43 line. In either case, a line connecting Tigard, the WES rail line, Lake Oswego, or Oregon City, Clackamas, and eventually Damascus, would make more sense.

The resulting overall light rail system will serve far more people much more effectively into the 22nd century. Again, that, to plan and build a line connecting Tigard, WES, Lake Oswego, or Oregon City, Clackamas, and eventually Damascus. That would result in an overall light rail system with, that with, [sic] transfers will serve far more people much more effectively into the 22nd century. Thank you.

I-286-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project was endorsed by participating jurisdictions in summer 2008. Alternative routes and high capacity transit corridors are outside the scope of this phase of the Portland-Milwaukie Light Rail Project. For a description of the project's scope see Chapter 2.

I-287-001

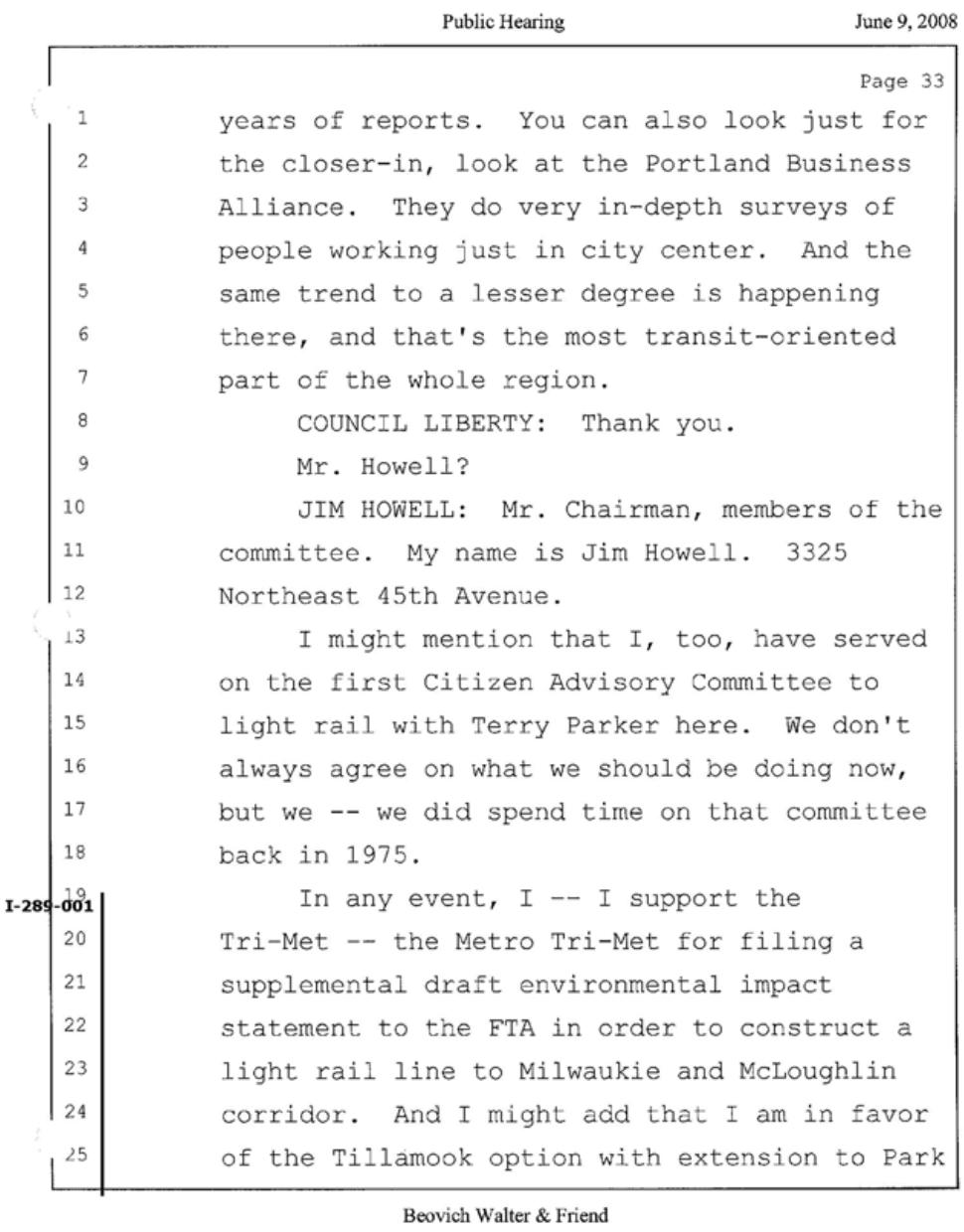
June 16, 2008 at 1:18 p.m.

On this light rail line will not have enough riders to make it cost effective. Using the projects own figures, at best, six million rides per year are gained on this system. The amortized system build cost is $4 a ride if the system lasts 50 years, and it's $2 a ride if its life is a hundred years. Each ride will also cost one dollar operationally. Thus, the cost of each ride varies between $3 and $5.

A bus ride costs less than this and is far more flexible, I think. Please publish the cost of a bus ride instead of this line. Also, increased bus service will be far more cost-effective. Thanks.

I-287-001

Thank you for submitting your comments for consideration. Please refer to SDEIS Table 5-29 where costs per boarding ride of the different alternatives are presented. The table shows that estimated costs of $1.59 for No-Build and $1.54 for 2003 LPA-Park.



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years of reports. You can also look just for the closer-in, look at the Portland Business Alliance. They do very in-depth surveys of people working just in city center. And the same trend to a lesser degree is happening there, and that's the most transit-oriented part of the whole region.

COUNCIL LIBERTY: Thank you.

Mr. Howell?

JIM HOWELL: Mr. Chairman, members of the committee. My name is Jim Howell. 3325 Northeast 45th Avenue.

I might mention that I, too, have served on the first Citizen Advisory Committee to light rail with Terry Parker here. We don't always agree on what we should be doing now, but we -- we did spend time on that committee back in 1975.

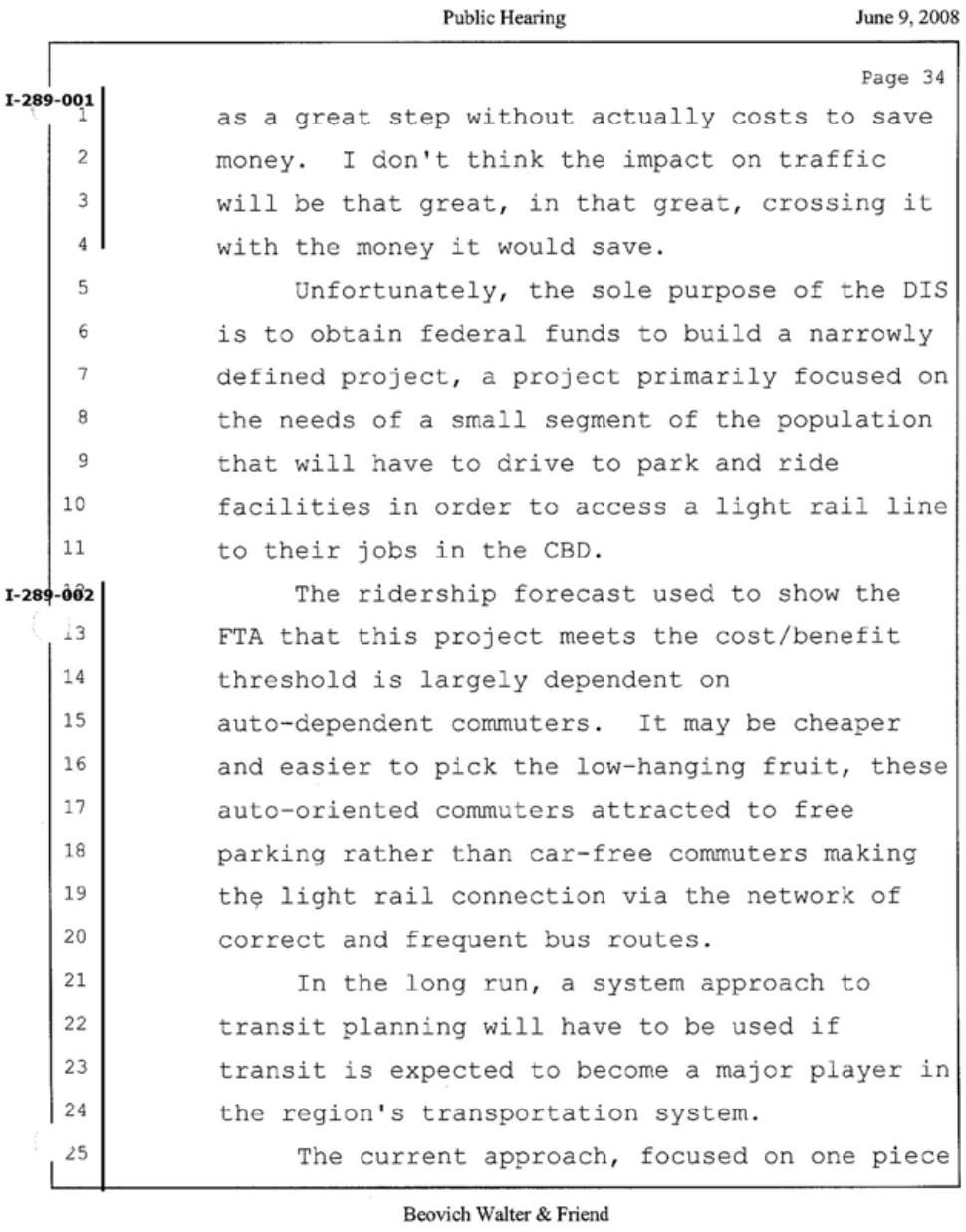
I-289-001

In any event, I -- I support the Tri-Met -- the Metro Tri-Met for filing a supplemental draft environmental impact statement to the FTA in order to construct a light rail line to Milwaukie and McLoughlin corridor. And I might add that I am in favor of the Tillamook option with extension to Park

Beovich Walter & Friend

I-289-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative for the light rail project includes the Tillamook Branch alignment.



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I-289-001

as a great step without actually costs to save money. I don't think the impact on traffic will be that great, in that great, crossing it with the money it would save.

Unfortunately, the sole purpose of the DIS is to obtain federal funds to build a narrowly defined project, a project primarily focused on the needs of a small segment of the population that will have to drive to park and ride facilities in order to access a light rail line to their jobs in the CBD.

I-289-002

The ridership forecast used to show the FTA that this project meets the cost/benefit threshold is largely dependent on auto-dependent commuters. It may be cheaper and easier to pick the low-hanging fruit, these auto-oriented commuters attracted to free parking rather than car-free commuters making the light rail connection via the network of correct and frequent bus routes.

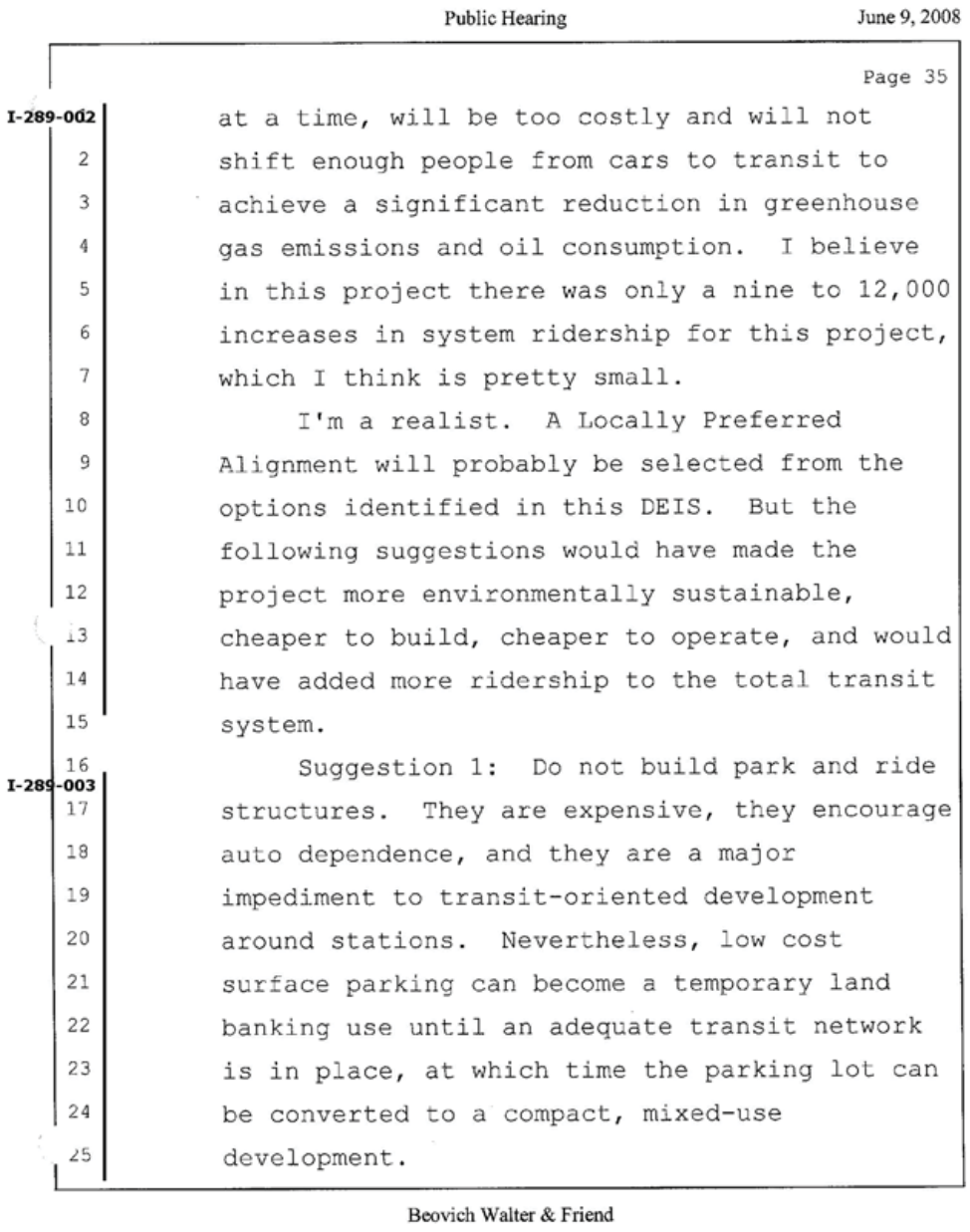
In the long run, a system approach to transit planning will have to be used if transit is expected to become a major player in the region's transportation system.

