

Lake Oswego to Portland Alternatives Analysis Community Design Workshop comment summary

1. Introduction

Metro hosted a community design workshop on May 30, 2006 at Riverdale Grade School. The workshop was attended by 150 people. The goals for the workshop were to:

- explore the viability of each mode under consideration (BRT, rail and river transit)
- identify options for alignments and station locations
- identify options for a trail in conjunction with each option
- identify the issues related to each option
- identify local issues and advocacy group concerns that should be addressed through small group meetings

The workshop began with an opportunity for participants to review project information and talk to staff informally. Staff presented information about the project process, purpose and a short description of the characteristics of each mode. Participants were then asked to work to in small groups led by a table facilitator to develop alignment options for each transit mode and a companion trail alignment for each mode, and identify issues that need additional consideration. Participants were also asked to complete a comment form.

Most participants thought that all three transit modes were viable in the corridor and met the project's purpose statement. There were general concerns about transit ridership in the corridor, location of park-and-rides, and neighborhood impacts related to all of the options. There was support for trail options along with any transit option though many participants said that rail transit with a trail would present challenges in places where the right-of-way was constrained.

Some table facilitators noted that there was not consensus around alignment or mode. However, many groups identified rail routes that used the right-of-way with on-street options through John's Landing, and, in some cases, Dunthorpe/Riverdale. All groups that identified a bus rapid transit route identified an alignment on Highway 43 and SW Macadam Avenue. The groups that identified river transit alignments generally included stops at Riverplace, the Sellwood Bridge and Lake Oswego. Most trail routes used the right-of-way for the majority of the alignment.

A summary of comments received at the workshop is provided in this report. This includes comments received on comment forms and in writing, comments gathered through small group discussion. A transcription of comments received on the comment forms is attached.

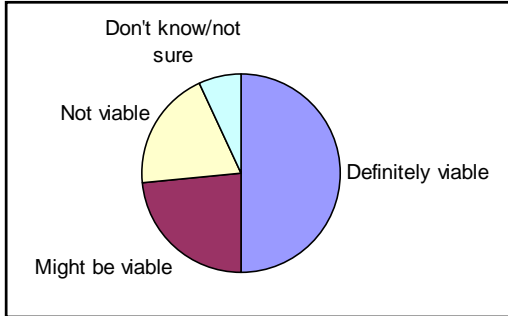
2. Comment form responses

Demographics

More than two-thirds of participants live in the corridor and about one third travel through the corridor. Most people who traveled through the corridor reported traveling between some part of Portland (central city and inner eastside) and Lake Oswego. Most participants reported either driving alone or not commuting. Most heard about the meeting though a Metro postcard or newsletter.

Bus rapid transit

More than 70% of participants said that bus rapid transit was definitely viable or possibly viable in the corridor. Almost 60% said it met the project's purpose statement. Those who supported additional study of bus rapid transit in the corridor said it was flexible, had low capital costs and had fewer impacts on residential neighborhoods.



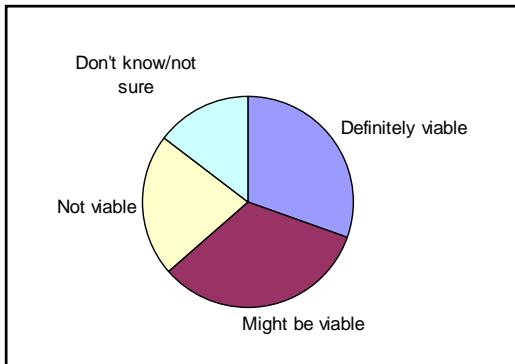
How viable do you think bus rapid transit is for the corridor?

About 20% said it was not viable. The same proportion said that it did not meet the project's purpose statement. Concerns about bus rapid

transit included noise, ridership and the efficiency of running additional buses on Highway 43 and SW Macadam Avenue which are already congested.