The current approach, focused on one piece

Beovich Walter & Friend

I-289-002

Additional information on the systems planning context behind the current project proposal is provided in Chapter 1, Purpose and Need, and in Chapter 4, Transportation. The project is designed to integrate with several other regional transit lines and systems, as well as the roadway and non-motorized systems within the corridor. Updated travel demand forecasts provided in the FEIS Chapter 4 demonstrate that the project's higher levels of ridership are a result of its ability to connect with other systems, including the streetcar line being built on the east side of the Willamette River, and the existing line on the west.



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I-289-002 at a time, will be too costly and will not shift enough people from cars to transit to achieve a significant reduction in greenhouse gas emissions and oil consumption. I believe in this project there was only a nine to 12,000 increases in system ridership for this project, which I think is pretty small.

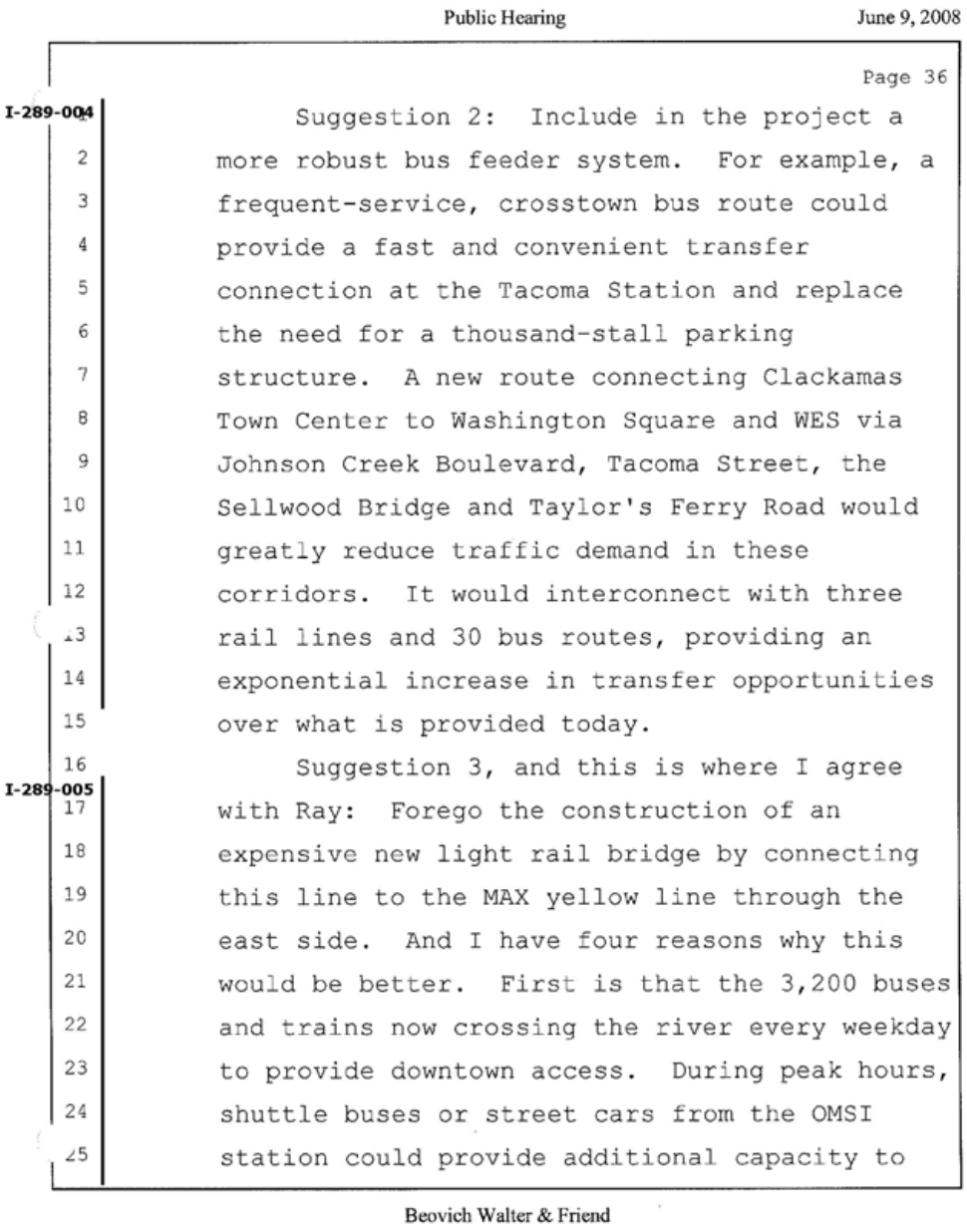
I'm a realist. A Locally Preferred Alignment will probably be selected from the options identified in this DEIS. But the following suggestions would have made the project more environmentally sustainable, cheaper to build, cheaper to operate, and would have added more ridership to the total transit system.

I-289-003 Suggestion 1: Do not build park and ride structures. They are expensive, they encourage auto dependence, and they are a major impediment to transit-oriented development around stations. Nevertheless, low cost surface parking can become a temporary land banking use until an adequate transit network is in place, at which time the parking lot can be converted to a compact, mixed-use development.

Beovich Walter & Friend

I-289-003

There are locations within the project corridor not within walking distance of either the proposed light rail stations or connecting bus service. Surface park-and-ride lots typically accommodate about 100 cars per acre when local requirements for landscaping and stormwater management are factored in. Along the proposed alignment of the project are only two stations (Tacoma and Park) where park-and-ride facilities are provided. Land suitable for a park-and-ride facility is very limited at both stations. The park-and-ride at Tacoma will have 800 spaces and the park-and-ride at Park Avenue will have 600 spaces. Under the LPA Phasing Option, these park-and-ride facilities would be initially developed with fewer spaces. We recognize that structured parking virtually precludes transit oriented development (TOD) of these sites for the foreseeable future. However, there are other potential TOD sites at other station areas. Providing cost-effective access to the proposed light rail line for as many riders as possible establishes the need and justification for both of the proposed park-and-ride structures.



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I-289-004

Suggestion 2: Include in the project a more robust bus feeder system. For example, a frequent-service, crosstown bus route could provide a fast and convenient transfer connection at the Tacoma Station and replace the need for a thousand-stall parking structure. A new route connecting Clackamas Town Center to Washington Square and WES via Johnson Creek Boulevard, Tacoma Street, the Sellwood Bridge and Taylor's Ferry Road would greatly reduce traffic demand in these corridors. It would interconnect with three rail lines and 30 bus routes, providing an exponential increase in transfer opportunities over what is provided today.

I-289-005

Suggestion 3, and this is where I agree with Ray: Forego the construction of an expensive new light rail bridge by connecting this line to the MAX yellow line through the east side. And I have four reasons why this would be better. First is that the 3,200 buses and trains now crossing the river every weekday to provide downtown access. During peak hours, shuttle buses or street cars from the OMSI station could provide additional capacity to

Beovich Walter & Friend

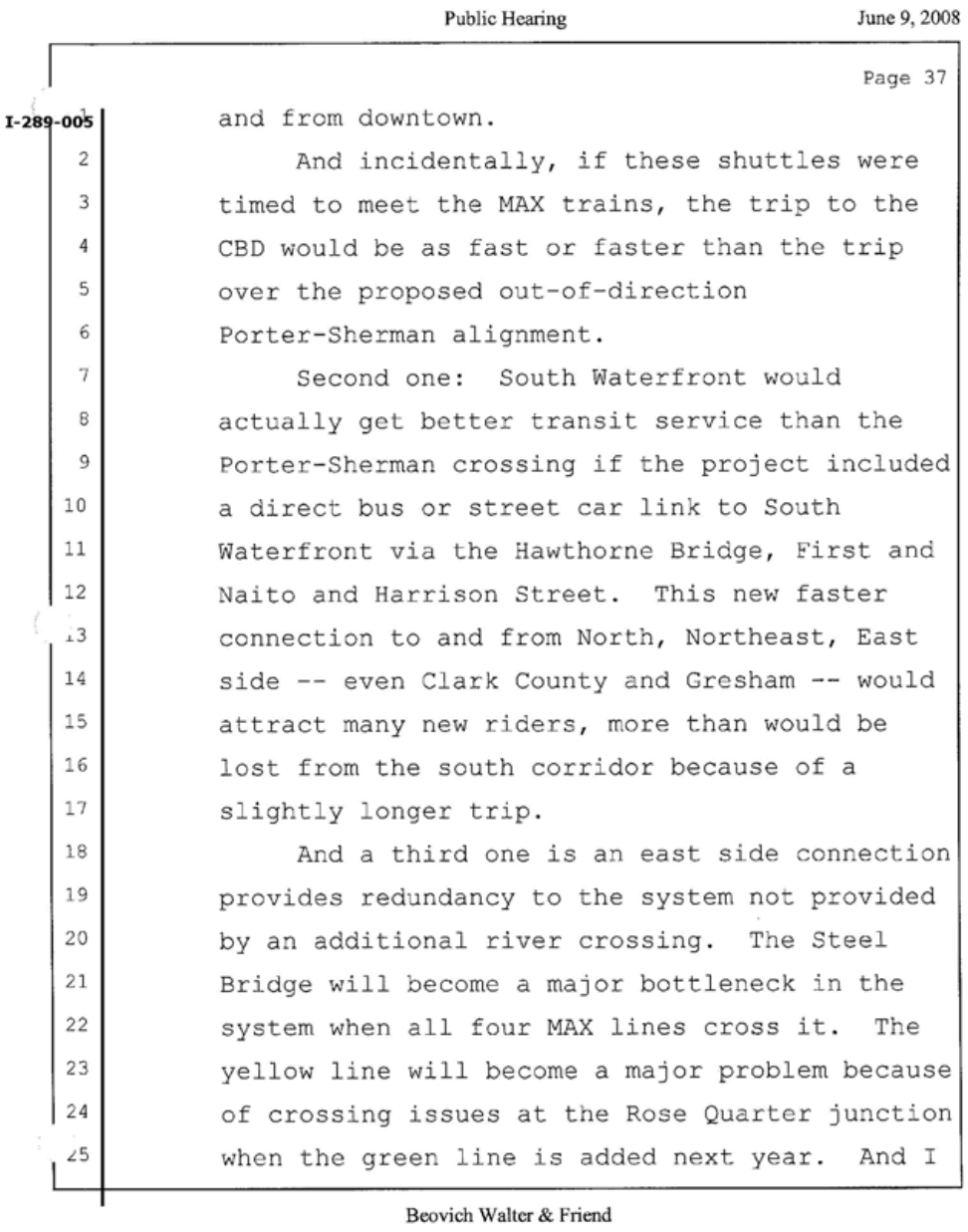
I-289-004

Thank you for your comments and suggestions. Final supporting bus routing decisions will be made by TriMet.

I-289-005

Connecting the proposed Portland to Milwaukie Light Rail Project to the existing MAX system Yellow Line at the Rose Quarter via an alignment that remains on the east side of the Willamette River from OMSI and travels north misses the major concentration of trip destinations and generators in the metropolitan area. Downtown Portland has 100,000 jobs, thousands of residents and Portland State University. Direct service between downtown and the Milwaukie corridor for users of a high capacity transit line in the corridor can only be provided by crossing the Willamette River with the high capacity transit line. Light rail directly to downtown avoids forcing heavy transfers from light rail trains to already crowded and more expensive to operate eastside buses (or MAX trains at Rose Quarter) to reach downtown destinations—in effect, a permanent “bus bridge” operation that is eliminated by the new light rail bridge. Light rail across the proposed Willamette River bridge will also provide the most direct access to the South Waterfront area and OHSU from the corridor. Serving the highest concentration of trip destinations and generators with the highest capacity transit service makes sense. The Central Eastside area between OMSI and Rose Quarter presents a lower concentration of trip destinations and generators. The now-under-construction Eastside Streetcar line, connecting with the Portland-Milwaukie Light Rail Project at OMSI, will provide a quality, appropriately lower-capacity transit service for trips to or through this area from the corridor.

Limited redundancy to the Steel Bridge crossing of the Willamette River for the MAX system will be provided by Eastside Streetcar in combination with the proposed new bridge across the Willamette. The option of foregoing the proposed Willamette River bridge in favor of



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and from downtown.

And incidentally, if these shuttles were timed to meet the MAX trains, the trip to the CBD would be as fast or faster than the trip over the proposed out-of-direction Porter-Sherman alignment.

Second one: South Waterfront would actually get better transit service than the Porter-Sherman crossing if the project included a direct bus or street car link to South Waterfront via the Hawthorne Bridge, First and Naito and Harrison Street. This new faster connection to and from North, Northeast, East side -- even Clark County and Gresham -- would attract many new riders, more than would be lost from the south corridor because of a slightly longer trip.

And a third one is an east side connection provides redundancy to the system not provided by an additional river crossing. The Steel Bridge will become a major bottleneck in the system when all four MAX lines cross it. The yellow line will become a major problem because of crossing issues at the Rose Quarter junction when the green line is added next year. And I

Beovich Walter & Friend

continuing the light rail line north from OMSI to Rose Quarter was assessed. Results were presented at a publicly noticed meeting of the PMLRT Project Steering Committee on June 4, 2008. The assessment found that the eastside alignment option would have lower ridership than the proposed Project. Also, the eastside alignment would involve either a substantially elevated structure or an at-grade alignment involving considerable at-grade street crossing and displacement issues. The Steering Committee did not choose to pursue this option, as documented in Appendix L of the SDEIS.

I-289-005

am pretty sure it's going to happen. An east side alignment avoids this problem. In the event of a Steel Bridge breakdown, it could also provide access to all the buses that cross the river on the other bridges.

And fourth, an east side connection would allow more frequent service with the same equipment and operating hours because we cut about 25 percent from the total route running time. Frequency of service is a primary factor in attracting ridership.

And in closing, an 11th hour modeling attempt by Metro staff of an east side alternative that did not include the systemic improvements mentioned above still showed it would attract about as many passengers to the system as with the downtown options.

And I would be glad to answer any questions, if you have any.

COUNCIL LIBERTY: Are there questions? Comments?

All right. Thank you.

JIM HOWELL: Thank you.

COUNCIL LIBERTY: Next we have signed up to testify Daniel Yates, Neal Grandy, Ralph

work our way down through downtown onto I-5 south. If we put a bus turn lane on 8th, there will not be enough turn radius for trucks to make the U-turn. Basically, it's a U-turn on Woodrow, onto 8th, and up onto the Ross Island Bridge.

I encourage you to continue to look for ways to run the buses farther down through the district, deeper in 17th, 19th. I'm not sure where. But I can assure you that the Central East Side will fight very hard to maintain its limited ability to maneuver trucks and our employees in and out of our district. The 8th Street light is a very important element for us that should not have a stoplight on it.

Thank you.

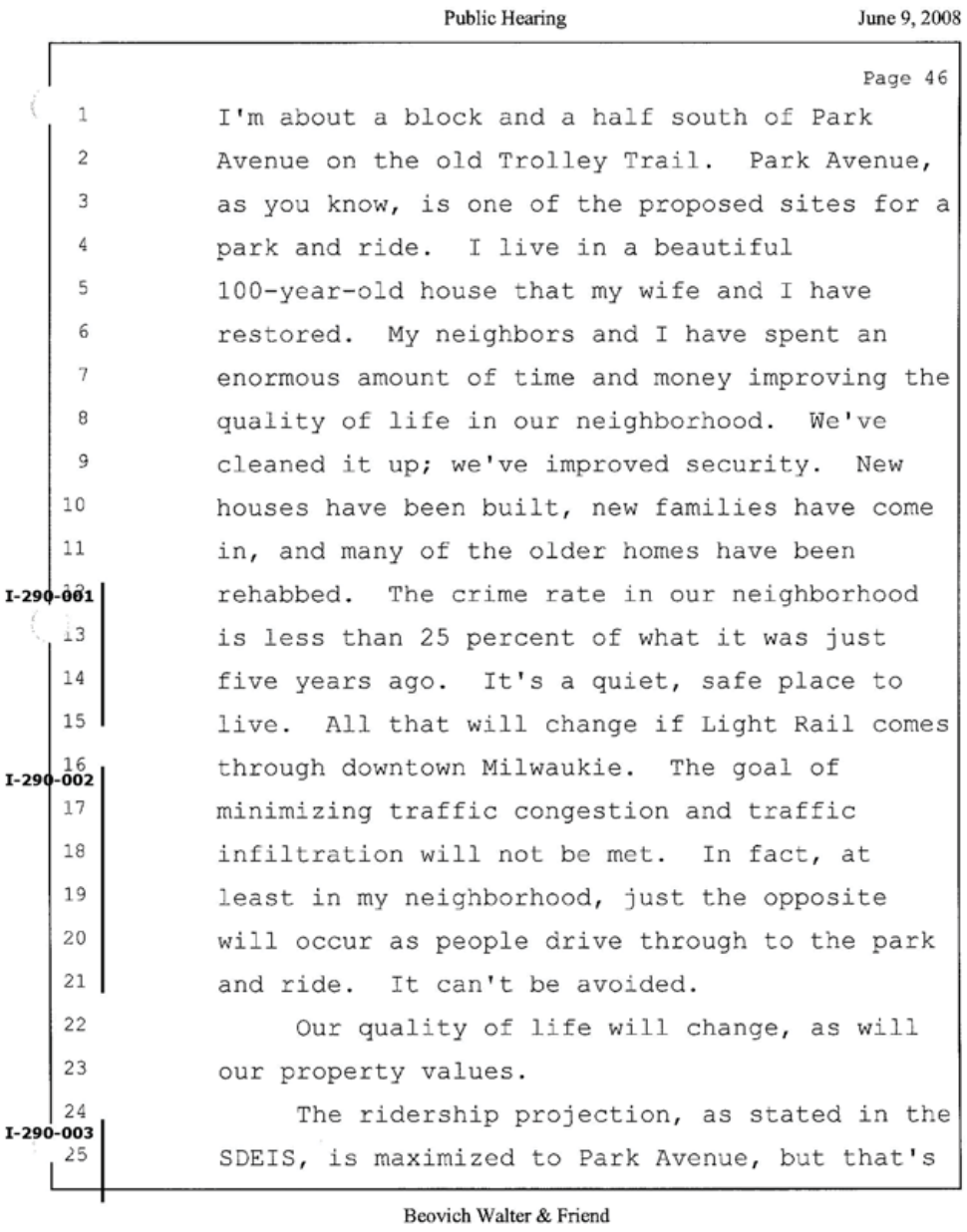
COUNCIL LIBERTY: Thank you.

Any questions? Comments?

Mr. Grandy.

NEAL GRANDY: Hi. Thank you. My name is Neal Grandy. I live in Oak Grove, which is Southeast Milwaukie.

I would simply like to present a more personal perspective as an adjunct to the communal impact that has been addressed so far.



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I'm about a block and a half south of Park Avenue on the old Trolley Trail. Park Avenue, as you know, is one of the proposed sites for a park and ride. I live in a beautiful 100-year-old house that my wife and I have restored. My neighbors and I have spent an enormous amount of time and money improving the quality of life in our neighborhood. We've cleaned it up; we've improved security. New houses have been built, new families have come in, and many of the older homes have been rehabbed. The crime rate in our neighborhood is less than 25 percent of what it was just five years ago. It's a quiet, safe place to live. All that will change if Light Rail comes through downtown Milwaukie. The goal of minimizing traffic congestion and traffic infiltration will not be met. In fact, at least in my neighborhood, just the opposite will occur as people drive through to the park and ride. It can't be avoided.

Our quality of life will change, as will our property values.

The ridership projection, as stated in the SDEIS, is maximized to Park Avenue, but that's

Beovich Walter & Friend

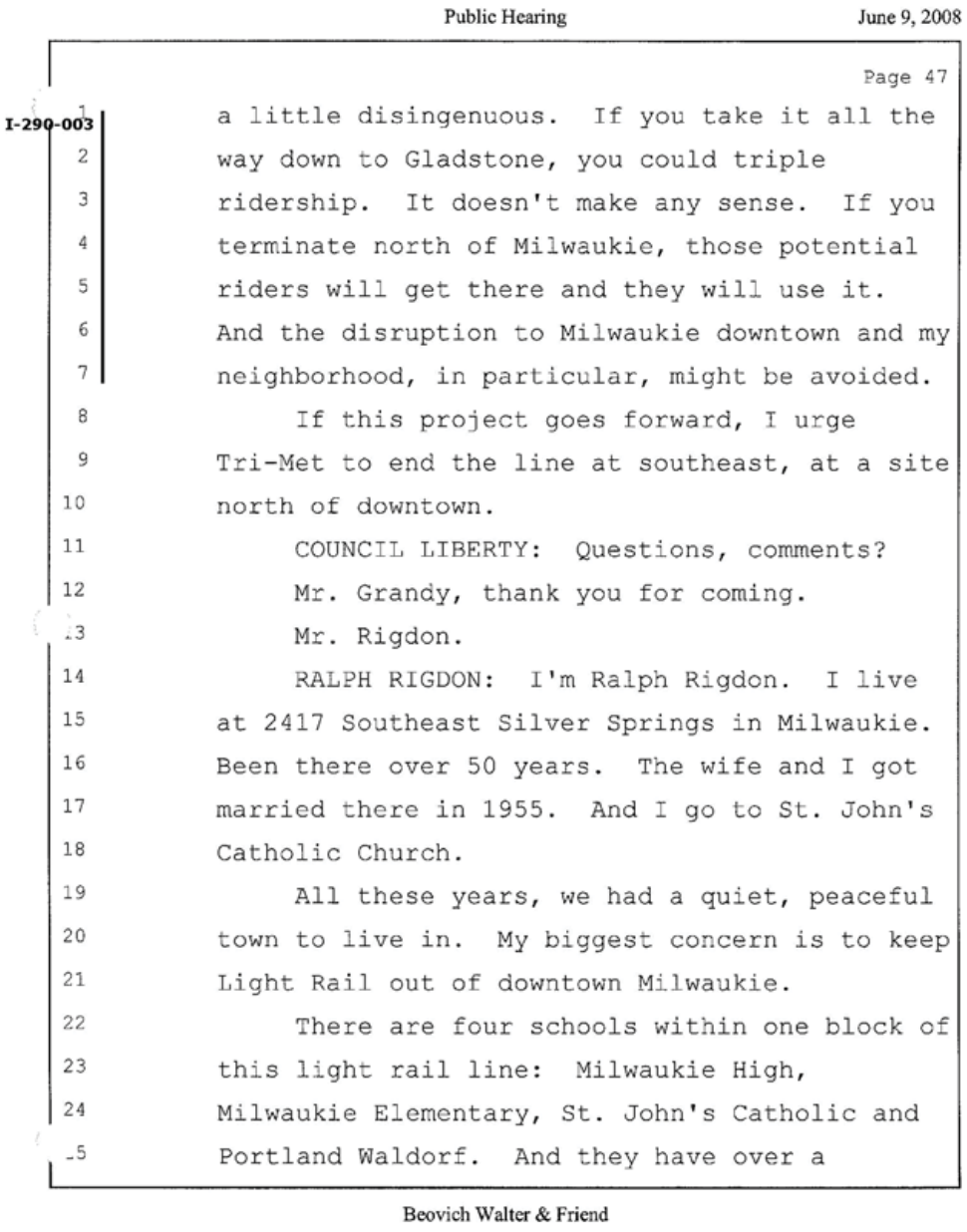
I-290-001

Thank you for submitting your comments for consideration. Based on TriMet's experience with its existing system and on national information, crime levels along light rail project corridors are typically closely related to the existing crime conditions that prevail in the surrounding community. TriMet uses a combination of design, public education, and operations measures to lower the potential for crime and to minimize potential conflicts among trains, people, and other vehicles.

TriMet's Transit Police Division (TPD) is made up of contracted law enforcement officers from police agencies in the region. The TPD currently consists of 58 sworn officers, and an additional 30 TriMet staff members are dedicated to checking fares and issue warnings, citations and exclusions for riders without a valid fare. Another 46 TriMet supervisors check fares as a part of their daily duties. The TriMet Code includes penalties for fare evasion and rowdy or intimidating behavior on the system. Riders can also be immediately excluded from the system for up to six hours, and can receive longer exclusion periods of up to 90 days. Juvenile detention allows for a safety hold of up to 36 hours for repeat offenders violating the TriMet code or engaged in certain criminal activity so officials can work with the youths and their families to stop the activity.

These officers TriMet's Director of Safety and Security and the TPD commander meet regularly with various community members, law enforcement agencies, and security partners to evaluate issues and collaborate on solutions. The agency also has an established transit rider security program that combines TriMet enforcement with public safety resources from other jurisdictions.

See Section 3.16 for more information on safety and security.



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I-290-003

a little disingenuous. If you take it all the way down to Gladstone, you could triple ridership. It doesn't make any sense. If you terminate north of Milwaukie, those potential riders will get there and they will use it. And the disruption to Milwaukie downtown and my neighborhood, in particular, might be avoided.

If this project goes forward, I urge Tri-Met to end the line at southeast, at a site north of downtown.

COUNCIL LIBERTY: Questions, comments?

Mr. Grandy, thank you for coming.

Mr. Rigdon.

RALPH RIGDON: I'm Ralph Rigdon. I live at 2417 Southeast Silver Springs in Milwaukie. Been there over 50 years. The wife and I got married there in 1955. And I go to St. John's Catholic Church.

All these years, we had a quiet, peaceful town to live in. My biggest concern is to keep Light Rail out of downtown Milwaukie.

There are four schools within one block of this light rail line: Milwaukie High, Milwaukie Elementary, St. John's Catholic and Portland Waldorf. And they have over a

Beovich Walter & Friend

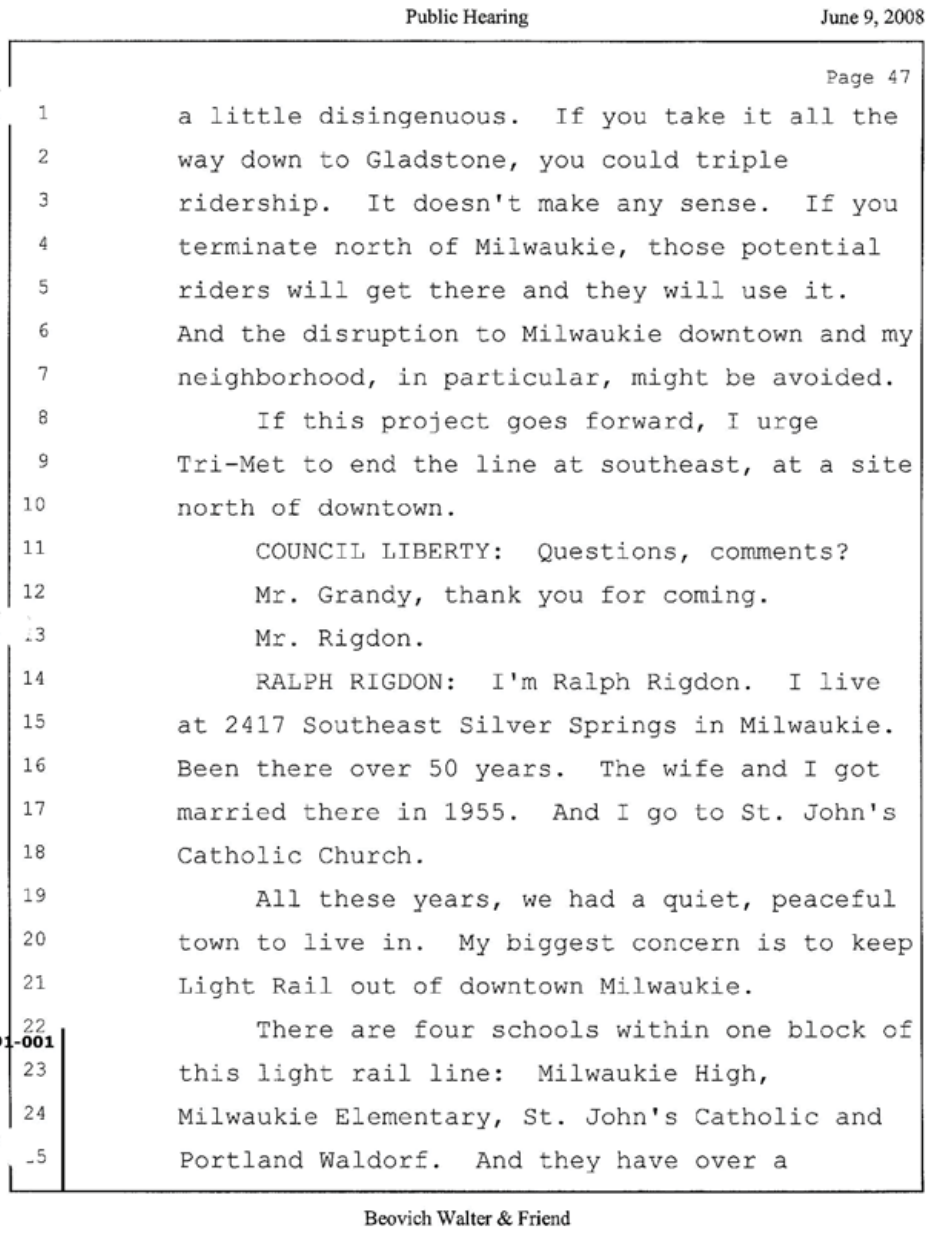
I-290-002

The LPA to Park Avenue currently calls for a 600 space park-and-ride lot on the south side of SE Park Avenue, just west of SE McLoughlin Boulevard. As documented in the Final Environmental Impact Statement (FEIS), the Locally Preferred Alternative to Park Avenue will provide traffic mitigation at both the Park Avenue entrance to the park-and-ride lot and at SE McLoughlin Boulevard and SE Park Avenue. Traffic mitigation with a 600 space park-and-ride lot calls for offset left turn lanes on SE Park Avenue between SE McLoughlin Boulevard and SE 27th Avenue (at the park-and-ride lot entrance). Under an LPA Phasing Option, the volumes of vehicles will be lower because the park-and-ride would initially be developed as a smaller structure with approximately 355 spaces, but the project currently includes the same mitigation as the LPA to Park Avenue.