River transit

More than two-thirds of participants said the river transit was definitely or possibly viable. About 40% said it met the project's purpose statement. Those who supported additional study of river transit in the corridor said the river was currently underutilized for transportation, that it would be an attraction or a community amenity, that it would have fewer impacts on residential communities, and that it could offer express service. These people also cited examples of successful water transit systems in other cities.

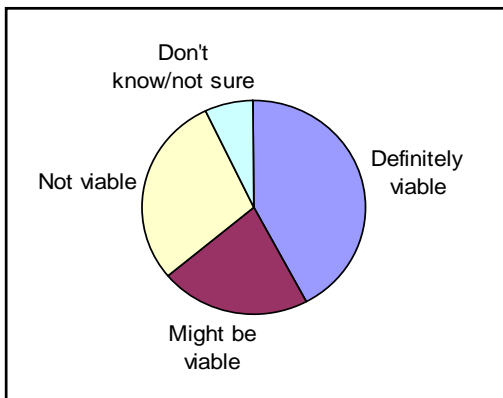


How viable do you think river transit is for the corridor?

More than 20% said that it was not viable and about one-quarter of participants said it did not meet the project's purpose statement. Concerns included noise, environmental impacts, access to the stops and parking. People also suggested that it might be slow and that it would be more of a tourist attraction than a transit option.

Rail transit

About two-thirds of participants said rail transit was viable in the corridor and nearly as many said it met the project's purpose statement. Those who supported additional study of rail transit said that the transit should use the existing right-of-way, rail was more pleasant than buses and it would offer a faster trip than a bus on congested Highway 43.



How viable do you think rail transit is for the corridor?

Almost 30% said that rail transit was not viable in the corridor and about the same proportion said that it did not meet the project's purpose statement. Concerns included impacts to existing

residential neighborhoods, safety, noise and ridership. The proximity of the existing rail right-of-way to existing homes was a frequently noted concern.

Multi use trail

Most people thought that the multiuse trail could be compatible with any transit option. Many participants expressed support for the trail options along with or independent of transit. Many participants stated that there was not a safe walking or biking route from Portland to Lake Oswego today and that one was needed. Concerns about the trail included security and privacy for residents along the right-of-way.

No build option

Most participants thought that an improvement should be made in the corridor. Less than ten percent of participants suggested that nothing be done.

Other comments

Participants also raised other comments and concerns. Most of these comments were related to process and the importance of public input in the decision-making process. Many other comments suggested that the corridor ought to be expanded to consider options that served West Linn and Oregon City or crossed the river to connect to Milwaukie Light Rail.

3. Comments from small group discussions

Bus rapid transit (BRT)

Many groups developed BRT alignments that used SW Macadam Avenue and Highway 43 between Portland and Lake Oswego. Two groups developed an alternative route that used Terwilliger Street and Barbur Boulevard.

Identified station locations included SW Nebraska Street, SW Nevada Street, SW Miles Street, SW Gibbs Street, SW Taylors Ferry Road, Sellwood Bridge, SW Radcliffe Street, SW Greenwood Street, SW Pendleton, SW Nevada, SW Midvale Street, E Avenue, A Avenue, SW Bancroft Street, SW Riverwood Street, SW Military Road, Willamette Park and SW Terwilliger Street.

Other comments and suggestions included:

- build a mini-transit mall at SW Moody Street for transition between bus and streetcar
- do not place stops through Dunthorpe because houses are too far from the road
- create a bus bypass at the Sellwood Bridge
- use a reversible lane for HOV and buses
- do not place stops in the most congested areas
- give buses signal priority
- build shelters at bus stops
- construct sound walls along route
- fix intersection at Highway 43 and A and B avenues in Lake Oswego
- continue rapid bus to West Linn

River transit

Groups suggested routes from Riverplace to Foothills Park with docks at South Waterfront, Willamette Park and the Sellwood Bridge. One group suggested starting farther north with a stop at the Steel Bridge. Several group suggested a stop in Milwaukie. Two groups

suggested direct service from Portland to Lake Oswego. Other suggestions for stops included SW Gibbs Street, SW Sweeny Street, George Rodgers Park, SW Bancroft Street and Waverly Country Club.