Chapter 4 of the FEIS also provides an updated discussion of how the size of the park-and-ride lot has been balanced to minimize its impacts to traffic congestion and the need for mitigation.

I-290-003

The southernmost point of the Portland-Milwaukie Light Rail Project is Park Avenue. An extension of light rail to Gladstone on McLoughlin Boulevard or any other route is outside the scope of this project. However, Metro's recently completed High Capacity Transit System Plan, which represents the region's 20-year plan for high capacity transit and has been adopted as a part of the Regional Transportation Plan, includes a connection to Oregon City. For a description of the Portland-Milwaukie Light Rail Project's scope see Chapter 2.



Public Hearing June 9, 2008

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I-291-001

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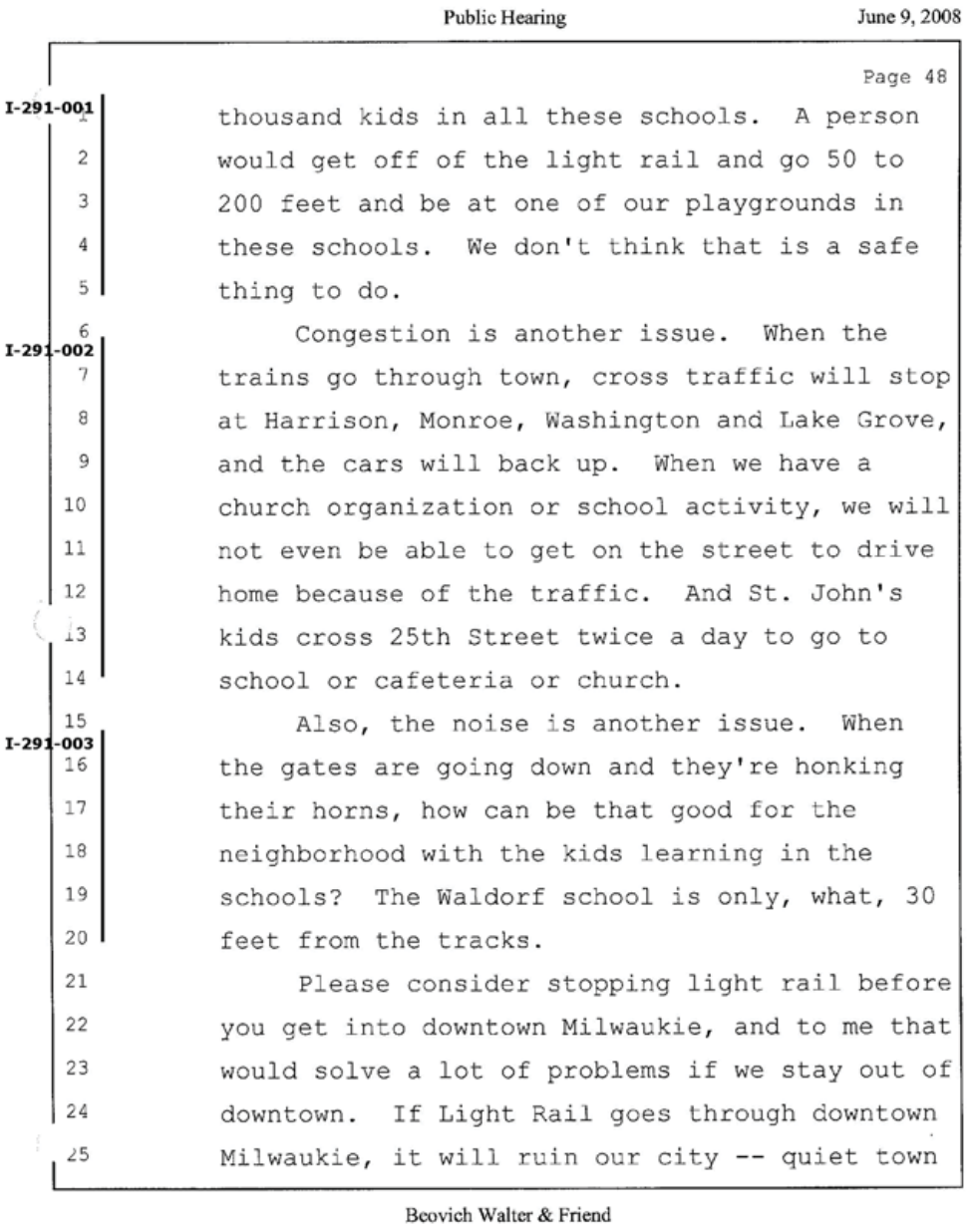
Beovich Walter & Friend

I-291-001

Thank you for submitting your comments for consideration. The light rail alignment through downtown Milwaukie lies within the existing, active railroad right-of-way. The project will improve existing conditions by constructing safety fences, crossing gates and pedestrian zones, and safety treatments will be designed to meet all applicable standards and regulations. All pedestrian crossings occur in their current locations and will be improved as a result of the light rail project. Improvements may include pedestrian crossing control structures such as "zee" crossings, which compel pedestrians to slow down and increase awareness when crossing light rail tracks, and part-time warning systems, which flash lights in the direction of pedestrian traffic when trains are approaching.

To ensure safety around light rail operations and facilities, TriMet combines design with education and outreach. This includes classroom assistance to educate school-age children about safety around and on rail vehicles. Successful programs for other lines in operation near schools include programs implemented for the Lloyd District light rail stations, and a partnership with Operation Lifesaver to provide safety education to residents and school-age children near the Westside Express Service Commuter Rail line.

Section 3.16 includes more detailed information about safety, including enforcement and security.



Public Hearing June 9, 2008

Page 48

I-291-001

thousand kids in all these schools. A person would get off of the light rail and go 50 to 200 feet and be at one of our playgrounds in these schools. We don't think that is a safe thing to do.

I-291-002

Congestion is another issue. When the trains go through town, cross traffic will stop at Harrison, Monroe, Washington and Lake Grove, and the cars will back up. When we have a church organization or school activity, we will not even be able to get on the street to drive home because of the traffic. And St. John's kids cross 25th Street twice a day to go to school or cafeteria or church.

I-291-003

Also, the noise is another issue. When the gates are going down and they're honking their horns, how can be that good for the neighborhood with the kids learning in the schools? The Waldorf school is only, what, 30 feet from the tracks.

Please consider stopping light rail before you get into downtown Milwaukie, and to me that would solve a lot of problems if we stay out of downtown. If Light Rail goes through downtown Milwaukie, it will ruin our city -- quiet town

Beovich Walter & Friend

I-291-002

Thank you for your comments.

Queuing of vehicles at the light rail crossings at SE Monroe Street and SE Washington Street were not reported as part of the SDEIS. However, the FEIS considered queuing at these locations and SE Harrison Street in downtown Milwaukie along with the average delay per vehicle in the PM peak hour, when the most light rail trains will be crossing these streets. It is estimated that in 2030 the average delay on SE Washington Street and SE Monroe Street is between 6 seconds and 12 seconds during the PM peak hour. By federal regulation the gates at the crossings are down (including the time it takes for the gates to come down and go back up) for a total of 50 seconds.

I-291-003

We are aware of potential impacts related to audible warning devices at the grade crossings, and we are working with the Federal Railroad Administration to provide mitigation for these sources. Thank you for your comment.

for good.

And to me, I don't think people realize what it's going to be like to have that train go through downtown. Besides building it, what's it going to take, two years to build through town? At least a year. And it will be a big mess. And people -- of course, I -- I take it -- I don't take light rail very much, but I drive through town almost all the time to go to Milwaukie marketplace.

Thanks for your time. That's my thoughts.

COUNCIL LIBERTY: Thank you.

Any questions for Mr. Rigdon?

Comments?

Thank you for your testimony, sir.

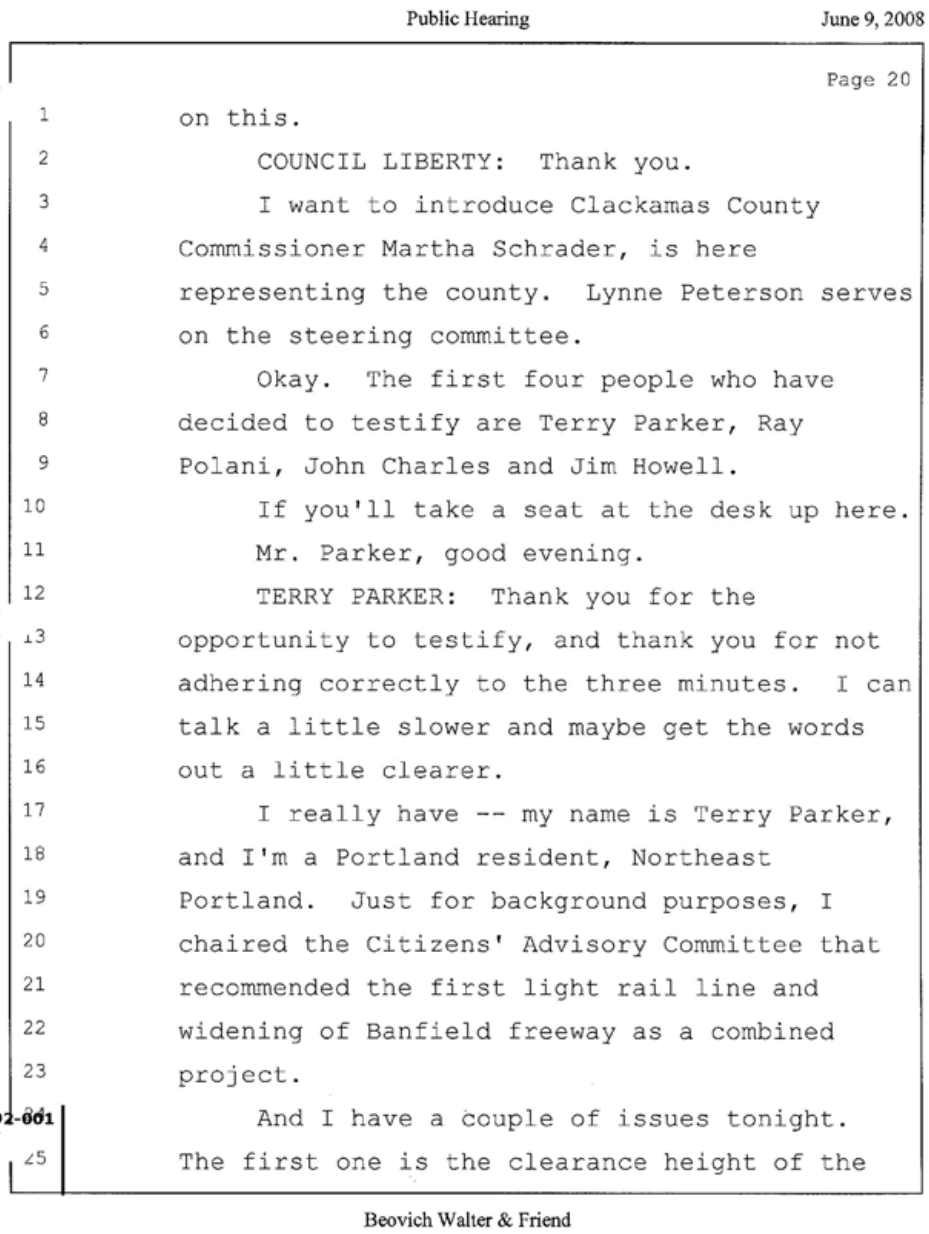
I think we have two more cards. Mark Williams, Elizabeth Clark -- is it Agosti?

Mr. Williams?

MARK WILLIAMS: Thank you, Mr. Chair, members of the committee.

I'm Mark Williams. I'm the vice president of OHSU campus planning, development and real estate.

We are here to support the decision of the Willamette River Partnership, which we



Public Hearing June 9, 2008

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on this.

COUNCIL LIBERTY: Thank you.

I want to introduce Clackamas County Commissioner Martha Schrader, is here representing the county. Lynne Peterson serves on the steering committee.

Okay. The first four people who have decided to testify are Terry Parker, Ray Polani, John Charles and Jim Howell.

If you'll take a seat at the desk up here.

Mr. Parker, good evening.

TERRY PARKER: Thank you for the opportunity to testify, and thank you for not adhering correctly to the three minutes. I can talk a little slower and maybe get the words out a little clearer.

I really have -- my name is Terry Parker, and I'm a Portland resident, Northeast Portland. Just for background purposes, I chaired the Citizens' Advisory Committee that recommended the first light rail line and widening of Banfield freeway as a combined project.

I-292-001

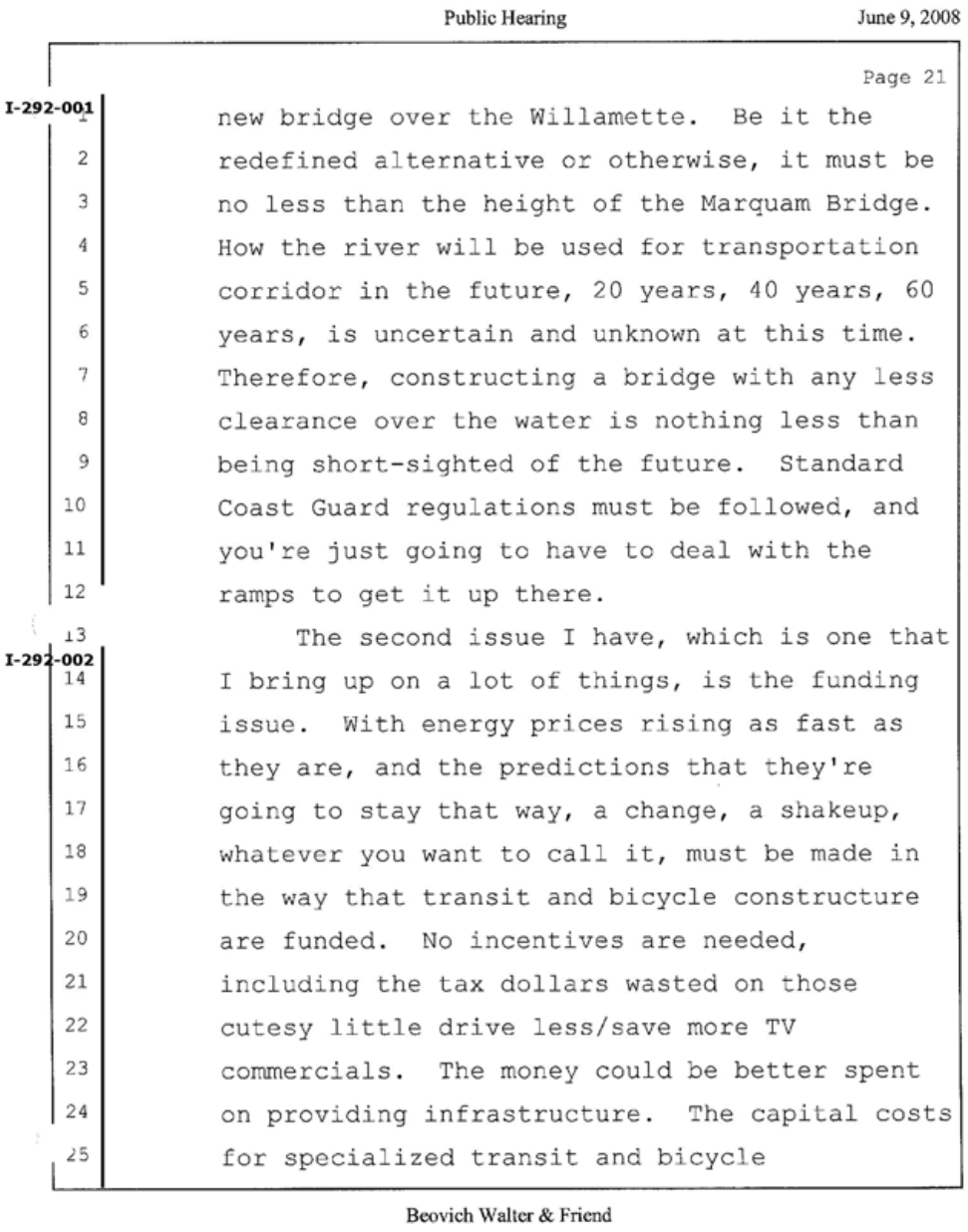
And I have a couple of issues tonight. The first one is the clearance height of the

Beovich Walter & Friend

I-292-001

Thank you for submitting your comments for consideration. Since the publication of the SDEIS, the Project has engaged in extensive analysis of bridge height. From this analysis the following has been concluded:

- There is no standard bridge clearance on the Willamette River or in this reach of the river;
- A variety of bridge heights has been evaluated – from the original 65 feet to 75 feet, 77 feet and more. The Project has concluded that a higher bridge height (measured from the bottom of the bridge structure to the water) should be built - 77.52 feet
- Review of the bridge height with other river users indicates that almost all boats that commonly use the River can navigate with a bridge height of 77.52 feet;
- This height (77.52 feet) provides a safety margin of 2.52 feet over the 75 foot height;
- This height allows for passage for the largest boat of the Portland Spirit to pass under the Portland-Milwaukie Light Rail Project Willamette River Bridge over 90% of the time (a higher percentage if a wind turbine is not added to the boat);
- The cost of building a bridge higher than 77.52 feet increases exponentially with each foot of height, while the additional time or number of additional boats that could be accommodated changes very little beyond a height of 77.52 feet;
- While there will be times when a combination of high river levels and a bridge height of 77.52 feet will restrict river travel, these will be very limited occurrences and likely during flood stages when most commercial river traffic will not be operating.
- A bridge height above 77.52 feet would trigger either a less satisfactory pedestrian design, higher landside construction, both of which are significantly more costly and which have adverse impacts because of ADA requirements or further loss of street/Portland-Milwaukie Light Rail Project connection.



Public Hearing June 9, 2008

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I-292-001

new bridge over the Willamette. Be it the redefined alternative or otherwise, it must be no less than the height of the Marquam Bridge. How the river will be used for transportation corridor in the future, 20 years, 40 years, 60 years, is uncertain and unknown at this time. Therefore, constructing a bridge with any less clearance over the water is nothing less than being short-sighted of the future. Standard Coast Guard regulations must be followed, and you're just going to have to deal with the ramps to get it up there.

The second issue I have, which is one that I bring up on a lot of things, is the funding issue. With energy prices rising as fast as they are, and the predictions that they're going to stay that way, a change, a shakeup, whatever you want to call it, must be made in the way that transit and bicycle constructure are funded. No incentives are needed, including the tax dollars wasted on those cutesy little drive less/save more TV commercials. The money could be better spent on providing infrastructure. The capital costs for specialized transit and bicycle

I-292-002

Beovich Walter & Friend

I-292-002

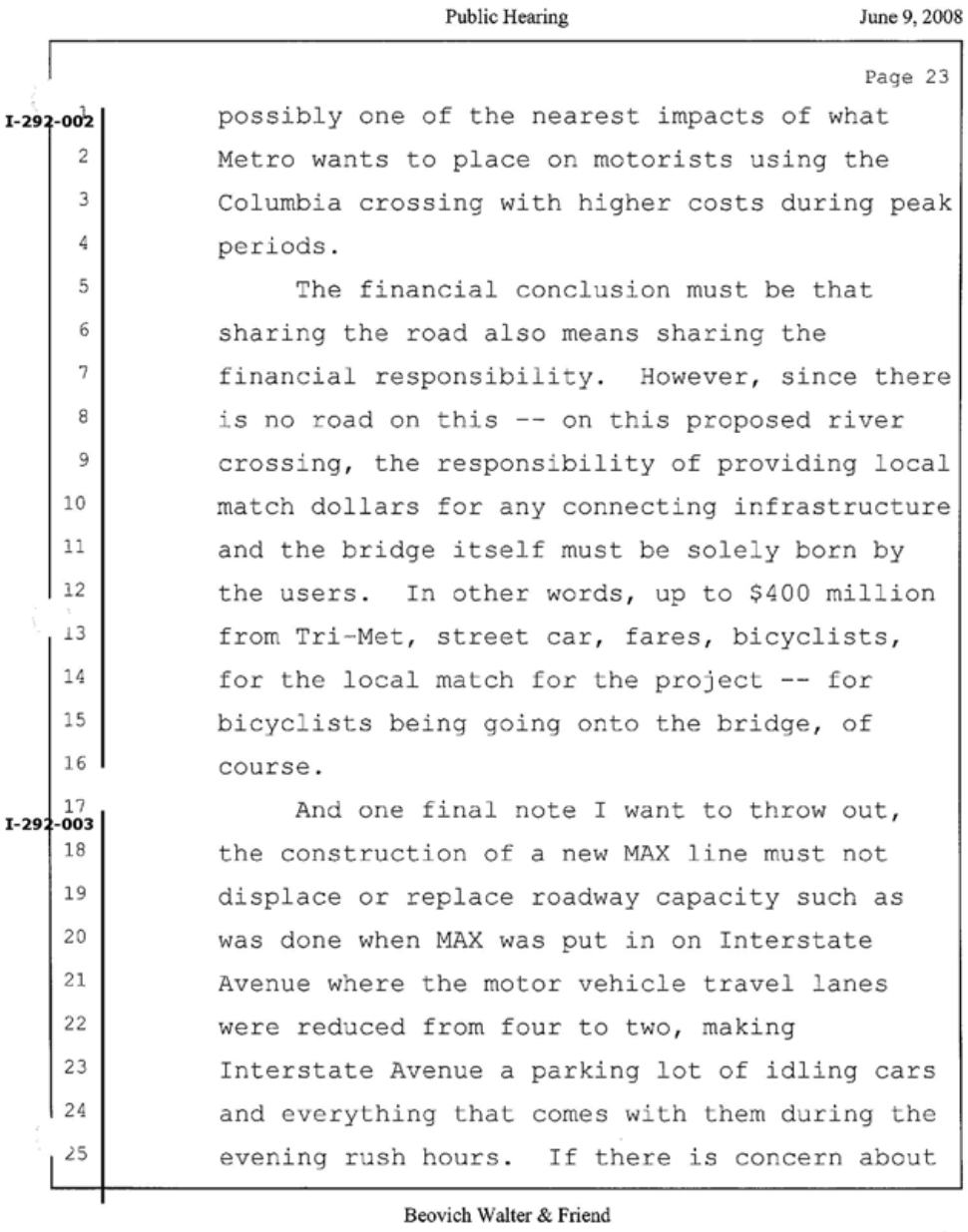
The project is responding to and consistent with the requirements of the Federal Transit Administration (FTA). The FTA uses a cost-effectiveness measure to assess all projects across the country in a way so that all fixed rail projects, including any pedestrian and bicycle paths to serve the transit users, must be compared and compete with other projects. Many projects are not funded, as only the most competitive are awarded funding.

I-292-002

infrastructure -- and the reason I'm talking about bicycles is because we're talking about a bridge here -- must become more user-based, and that must be somewhat based on the cost per passenger mile providing that infrastructure. That requires transit passengers to start paying higher transit fares or a fare surcharge to help pay for a transit expansion, which would include any light rail or street car infrastructure. Collecting this money from transit passengers should start immediately so a fund can be established and built up that collects interest, rather than paying it.

Eliminating Fareless Square might be a good idea, too, because that will take you a long way towards getting some more money for infrastructure.

Additionally, the bicyclists need to be directly taxed, and immediately, to pay for their share of any proposed new bridge. If a bicycle tax is not imposed, the bridge needs to have a bicycle toll placed on it. And equitable pricing structure for such a toll would be one that reflects again the cost per bicycle mile providing the infrastructure, and



Public Hearing June 9, 2008

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I-292-002

possibly one of the nearest impacts of what Metro wants to place on motorists using the Columbia crossing with higher costs during peak periods.

The financial conclusion must be that sharing the road also means sharing the financial responsibility. However, since there is no road on this -- on this proposed river crossing, the responsibility of providing local match dollars for any connecting infrastructure and the bridge itself must be solely born by the users. In other words, up to $400 million from Tri-Met, street car, fares, bicyclists, for the local match for the project -- for bicyclists being going onto the bridge, of course.

I-292-003

And one final note I want to throw out, the construction of a new MAX line must not displace or replace roadway capacity such as was done when MAX was put in on Interstate Avenue where the motor vehicle travel lanes were reduced from four to two, making Interstate Avenue a parking lot of idling cars and everything that comes with them during the evening rush hours. If there is concern about

Beovich Walter & Friend

I-292-003

Thank you for your comments.

The light rail transit alignment for the Locally Preferred Alternative has track within the center line of the street system in a couple of locations (such as SE 17th Avenue). This will impact the on-street parking on these streets but not travel lanes. During the construction phase of the project, temporary lane and road closures or detours may occur.

All construction impacts would be temporary (6 to 18 months) and mitigation measures at intersections could result in potential short-term impacts to the roadway network. Detailed construction impacts will be outlined for each segment when final design is developed. Construction impacts can be addressed at that point through a temporary traffic control plan. TriMet would coordinate with property owners before and during construction.

I-292-003

not increasing VMTs, then Metro must start by looking at the bigger picture of reducing regional population growth, rather than confining roadway infrastructure.

Thank you.

COUNCIL LIBERTY: Thank you.

Any questions?

All right. Thank you, Mr. Parker.

Mr. Polani.

RAY POLANI: Mr. Chairman, members of the committee, my name is Ray Polani. I live at 6110 Southeast Anchorage Street in Portland. But I've also lived two years in Milwaukie, in Lake Grove, 1989 to 1991. So I can speak on both sides of my mouth.

What is the overriding purpose of public transit? Well, it seems to me that it is to attract riders, primarily from automobiles. With this in mind, all efforts and projects must maximize this paramount aim and purpose. Unfortunately, Tri-Met and other transit systems in the United States too often do not act accordingly.

Let me be specific. Tri-Met is finishing the transit mall Light Rail Project which will

not increasing VMTs, then Metro must start by looking at the bigger picture of reducing regional population growth, rather than confining roadway infrastructure.

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COUNCIL LIBERTY: Thank you.

Any questions?