Groups made the following suggestions and comments:

- river transit would free-up the Willamette Shoreline right-of-way for a trail
- river transit would be less expensive because it would not require infrastructure

Rail transit

Several groups suggested using the right-of-way with sections on SW Macadam Avenue (South Waterfront to SW Carolina Street) through John's Landing. Other groups suggested using right-of-way for the entire distance. Specific route suggestions included:

- create an on-street rail couplet through John's Landing to allow for double track
- use Highway 43 from SW Carey Street to south of the tunnel
- use Highway 43/Macadam Avenue for the entire route
- terminate streetcar at SW Miles Street, SW Taylors Ferry Road the Sellwood Bridge or Willamette Park.

Station locations included SW Bancroft Street, SW Hamilton Street, SW Boundary Street, SW Pendleton Street, SW California Street, SW Miles Street, SW Nebraska Street, SW Nevada Street, SW Military Road, SW Riverdale Street, SW Florida, SW Pendleton, SW Lowell Street, SW Riverwood Street, SW Briarwood Street and downtown Lake Oswego.

Other suggestions and comments included:

- spacing of rail stops should be dependent on bus service and balance access and speed
- prefer streetcar to light rail to allow room for rail with trail
- extend streetcar using rail right-of-way Tualatin or Kruse Way
- extend rail to connect with commuter rail
- connect to Milwaukie light rail using rail bridge
- do not run rail through residential areas
- like rail options because they are not noisy or smelly
- concern about safety and access near homes
- abandon rail right-of-way from SW Lowell Street to the Sellwood Bridge
- build a new bridge south of the Sellwood bridge for bikes, streetcar and trucks
- catenaries would spoil the beauty of the area

Trail

Many groups suggested a trail on the rail right-of-way. Variations included suggestions that the trail:

- use SW Riverwood Road to the tunnel (from where the right-of-way intersects with SW Riverwood Road)
- be split near SW Carolina Street with one trail using the rail right-of-way and one following the water's edge
- be split south of the Sellwood Bridge with one trail using the right-of-way and one (unimproved) though Power's Marine Park
- Follow a neighborhood route south of SW Military Road that would use Breyman Avenue/Edgecliff Road/Iron Mountain Boulevard/SW Glen Street and return to the right-of-way at SW Underhill Road

Other comments and suggestions included:

- widen existing Willamette Greenway bike path and raise speed limit
- need a safe bike and pedestrian crossing from the cemetery to the Sellwood Bridge
- continue bike path on Highway 43 south of the Sellwood Bridge
- use Highway 43 south of the cemetery
- build a bike and pedestrian bridge across the Willamette River to tie into the Springwater Corridor Trail
- convert right-of-way to a trail
- need to separate bikes and pedestrians on existing greenway trail
- construct restrooms
- bikes and trains should share the tunnel with a fence between them
- connect trail to Milwaukie via the railroad bridge
- connect to SW Miles Street to SW Taylors Ferry Road and up to SW Corbett Street.