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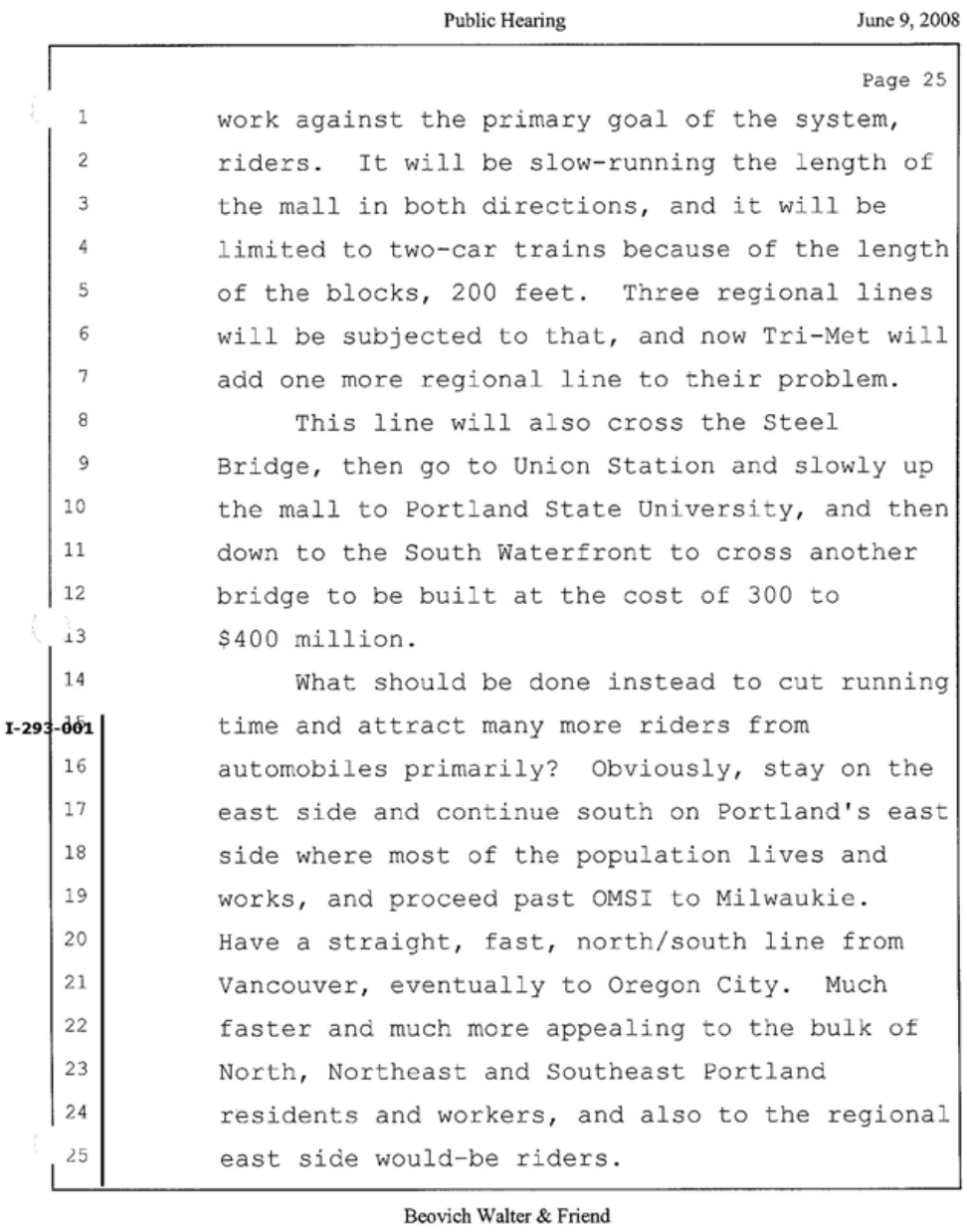

Public Hearing June 9, 2008

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work against the primary goal of the system, riders. It will be slow-running the length of the mall in both directions, and it will be limited to two-car trains because of the length of the blocks, 200 feet. Three regional lines will be subjected to that, and now Tri-Met will add one more regional line to their problem.

This line will also cross the Steel Bridge, then go to Union Station and slowly up the mall to Portland State University, and then down to the South Waterfront to cross another bridge to be built at the cost of 300 to $400 million.

What should be done instead to cut running time and attract many more riders from automobiles primarily? Obviously, stay on the east side and continue south on Portland's east side where most of the population lives and works, and proceed past OMSI to Milwaukie. Have a straight, fast, north/south line from Vancouver, eventually to Oregon City. Much faster and much more appealing to the bulk of North, Northeast and Southeast Portland residents and workers, and also to the regional east side would-be riders.

I-293-001

Beovich Walter & Friend

I-293-001

See comment response I-289-005.

I-293-001

Remember, it is time that matters to people, but now also costs and environment. And in the process, spend less, save the cost of a new bridge, and get more riders. Show on this project concern for both ridership and fiscal responsibility. This, I would call win/win.

Thank you for your attention, and I hope that the fatal effort will be changed before it gets down on the ground like the mall.

COUNCIL LIBERTY: Thank you.

Any questions of Mr. Polani?

Mr. Charles?

JOHN CHARLES: Thank you, Mr. Chairman.

My name is John Charles, president of Cascade Policy Institute, a non-profit, non-partisan research center in Portland, and I have both a professional interest in this as well as a personal interest because I'm a homeowner in Clackamas County, and I happen to like trains. Not this particular proposal, but I have ridden the east side MAX probably 15,000 times in the last 12 years. I am familiar with how rail works as a practical project, not as a theoretical construct.

Trans System Accounts - Comments on South Corridor SDEIS

From: "Brett Arvidson" <BKArvidson@olsd.net>
To: <trans@oregonmetro.gov>
Date: 5/21/2008 11:43 AM
Subject: Comments on South Corridor SDEIS
CC: "J.Michael Read" <jmread@olsd.net>

Dear Ladies or Gentlemen

The Oak Lodge Sanitary District provides sanitary and stormwater utility services for the unincorporated area between Milwaukie and Gladstone. The Proposed Park Avenue terminus and parking structure is located in the District adjoining one of our facilities. In regards to the South Corridor SDEIS, the District has the following comments:

L-001-001 Table 3.9-3 and Page 3-97 of the environmental impact statement indicate that crossing Courtney Springs Creek will utilize existing structures. Previously the District informed the Metro engineering consultant that these culvert pipes are privately owned and in poor condition. The proposed plan requires Tri-Met to acquire one of these private culverts and locate the proposed train terminus directly over the pipe.

The condition and capacity of this pipe is highly suspect and definitely not suitable for supporting a critical public facility such as light rail trackage. Additionally the proposed parking structure will be located over another suspect section of culvert pipe. These pipes serve approximately 400 acres of watershed and failure would result in both environmental and property damage.

L-001-002 Table 3.8-4 does not list any water quality parameters for Courtney Springs Creek or Kellogg Lake/Creek. These streams are tributary to the Willamette River and are subject to the established DEQ Willamette River Total Maximum Daily Load (TMDL) requirements for Temperature, bacteria (e coli or fecal coliform), and Mercury. These streams and parameters are listed on the Oak Lodge Sanitary District Municipal Stormwater permit.

Additionally the DEQ 303D list applies to these water bodies which will include Aldrin, DDT, DDE, Diedrin, iron, manganese, PCB, PAH, and Pentachorophenol as water quality limited parameters.

The Oak Lodge Sanitary District requests that the SDEIS respond to the concerns mentioned above.

Sincerely
Brett Arvidson PE
Manager of Planning and Engineering
Oak Lodge Sanitary District
14611 SE River Rd.
Milwaukie, OR 97267
503-653-1653

L-001-001

Thank you for submitting your comments for consideration. Project designers welcome the input on existing conditions at Courtney Springs Creek. During preliminary engineering following the SDEIS release, additional investigations into the condition of the pipes were conducted. A TV camera was used to evaluate the pipe. The pipe north of Park Avenue is adequate. Loading of light rail tracks and platform is insignificant to a pipe 30 feet deep. An existing manhole, allowing future access and maintenance, will be incorporated into future platform plaza area.

The pipe section south of Park Avenue requires some repair. A section of pipe will be removed and replaced, as required, based on preliminary engineering findings, and will extend to replace the section of pipe that cuts under the proposed parking garage. As the project proceeds into final design, additional engineering evaluations will be conducted.

L-001-002

Updated information and clarification of water quality parameters for each stream are included in the FEIS in Section 3.9.

CITY OF OREGON CITY

PUBLIC WORKS

TRANSPORTATION ADVISORY COMMITTEE

PUBLIC PROJECTS DIVISION
CODE ENFORCEMENT / PARKING
City Engineer/Public Works Director
P.O. Box 3040
320 Warner Milne Road
Oregon City, OR 97045
(503) 657-0891
Fax (503) 657-7892

JUN - 6 2008

June 4, 2008

Metro Council
Metro Regional Center
600 NE Grand Ave.
Portland, OR 97232-2736

RE: Letter of Support for the Portland-Milwaukie Light Rail Project - Milwaukie Alignment and Southern Terminus Recommendation

Dear Councilors:

L-002-001 Oregon City's Transportation Advisory Committee (TAC) fully supports the Portland-Milwaukie Light Rail Project. Specifically, the TAC supports the Tillamook Branch option with the Park Avenue terminus. We continue to support the City's ultimate goal of having light rail extended all the way to Oregon City.

Thank you in advance for your consideration of this request. I can be reached by e-mail at ocfinder@aol.com if you have any questions.

Sincerely,

Bill Blanchard

Bill Blanchard, Chair
Transportation Advisory Committee

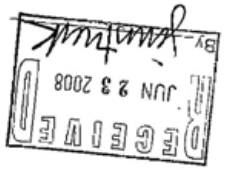
/kg

U:\kgriffin\TAC\2008\Comm\Light Rail Support Ltr.doc

L-002-001

Thank you for submitting your comments for consideration and for identifying the City's preference for a Park Avenue terminus, as well as its interest in extending light rail to Oregon City. The light rail project, including the Tillamook Branch alignment and SE Park Avenue terminus, was endorsed by participating jurisdictions in summer 2008.

The southernmost point of the Portland-Milwaukie Light Rail Project is SE Park Avenue. An extension of light rail to Oregon City on SE McLoughlin Boulevard or any other route is identified in the region's most recent updated High Capacity Transit Plan. .



June 23, 2008

Ms. Bridget Wieghart
Metro
600 Northeast Grant Avenue
Portland, OR
97232-2736

RE: Coordination of the Trolley Trail and Portland to Milwaukie Light Rail projects

Dear Ms. Wieghart:

Thank you for your letter and on-going communication about the Portland to Milwaukie Light Rail project.

L-003-001

As you are aware, the North Clackamas Parks and Recreation District (NCPRD) is currently working on the design of the Trolley Trail, a six-mile multiuse trail that will run from Milwaukie to Gladstone along the former Portland Traction Company street car right of way. NCPRD has just completed a set of preliminary plans, with the goal of beginning construction of the entire trail by no later than spring 2010. Funding for construction of the trail has been awarded and is from federal transportation funds administered through the Oregon Department of Transportation.

We do have some questions and concerns about the affect light rail could have on the trail (e.g., project timing, safety, noise, user experience, etc.); however, with think that with close coordination and thoughtful mitigation some of these issues could be resolved. We will continue to coordinate the Trolley Trail project with the Portland to Milwaukie Light Rail project by attending team meetings; reviewing project information and supporting documents; and inviting light rail project staff to attend NCPRD Advisory Board and Trolley Trail project meetings. We understand that if the final decision is to extend the light rail project to Park Avenue, Metro and Tri-Met will coordinate design, phasing, and mitigation strategies with us to ensure the successful completion of both projects.

Thank you for keeping us informed of your progress.

Sincerely,

Michelle Healy
Senior Planner
Business and Community Services/
North Clackamas Parks &
Recreation District

L-003-001

Thank you for submitting your comments for consideration. FTA, TriMet, and Metro are happy to have the involvement of the North Clackamas Parks and Recreation District in the development of the light rail project. We look forward to continuing our coordination in the design of the two projects, as well as in proposing mutually beneficial mitigation measures that will offset impacts to the Trolley Trail. We also look forward to working with NCPRD to coordinate design elements so that both projects provide better multi-modal access to the community.

RECEIVED
JUN 19 2008
By jun trunk via email

June 19, 2008

To: trans@oregonmetro.gov.
Metro; Portland-Milwaukie Light Rail Project
600 NE Grand Avenue, Portland, Oregon, 97232

From: Capt. Peter L. Richards
Chairman, Columbia Region Harbor Safety Committee (CRHSC)

Re: Public Comment on the Draft Environmental Impact Statement and Section 4(f) Evaluation and the South Corridor, Portland-Milwaukie Light Rail Project

cc: Capt. Fred Myer, COTP, USCG Sector Portland (via Lt. William Taylor)
Capt. Paul Amos, President Columbia River Pilots, Vice Chair CRHSC
Ms. Heather Moats, Port Manager - Inchcape Shipping Services, Secretary Treasurer, CRHSC
Lt. William Taylor, USCG Liaison, CRHSC
MST1 Lucia Mack, USCG Liaison, CRHSC
Members of the CRHSC Bridges Sub-Committee

To whom it may concern:

The CRHSC is comprised of commercial and private waterway users; federal, state and local waterway regulators and others interested in the preservation and use of the waterways in our area of responsibility.

Goals of the CRHSC include:
- Ensuring the continuation and improvement of safe, reliable, cost-effective maritime transportation,
- Enhancing the safety of waterway recreation, and
- Fostering prudent management practices for our waterways.

The CRHSC works to accomplish its goals by providing a forum for the cooperative coordination of actions by all concerned, committed and informed stakeholders. The CRHSC Bridges Sub-Committee evaluates and acts on issues of concern relating to bridges over our navigable waterways under the direction of the CRHSC Managing Board. The South Corridor, Portland-Milwaukie Light Rail Project has become a focus of attention of the Bridges Sub-Committee.

This letter is to notify you of our specific and continuing interest in providing meaningful public comment during all stages of planning and implementation of the project. Therefore, as the project moves forward, please keep us informed in advance of all:
1. Progress concerning the project,
2. Opportunities for us to partner with your planners, and
3. Opportunities to provide public comment.

We also invite you to nominate a representative from your organization to the Bridges Sub-Committee. Please let us know if you will take us up on this offer. Our comments follow.

Thank you for your attention to this matter.

Peter L. Richards

Capt. Peter L. Richards

Chairman; Columbia Region Harbor Safety Committee
805 Broadway, Suite 410
Vancouver, Wa 98660
peter.richards@portsamerica.com
Office: 360 759 0595
Cell: 503 519 2161

June 6, 2008

To: The Managing Board of the Columbia Region Harbor Safety Committee
From: The Bridges Sub-Committee

Re: Initial Public Comments on the Draft Environmental Impact Statement and Section 4(f) Evaluation and the South Corridor, Portland-Milwaukie Light Rail Project

Public Comment

Our focus for the Portland-Milwaukie Light Rail project is the proposed Willamette River Crossing and its impact on river users. We are not offering specific comments on the proposed bridge design since there is no design as yet. We do offer our general comments and also request that we be involved in the design and planning, particularly in relation to the following:

1. Bridge Height

L-004-001 The SDEIS has proposed a bridge clearance of 75 feet, although the current standard for this area is 120 feet. Many of our members have raised objections to the 75 foot height, because it constricts the current use of the river south of this point. The SDEIS eliminates a large number of current and future river users. We are specifically concerned about the commercial use for large vessels, tugs and crane barges for such situations as emergency response to floating homes and bridges, as was the need during the flood of 1996; construction projects, such as the repair or replacement of the Sellwood Bridge, and standard daily business during high water periods.

An advertised air draft of 75 feet does not mean that a vessel with an air draft of 75 feet can safely navigate the bridge. Navigational bridge clearance must factor in tide and a reasonable clearance margin above the vessel. Such factors would impact many of the vessels on the SDEIS survey that are currently considered as unaffected.

At this time the CRHSC will not support a bridge clearance of 75 feet and recommends exploring other options such as a draw bridge, a swing bridge or a taller bridge.

2. Channel Alignment and Width

The channel alignment and width between the bridge pilings are highly important factors in safe navigation and will need to be addressed fully and satisfactorily with the river users during the design phase.

3. Expanded River User List

The SDEIS River User List represents vessels in different height categories, but does not take into account all potential current and future vessels within those categories. There are currently more tug and crane barges in service than are represented on the SDEIS list. This increases the number of vessels impacted by the proposed height of 75 feet.

Other areas to consider would be an increase of taller personal watercraft such as sailboats with the development of the Portland South Waterfront and new technologies for vessel propulsion, including solar panels and wind turbines which can make vessels taller.

4. Rising River Level

L-004-002 The SDEIS does not consider the potential impact of Global Warming and rising river levels. This could have a long term impact on river use. Higher river levels reduce the number of vessels able to use the river.

5. Construction Impact

L-004-003 Finally, we believe it is important to conduct an analysis of the impact during the construction of the bridge upon river users that addresses river closures, traffic disruptions and clearance height and width restrictions.

Respectfully submitted,

Dennis Corwin
Bridges Sub-Committee Chairperson

L-004-001

Thank you for submitting your comments for consideration.

Bridge Height. Since the publication of the SDEIS, the Project has engaged in extensive analysis of bridge height. From this analysis the following has been concluded:

- There is no standard bridge clearance on the Willamette River or in this reach of the river;
- A variety of bridge heights has been evaluated – from the original 65 feet to 75 feet, 77 feet and more. The Project has concluded that a higher bridge height (measured from the bottom of the bridge structure to the water) should be built - 77.36 feet
- Review of the bridge height with other river users indicates that almost all boats that commonly use the River can navigate with a bridge height of 77.36 feet;
- This height (77.36 feet) provides a safety margin of 2.36 feet over the 75 foot height;
- This height allows for (check number) boat passage for the largest boat of the Portland Spirit to pass under the Portland-Milwaukie Light Rail Project Willamette River Bridge 99% of the time;
- The cost of building a bridge higher than 77.36 feet increases exponentially with each foot of height, while the additional time or number of additional boats that could be accommodated changes very little beyond a height of 77.36 feet;
- While there will be times when a combination of high river levels and a bridge height of 77.36 feet will restrict river travel, these will be very limited occurrences and likely during flood stages when most commercial river traffic will not be operating.
- A bridge height above 77.36 feet would trigger either a less satisfactory pedestrian design, higher landside construction, both of which are significantly more costly and which have adverse impacts because of ADA requirements or further loss of street/Portland-Milwaukie Light Rail Project connection.

Channel Alignment and Width. Subsequent to the publication of the Portland-Milwaukie Light Rail Project SDEIS, the project has further assessed the channel width and alignment as follows;

- The Project did a field test of barge movements, using a barge and boats located in the location of the piers and including a representative of the U.S. Coast Guard as an observer. As a result, the Project concluded that the bridge span needed to be increased from 500 feet to 660 feet and that the location of the piers needed to be changed to help ensure that boats, especially the harder to maneuver barge/tugboat vessels, could navigate the piers of a new Willamette River Bridge. These changes meant that one bridge type proposed in the SDEIS (concrete segmental) had to be abandoned as a potential bridge type and that another bridge type, Cable Stay Bridge, would have to be used.
- These findings, along with a video presentation showing the effects of current, channel, span width and tugboat/barge vessels, was shown to the WRBAC, a group representing land and water interests in the Project area as well as citizens, so that a public discussion of the channel alignment and width was open for public review and comment.

Expanded River User List. The Project has resurveyed and expanded the list of river users in order to ensure that the list and heights of boats and other river users is accurately and completely reflected in the FEIS.

L-004-002

In the course of the additional engineering and environmental review conducted for the Locally Preferred Alternative's bridge over the Willamette River, Metro, TriMet and FTA considered best available science and recent federal guidance on climate change to determine how future river levels could be affected. This information, along with updated information on navigational needs along the river, was used to

support the current proposal for the bridge height. Additional information is provided in several sections of the FEIS, including Chapter 2, Alternatives, Chapter 3, Section 3.9, Water Quality and Hydrology, and Section 4.2, Transportation Impacts, and Appendix O, Navigation.

L-004-003
Construction Impact (Willamette River and navigation)

With regard to Willamette River navigation and construction, the project recognizes that this reach of the River is a working river, with commerce conducted virtually continually.

Accordingly, the Project has designed its construction method to ensure that there are no river closures. However, the movement and placement of work barges will be a part of the Project construction method and this work will comply with all Willamette River operating rules and regulations for this River reach.

In addition, the construction method will work from cofferdams and cantllever bridge segments out from these in-water structures that contain the bridge piers. This method avoids the construction of falsework or other temporary extensions of scaffolding that would otherwise extend beyond the Bridge span and height dimensions.

[redacted]

PORT OF PORTLAND
Marine Division
121 NW Everett Portland OR 97209
Box 3529 Portland OR 97208
T 503 944 7000 F 503 944 7250

June 13, 2008

Metro
Portland-Milwaukie Light Rail Project
600 N.E. Grand Avenue
Portland, Or 97232

RECEIVED
JUN 18 2008
By

RE: SDEIS Comment

Dear Sir:

The Port of Portland supports the development and expansion of light rail transit in the Portland metropolitan region. The expansion of light rail service into the Milwaukie corridor will have significant and positive impacts on the region's overall transit options.

There is only one facet of this project in which the Port of Portland considers itself to be a direct stakeholder: The project's potential impact on commercial navigation on the Willamette River. Specifically, we believe that a thoughtful and considered decision concerning the design and placement of the Willamette River rail crossing should consider the following to fully address river navigation:

L-005-001

1. General Environmental Benefits: Much like rail-based mass transit, there are clear environmental benefits to commercial navigation when compared to the various alternatives. A ton of cargo requires many times less fuel per mile if moved on a barge, as opposed to moving the same cargo by truck or even by rail. Commercial navigation is both environmentally and economically sound. Any construction contemplated in the Willamette should be cognizant of both the environmental and economic benefits of commercial navigation.

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L-005-001

Thank you for submitting your comments for consideration. The design of the new Portland-Milwaukie Light Rail Project Willamette River Bridge has been completed with commercial river traffic in mind. As noted elsewhere, the design has been revised to both have longer bridge spans, a higher bridge and relocation of bridge piers in order to accommodate commercial river traffic, especially barge/tugboat vessels as well as commercial river travel associated with tourism. The Project estimates that commercial river traffic for tourism will be able to operate over 99 percent of the time and are not aware of any restrictions as a result of a new Willamette River Bridge that would restrict barge/tugboat vessels, although such vessels may choose not to travel the River for other reasons, such as flood conditions unrelated to the Project. Appendix O provides substantial analysis and documentation of this effort.

L-005-001

2. Vertical Clearance: Any fixed-span crossing of the Willamette must provide sufficient vertical clearance to accommodate the reasonable needs of commercial navigation. It goes without saying that these decisions will affect vessel safety. Moreover, where rivers are available, they usually prove to be the most economical and fuel efficient means to transport large or heavy cargoes, commodities, or pieces of equipment. We are aware that every additional foot of span height will have an immediate cost to the project, similarly any unreasonable restriction in vertical clearance may have a long term adverse impact on commercial navigation and on the regional economy as a whole. For that reason, we appreciate Metro and Tri-Met taking deliberate steps to find the correct balance.

3. Horizontal Clearance: The question of horizontal clearance under any new span is just as important as that of vertical clearance. Several of the alignments under discussion may result in a final configuration in which a) the bridge is not perpendicular to the established channel and b) the current may also set strongly across the channel under some conditions. Without sufficient horizontal clearance, both these factors could make maneuvering a tug and barge hazardous, especially when maneuvering downriver in a strong seasonal current. Individually and together, these factors argue in favor of the widest practicable horizontal clearance.

4. Bridge Pier Placement: We appreciate the aesthetic appeal of all the bridge concepts presented in the SDEIS. However, solely from the perspective of commercial navigability, we would like to express our concern about one proposed bridge design. Depending on the eventual design details, the single pier/single pylon cable-stayed span could result in a major new obstruction being created either in, or immediately adjacent to, the Willamette's navigation channel. We believe this sort of new obstruction could constitute a direct hazard to navigation, and if so, a significant environmental hazard as well. By contrast, the twin pier, cable stayed bridge concept (as presented) appears to offer the best combination of total horizontal clearance and maximum offset distance from the channel centerline to the likely pier locations.

5. Future Commercial Navigation on the Willamette: As noted in the SDEIS, the U.S. Coast Guard has designated the Willamette River a navigable waterway from its confluence with the Columbia up to River Mile 182.3. Access to the upper reaches of the Willamette River is controlled by the operational (though infrequently used) locks at

L-005-001

Oregon City. In light of the rapidly increasing cost of energy, it is in the best interest of the region to preserve viable navigable waterways as an alternative for moving heavy equipment and some commodities. Therefore, any new crossings of the Willamette River should be designed with likely river traffic in mind.

We appreciate the opportunity to participate in the refinement of the alternatives through the Columbia Region Harbor Safety Committee, and through the U.S. Coast Guard's own bridge evaluation process. Please contact Eric Burnette, Sr. Waterways Planner (503) 944 7791 or eric.burnette@portofportland.com with any questions.

Sincerely,

Sam Ruda
Director, Marine & Industrial Development

cc: Austin Pratt, U.S. Coast Guard
Steve Greenwood, Oregon Solutions
Pete Richards, Columbia Region Harbor Safety Committee
Captain Fred Myer, U.S. Coast Guard
Jeremy Weber, U.S. Army Corps of Engineers

ODOT Region 1
123 NW Flanders St.
Portland, OR 97209

June 23, 2008

Subject: Portland-Milwaukie Light Rail Project SDEIS

Bridget Wieghart
METRO Regional Headquarters
600 SE Grand Avenue
Portland, OR 97232

Dear Bridget,

We appreciate the efforts Metro Staff, TriMet, and our Regional Partners have made in compiling the Supplemental Draft Environmental Impact Statement for the South Corridor Phase II Portland-Milwaukie Light Rail Project. We are pleased to see the progress being made on this expansion of the region's mass transit system. We look forward to implementation and to realizing the project's anticipated improvement of mobility and reduction of traffic congestion in the corridor.

S-001-001

Comments from the ODOT staff, including both Rail and Highway Divisions, are attached to this letter, which we sincerely hope will be helpful in the further pursuit of the project's goals. I believe our concerns are well known to you, which are primarily focused on continuing the most efficient operation possible of SE McLoughlin Boulevard. In particular, for both safety and operational reasons we oppose at-grade light rail crossing of SE McLoughlin and would also oppose a signalized transit-only left turn at SE 8th Avenue and Powell Boulevard. In completing the FEIS and preliminary engineering for the project ODOT will need to review and approve all impacts and mitigations to our highway system. Our Region 1 Traffic review of the SDEIS and supporting documents is complete and is available to assist you in that analysis. We look forward to working with you on both issues to develop viable alternative accommodations for transit operations.

S-001-002

Concurrently, we strongly support the concept of a Tillamook Branch alignment, the Porter-Sherman river crossing location, the proposed station locations, the recommended downtown Milwaukie alignment and the Park Avenue terminus. We look forward to our continued work in pursuing this valuable transportation project. If you have any questions regarding the attached comments, please do not hesitate to call me or any of the ODOT staff.

Sincerely,

Jason Tell
Manager

cc: Neil McFarlane

S-001-001

Thank you for submitting your comments for consideration. The Locally Preferred Alternative calls for grade separation of the light rail at the crossing of SE McLoughlin Boulevard south of downtown Milwaukie. ODOT's concern about an at-grade crossing has been resolved.

A signalized left turn for buses at SE 8th Avenue and SE Powell Boulevard is no longer being considered as part of the FEIS.

S-001-002

Thank you for indicating ODOT's preferences for the light rail alignment. The adopted Locally Preferred Alternative, as endorsed by all participating jurisdictions in summer 2008, includes a minor modification to the original Porter-Sherman river crossing alignment, the Tillamook Branch alignment through the North Industrial area of Milwaukie, and the Park Avenue terminus. ODOT's letter of support was very helpful in allowing the project to move forward with consensus among the participating jurisdictions.

ODOT Comments on the Portland-Milwaukie Light Rail Project SDEIS
June 20, 2008

Subject: Rail Crossing Locations and Crossing Orders Required

S-001-003

The attached spreadsheet outlines what I understand to be the crossing locations that may or may not be regulated by ODOT Rail. Where possible, I have indicated the locations that will require a crossing ORDER, if the recommended Locally Preferred Alternative (LPA) is chosen as currently anticipated in the Draft PMG Findings and Recommendations to the South Corridor Steering Committe report dated June 10, 2008.