Attachment A

Transcription of butcher paper comments

Ideas and concerns

- Safety (big problem – many driveways now cross rail line. Bike/Pedestrian safety on 43 also a problem now.)
- Links to and impacts on existing transit
- Privacy
- Right-of-way width
- Park-and-ride size and location
- Bike and pedestrian connectivity
- Parking and traffic impacts
- Speed and reliability of rail
- Likelihood of transit use by corridor residents (none)
- Priority of safe bike trail at least as high as rail (some agreed with this and some disagreed)
- If funding constrained, could trail be built first? (some agreed with this and some disagreed)
- Single track, or dual?
- Actually work to reduce traffic counts along 43/State Street. Car may increase car trips if high density housing develops at transit modes (i.e. foothills).
- Share the tunnel with a streetcar and bikes
- Take advantage of our existing asset of the right-of-way as match for federal funding
- Maximize use of buses on Hwy. 43: use priority signals, queue jumps, add busses at peak hours, turn out lanes, reversible lanes.
- DO not increase accessibility to Lake Oswego for the unfortunate “bad elements” of our society (e.g. loiterers at Pioneer Courthouse Square, homeless on Springwater Corridor).
- Do not jeopardize our health with overhead power lines, static, magnetic fields, etc.
- NOISE! Put it where the riders want to go
- Timeline for decision
- Lack of scope – not inclusive of all concerned
- Cost
- Taking of private property (measure 37)
- Express buses from West Linn/L.O to Portland
- Safe biking and walking-will help take some traffic off 43-know I already do this
- Provide microphone for attendees at future meetings
- I bike commute daily-I'd use it!
- Do not support Lake Oswego's plans at Foothills
- Just another Beaverton Round
- No to Sewer Plant decommission

Attachment B
Responses from comment forms

DEMOGRAPHICS

Do you live, work or own a business in the corridor?

Live	62	
Work	4	
own a business	0	Most Portland to LO
Travel through	21	

How do you usually commute?

Transit	14
Bike or Walk	14
Carpool	4
Drive alone	34
Don't commute	23

How often do you take transit, bike or walk instead of a trip in your car?

daily	24
weekly	24
monthly	12
rarely	29

How did you hear about tonight's meeting?

Newsletter or postcard	52
Word-of mouth	15
Newspaper	4
BTA	6
Email	3

BUS RAPID TRANSIT

How viable do you think bus rapid transit is for the Lake Oswego to Portland corridor?

Definitely viable	43
Might be viable	21
Not viable	17
Don't know/not sure	6

How well do you think bus rapid transit meets the project's Purpose Statement?

Very well	33
OK	12
Not well	16
Don't know/not sure	17

Comments in support of BRT

Least cost option. Proper marketing to LO commuters would lead to increased ridership, better frequency, better weekend service, etc.

Buses are good

Already works well, just need more ridership

With South Waterfront coming there will be more people in the northern area-- more congestion. Public transit is needed.

Buses traveling on existing roadway so (1) they are less expensive than rail or boat (2) they do not interfere with residential properties (3) buses are flexible in number and frequency and size.

Because the infrastructure is basically in place. More shelters and pull-outs would be helpful but that's less expensive than a light rail system.

Flexible, low capital costs

Bus routes can change over time (poles, wires and tracks aren't needed) more or fewer buses can be added.

Provides flexibility, routes can be designed to serve various terminals in LO area, e.g. Kruse Way and West Linn. Massive infrastructure costs avoided, fragile residential and river environments will not be degraded, can disburse bus route on Barbur and Macadam, can be designed to server underserved communities and simultaneously provide more frequent service.

Many options re: buses, easy to add when volume up.

Bus is already a good option; BRT will improve and normalize service.

No impact on residential areas. Give priority to buses e.g. signals, turn outs, etc. Fill existing buses then add at peak hours.

Most cost effective

It will ease congestion on Hwy 43.

If it is available, people will use it

You already have the roads and easy access to the bus stops. You could gauge the number of buses by the number of riders.

Except south bound near Sellwood in afternoon and entering LO, traffic moves pretty well

We need more and more BRT as the South Waterfront and OHSU need workers.

Provides local service

Uses mostly existing structures, a more efficient solution than car traffic.

It doesn't require excessive land acquisition because most of the required land is publicly owned. The buses are already running through the corridor.

Moves the people who actually will use public transportation.

Low cost. Brings large numbers to PDX without disruption of neighborhoods flexibility

Can extend to West Linn

Same-cheap, efficient, buses are most energy efficient transportation.

I love it!

Like the idea of bus usage, new versions are very good and probably get better.

Great idea! Easy to access locations when in PDX or LO.

The bus system we have not is great, why not make it faster and better?