Here are the specific concerns of ODOT Rail about the proposed LRT corridor alongside Union Pacific Railroad's Brooklyn Subdivision main tracks:

- The construction of LRT tracks parallel to UPRR will create extremely wide crossings (100 feet or more between the outside tracks). The existing UPRR rail segment has double main line tracks between SE 8th and Brooklyn Yard. UPRR is reportedly requiring the LRT tracks to be a minimum of 50 feet from the nearest track.
- Vehicle traffic at these crossings must be cleared before train arrival by using all available traffic engineering technology and methods. These include Advance Preemption of traffic signal phases to clear the crossing conflict area of all vehicles and use of Queue-cutter signals, Pre-signals, etc. to assure that additional vehicles are not allowed to enter the crossing conflict area.
- All at-grade crossings shall be equipped with Flashing-light signals and automatic gates. The crossing signals shall be interconnected with adjacent vehicle traffic signals, where they exist or where they are required for crossing safety. All at-grade crossings shall have medians or median curb to prevent road users from driving around lowered crossing gates.
- In spite of all available traffic control devices needed to warn the public of approaching trains, nearby railroad switching operations in Brooklyn yard currently impact existing at-grade crossings. It is common to observe "false activations" of the crossing signals at crossings near the yard that are often caused by railroad switching in the yard. Yard activities "trip" the train detection circuitry and activate the crossing signals and train preemption. These occurrences are uncontrollable using conventional technologies.

From ODOT Rail's perspective, we are highly skeptical that such at-grade crossings can be successfully and safely constructed. Nonetheless, we are committed to work these issues with TriMet and stakeholders to assure the crossings are safe. Where this is not possible, the solution is grade separation or crossing closures.

Commenter: C. David Lanning
Compliance Specialist
Crossing Safety Section
Oregon DOT Rail Division
503.986.4267 (ph)
503.986.3183 (fax)

S-001-003

- TriMet has worked with, and will continue to work with ODOT Rail to design crossings to ODOT Rail standards. Where LRT is located in UPRR property north of SE Tacoma Blvd., LRT will be 50 feet away from the nearest UPRR track. From SE Tacoma Blvd. south, the LRT tracks will be 25 feet away with a safety wall constructed in between.
- Traffic signals and railroad crossing signals will be interconnected to ensure auto clear-out occurs.
- Rail crossings will be designed to ODOT Rail standards and will be interconnected with traffic signals. Medians will be installed where applicable and in cases where not feasible, quad gates may be utilized. During Preliminary Engineering, ODOT Rail, UPRR, Portland and Western Railroad and Federal Railroad Administration employees participated in field tours and provided advice and direction on the design of at-grade crossing along the alignment.
- TriMet has conducted additional review of the Brooklyn yard railroad switching operations during preliminary engineering in support of the FEIS, and will continue to consider yard operations during Final Design.

S-001-003

Portland-Milwaukie LRT
SDBIS Crossing List

	A	B	C	D	E	F	G	H	I	J
1	Crossing Location	Traffic Signal Controlled?	Order Received?	Type Facility - Explanation	DOT No.	Adjacent to UPRR?	USDOT Station?	Near Station?	Comments	
2								Yes - S Waterfront		
3	OPR Track	No	YES *	Shared Transitway		No		Yes- Omsi		
4	Relocated Water Ave	No	YES *	Shared Transitway		No		Yes- Omsi		
5	MLK Viaduct	No	No	Shared Transitway	C-766.84-A	Yes		No		
6	Daylight Spur	No	YES *	Shared Transitway		Yes		No	Remove spur?	
7	SE 8th	No	YES *	LRT	C-766.68	Yes	759701Y	No		
8	SE 9th	No	YES *	LRT	C-766.60	Yes	759731F	No		
9	SE Division Place	No	YES *	LRT - Close crossing	C-766.58	Yes	759732M	No		
10	SE 11th	No	YES *	LRT	C-766.50	Yes	759733U	Yes - Clinton		
11	SE Clinton	No	YES *	LRT - Close crossing	C-766.45	Yes	759734S	Yes - Clinton	Station Location???	
12	SE 12th	No	YES *	LRT	C-766.43	Yes	759735H	Yes - Clinton		
13	Brooklyn St Ped Xing	No	Yes	LRT	C-766.20-AE	Yes	759736P	No		
14	Powell Blvd Underpass	No	No	LRT on Modified Bridge	C-766.10-B	Yes	759738D	No		
15	Proposed Ped Xing	No	YES *	LRT		Yes		No		
16	SE Milne at SE 17th	Yes	No	LRT		No		Yes-Future		
17	SE Center at SE 17th	Yes	No	LRT		No		No		
18	SE Holgate at SE 17th	Yes	No	LRT		No		Yes- Holgate		
19	SE Schiller at SE 17th	Yes	No	LRT		No		No		
20	SE 17th nr McLoughlin	No	YES *	LRT - NB vehicles		No		No		
21	Driveway (Warrenton)	No	YES *	LRT		No		No		
22	McLoughlin SE Harold at SE	No	YES *	LRT		No		No		
23	SE Bybee Blvd Overpass	No	No	LRT	C-765.30-A	Yes	759752Y	Yes - Bybee		
24	Tacoma St Ramp Undecking	No	No	LRT		Yes		Yes - Tacoma		
25										
26	YES * = installation of Flashing light signals and automatic gates. All many locations. The devices must be interconnected with adjacent vehicle traffic signals.									

S-001-003

Portland-Milwaukie LRT
SDEIS Crossing List

	A	B	C	D	E	F	G	H	I	J
27	Crossing Location	Traffic Signal Coordinated?	Grade Required?	Type Facility - Explanation	Adjacent to UPRR?	ODOT No.	USDOT	Near Station?		
28										Comments
29	Tacoma Station Drive	No	YES *	LRT	Yes - Yes			Yes - Tacoma		
30	Holmes Dr Overpass	No	No	LRT	FDLine	FD-741.04	749164N	No		
31	Milwaukie Expressway Overpass	No	No	LRT	Yes - FDLine	FD-741.40-A	749165V	No		
32	SE Harrison	No	YES *	LRT	Yes - FDLine	FD-741.80	749166C	No		
33	SE Monroe	No	YES *	LRT	Yes - FDLine	FD-741.70	749167J	No		
34	SE Washington	No	YES *	LRT	FDLine	FD-741.83	749168R	No		
35	SE 21st	No	YES *	LRT	Yes - FDLine	FD-741.92	749169X	Yes - Lake		
36	SE Adams	No	YES *	LRT	Yes - FDLine	FD-741.93		Yes - Lake		
37	Lake Road	No	No	LRT	Yes - FDLine	FD-742.00-B	749170S	Yes - Lake		
38	SE McLoughlin Blvd	No	No	LRT	Yes - FDLine	FD-742.10-B	749171Y	No		
39										
40	YES * = Installation of Flashing light signals and automatic gates. At many locations, the devices must be interconnected with adjacent vehicle traffic signals.									

ODOT Comments on the Portland-Milwaukie Light Rail Project SDEIS
June 20, 2008

Subject: Historic Resources

S-001-004

It appears that the Tillamook Branch alignment satisfies Section 4(f) requirements to choose the feasible and prudent alternative that avoids the "use" of a resource (the old State Highway Division office at 9002 SE McLoughlin Blvd.) The only consequence is that the project would require property from the parcel containing the "potentially NR eligible" house at 2326 SE Monroe St. This would be a Section 4(f) use, but one that appears to be minimal.

It would have been nice to see the Section 106 documentation that demonstrates that the house is indeed potentially eligible. We have not seen this particular property, but would like to know how the researcher concluded that the house was potentially eligible. For instance, how many of the seven "aspects of integrity" does it possess? How is it potentially "significant" under the National Register criteria?

S-001-005

Please note that as of April 11, 2008, all references to Section 4(f) in the Code of Federal Regulations must cite 23 CFR 774 rather than 23 CFR 771. "While Section 4(f) remains codified in law at Title 49 United States Code (USC) § 303 and 23 USC § 138, the regulation implementing this law has been moved from 23 CFR 771, FHWA's NEPA implementation regulation, to 23 CFR 774, in order to highlight that Section 4(f) is one of numerous social, economic, and environmental issues that must be considered under the "umbrella" of the environmental review process. In addition to being assigned a new location, the regulation has been reorganized to improve clarity and readability." See http://www.environment.fhwa.dot.gov/strmlng/newsletters/mar08nl.asp

Specific comments on Appendix K; Section 4(f),
Somewhere, at the beginning of the Section 4(f) Evaluation, please define "*de minimis*."

On pages K-18 to K-21 of the Section 4(f) Evaluation: Why is there a discussion here in the Section 4(f) Evaluation about Section 106 levels of effect on historic properties? It should be discussing Section 4(f) "use" of historic properties and whether or not the use is *de minimis*. For instance, in the Tillamook Branch alternative, the discussion should address whether the alternative's Section 4(f) use of 2326 SE Monroe Street can satisfy *de minimis*. Does the project have at most a Section 106 No Adverse Effect on the property and is the Section 4(f) use considered to be "minimal" (*de minimis*)? If so, then it is likely *de minimis* Section 4(f). The authors need to be very diligent about using the appropriate vocabulary when discussing Section 4(f).

One general comment. The authors of the SDEIS repeat the fault common found in many documents written about roads in Oregon, where highway numbers and route numbers are interchanged. In this document, "Highway 26" should read "US 26." Likewise, "Highway 224" should read "Oregon 224." Finally, "Highway 99E" should read "Oregon 99E."

Commenter: Robert W. Hadlow, Ph.D.
Interim Environmental Manager
Oregon Department of Transportation, Region 1
123 NW Flanders Street
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S-001-004

The house at 2326 SE Monroe St was determined eligible during the survey process conducted in accordance with the Historic, Archeological, and Cultural Resources Analysis Methods established in 2007. This Spanish Revival style house is one of the best-known examples in Milwaukie, it retains a high degree of integrity, and is considered potentially eligible on its architectural merit. SHPO concurred with the finding that it was eligible and that the effect of taking a portion of the parcel would not adversely affect the property or render it ineligible for listing because it does not significantly change its setting. The property retains the seven aspects of eligibility, as briefly described below:

- location - remains in its original location
- design - retains its Spanish Revival characteristics
- setting - retains its historic setting on the higher elevation portion of the lot facing the railroad tracks, downtown and the river
- materials - retains its stucco siding and wood windows
- workmanship - retains the original features
- feeling - retains the historic feeling of a residential neighborhood property in an older section of town
- association - continues to be associated with residential living and displays the period of its construction, associated with the stylistic trends of the era

S-001-005

The Section 4(f) evaluation has been updated to cite 23 CFR 774. The Final Section 4(f) Evaluation in Appendix K of the FEIS also now references the USDOT's final rule, which clarified other guidelines and procedures for Section 4(f)'s implementation. Appendix K retains a description of Section 106 findings because it is a key factor in Section 4(f) determinations, and we have provided clarification for how an effect under Section 106 relates to a use under Section 4(f).

ODOT Comments on the Portland-Milwaukie Light Rail Project SDEIS
June 20, 2008

Subject: Willamette River Bridge

S-001-006

According to page 2-10 and Figures H.2-1 and H.2-2 in Appendix H, the conceptual bridge design calls for two 12 foot shared bicycle/pedestrian lanes.

The Oregon Bicycle and Pedestrian Plan calls for min 10' wide multi-use paths, with 12' in high use areas plus 3' shy distance on both sides. Where a path is parallel to a roadway, there should be a min 5' separation between the path and the edge of pavement, or a physical barrier of sufficient height. This bridge should be considered to be in a high-use area. There does not seem to be any shy distance assumed in the conceptual design.

The City of Portland's minimum and desirable bridge design standards are as follows: Shared use path: min 15' clear of obstructions for 2-way path (12' plus 2' shy distance on both sides) - desirable 20' clear of obstructions; Bikelane min 5', desirable 6.5'; Sidewalk min 8' clear of obstructions (6' through zone + 2' furnishings/curb zone) - desirable 12' clear of obstructions (6' through zone + 2.5 ' furnishings/curb zone + 1.5 ' frontage zone adjacent to outside bridge rail).

Commenter: Lidwien Rahman
Principal Planner
Oregon Department of Transportation, Region 1
123 NW Flanders Street
Portland, OR 97209-4012
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S-001-006

The two pathways, one on either side of the Willamette River bridge, are not directly adjacent to a roadway, and are physically separated from the transitway by railings and other barriers. The pathways are also not adjacent to developed property. For these reasons, the code and standards cited in the comment do not directly apply.

The pathways on the bridge have developed beyond those depicted in the SDEIS from a multi-use style to a pathway that differentiates the space usage between bikes and pedestrians. The current design, supported by the local bike and pedestrian community, provides for a 14-foot pathway on each side of the bridge. The FEIS provides further details on the currently proposed design features.

Oregon
Theodore R. Kulongoski, Governor

Department of Transportation
Rail Division
555 13th Street NE Suite 3
Salem, OR 97301-4179
(503) 986-4321
Fax: (503) 986-3183

File Code:

January 25, 2008

Bridget Wieghart
Corridor Planning Mgr, Metro
600 NE Grand Ave
Portland OR 97232

Richard Brandman
Deputy Planning Director, Metro
600 NE Grand Ave
Portland OR 97232

Neil McFarlane
Executive Director Capital Projects, Trimet
710 NE Holladay St
Portland OR 97232

Re: Proposed at grade crossing of McLoughlin Blvd by Milwaukee light rail extension.

ODOT Rail Division is opposed to an at grade crossing of McLoughlin Blvd by the light rail line because of the safety risk associated with the volume, including trucks, and speed of vehicles on this highway.

In addition to the primary objection stated above, there are numerous additional safety risks associated with the particular location proposed. They include the following:

1. The proposed crossing is at the bottom of a long hill. This compounds the speed issue especially with regard to large trucks and inclement weather.
2. Visibility is severely restricted to northbound motorists in the SE quadrant.
3. Visibility is severely limited to southbound motorists because of the roadway curvature and railroad overpass north of the proposed crossing.
4. The proposed crossing traverses the highway at an acute angle which creates an extreme hazard to motorcyclists and can cause even four wheeled vehicles to fishtail while going around the curve in wet weather.
5. The angle of the crossing makes it very long and wide which in turn makes the distance between crossing gates excessive, increasing the opportunity for gate runarounds.

Form 735-9203 (9/07)

JAN 2 9 2008

65

6. There is a signaled intersection to the south of the proposed crossing which will create queues across the tracks.

This letter is a follow up to a meeting held with Metro, Trimet and ODOT Region 1 on January 11, 2008.

Charles S Kettenring, PE
Mgr Crossing Safety

Cc Kelly Taylor, Administrator, ODOT Rail Division
David Kim, ODOT, Area Mgr, Region 1