We may need streetcar and rapid bus in HOV-dedicated lane, especially for people who live south of the streetcar route and especially if there is no park and ride built for streetcar.

Would need two lanes in AM and two lanes in PM and make extra lane HOV as well as connectivity to streetcar, streets and pathways.

This BRT seems most viable as it is the least invasive to existing infrastructure in the area. There is simply inadequate space for LRT.

Questions and comments opposing BRT

It seems sit would be subject tot traffic jams as it is today.

Current bus transit is difficult to get the LO and West Linn public to use the existing transit due to geography, culture and economics of the places (gas prices may change some of this)

There are lots of car trips to downtown Portland. Effectiveness depends on convenience to stops.

Unfortunately busses also clog the road and are slowed by the traffic as well.

We need it! Would love to see more people take mass transit if it were there; I think people would use it.

Bus is good, though it often slowed by congestion. Biking can be just as fast

Road is already too crowded.

Macadam is already pretty backed up with traffic, Can't get more lanes without spending big bucks.

I've heard that LO'ers are more likely to use LRT than bus -- LRT apparently has more cache

Would need to build additional local bus routes in LO to encourage public transit usage.

Snob factor against buses.

I already ride the bus occasionally, but find it doesn't have the frequency of service or speed of service I'd like. BRT Would have to offer something significantly better.

LO residents might resist leaving the Mercedes at home.

People don't like to ride buses. Buses pollute and are noisy. I prefer rail

Too many stops along the way to be rapid, too much traffic to be rapid

The current bus system currently works just fine.

limitations of Hwy 43

Traffic on Hwy 43 will bog it down.

I don't think a lot of people will take the bus

No place for park and ride. Buses do not go through many neighborhoods. More scheduling needed

Any transit option must be faster than the traffic jam on Hwy 43 every day during rush hour. I don't believe bus rapid transit can do that.

No room to expand

Traffic is already bad; buses get caught in traffic congestion.

Potential riders from the area are not interested in leaving autos behind.

I don't see enough gain by allowing better signal stops. Also a lot of people don't like the bus.

LO people don't ride the bus and if they did where would they park?

Won't work. Not enough population using the bus.

I don't know if it would meet commuter's needs. I don't know if LO people would use it. A study should be conducted. Park and ride?

Where are you going to fit them in an overcrowded corridor when they are most needed - during rush hour?

Bus caught in traffic on afternoon commute is excruciating.

Because without a total redesign of the area you probably can't get much more on Macadam Ave.

Not as good as LRT. Unless BRT attracted a critical mass of riders would still have congestion on 43 that would discourage BRT use

Since BRT uses existing streets, it seems like it would meet goals to minimizing community inputs and leverage existing infrastructure. But would it come often enough? Be fast enough?

The current system is not overcrowded and works fine right now.

It does not enhance our neighborhood character in any way. It is not conducive to economic development.

Express buses? Make buses more available, may be necessary to do a PR campaign, more evening and weekend runs.

How can you make a lane for buses if you can't widen the road? It won't be rapid; it will be stopped in traffic.

too many stops

Best option, lowest cost, targets those who need public transport option. Most people in the corridor are affluent and will NOT use public transportation of any form.

May not be a permanent solution. Benefits are ease of development. Bus traffic could run up Terwilliger to decompress Macadam

Sharing the road with cars really isn't viable.

Noisy

Not a good option i.e. fuel. Not enough room for cars and bikes, not suitable for high speed buses.

BRT is very expensive; limited priority on ROW due to narrow sections

Bottleneck w/ Portland's Waterfront development Sellwood Bridge N.

Gasoline dependent.

I don't think buses will reduce traffic on 43 much

It is smelly, loud, unpleasant.

Congestion would make that a poor choice.

Since buses are subject to flow of traffic why would a driver or commuter leave their car behind unless there is not parking available at their destination?

I live right on Hwy 43. I hate the idea of increased bus service and lane direction changes at peak commute hours, but it seems like the cheapest, lowest impact option to pursue.

Would really study various bus concepts, types, size, frequency, bus shelters and stops. Probably the least investment and smallest impact on existing homes condos and businesses.

RIVER TRANSIT

How viable do you think river transit is for the Lake Oswego to Portland corridor?

Definitely viable	27
Might be viable	29
Not viable	20
Don't know/not sure	13

How well do you think river transit meets the project's Purpose Statement?

Very well	21
OK	11
Not well	22
Don't know/not sure	29

Comments in support of river transit

Works well in the Bay area, Sydney Harbor and other areas on waterways.

Gas costs

I think people would enjoy it.

sure seems that the river is underutilized as a transportation corridor

like the idea as an alternative and seasonal

River is underused since there are no longer tug boats using it.

Needs to pick up passengers in Oregon City, West Linn, LO and John's Landing. Needs to move rapidly like boats in Vancouver & Victoria BC

Express runs only and would require coordination with other forms of feeder systems.

I think this option has immense appeal, it uses one of Portland's greatest assets.

This could be an important solution to providing transportation in an already overcrowded corridor.

Attractive route with light use. Have landing areas both in LO and PDX

Free, already available "water highway;" could be extended to Oregon City

This mode of transportation works well in river communities on east coast and Asia.

Creates a new concept with little disruption to neighborhoods.

River has lots of room.

Water transit is very successful from Marin County to SF. I think the same could be done from LO to PDX.

Low impact on residents, clear of traffic, can put stops that meet current rail/stet car transit stops. Can run rapid links as well as local stops.

Removes commuters and vehicles from Hwy 43, less disruption of neighborhoods through Macadam.

Provide a tourist attraction. Needs a park and ride in LO and a shuttle from Waterfront park in PDX.

Express boats from LO to S Waterfront not sure there are enough potential riders in between, could also run local boats like in Italy.

Those at our table thought a ferry to LO would be great and people could take their bikes. We think if the ferry should go from Waterfront Park to the Ram Pub dock in LO.

LO people would use this more. How many people do you propose will use this?

Seems it could be less complicated to implement.

Seems that boats would work well to transport people between LO and Portland and there are probably not that many people in between LO and John's Landing who will use mass transit.

At least it is being considered!

Perhaps slower but would likely gain traffic because of scenery etc.

We should definitely explore.

Would definitely reduce Hwy 43 congestion

Relatively limited costs in construction. Time from LO in rush hour probably a fourth of the present bus and car travel times. Reduces the PDX parking problem for shoppers and office workers

Fast, reliable, no impact on land, you need a park and ride

The cost would be low. Would be unique transit experience.

It meets the needs of transporting people to and from PDX. A novel idea and creative.

People like being on water.

This is a non-evasive system (unlike the tram) and would be fun for residents and tourist alike.

It is the only option which reduces impact to Macadam and thereby to residential neighborhoods which border Macadam. Any option which includes widening Macadam or increasing traffic density will negatively impact bordering residential neighborhoods.

This form of transit works well in many other cities (Sydney Australia for one) and the ferries on Puget Sound.

IT could be rapid. People could take their bikes. Our current bus fares could decide on fares and or transfers to other transportation. Many people would ride it just to see the scenery.

The river is a natural transportation corridor, doesn't need rails. Minimum impact on residential and river environments.

Questions and comments opposing river transit

don't take the river as transit

I think the cost of fuel might make it difficult and the access to the river is limited so one would have to use alternative methods to get there. There would have to be a large parking area, which may not be feasible in regards to available space, the city owns and it just completed a park that would probably be the location of the dock.

I have a concern about water quality and noise

Pollution, bank erosion, river not wide enough

What's the point? And think about all the increased safety measures! Insurance, boater right of way, etc. yikes.

I am not sure how many people will actually take it and my experience in other areas is that it tends to be very expensive.

Would probably be similar to a trolley- a tourist curiosity rather than a commuting option

Most of the property along the Willamette is privately owned, so it would be expensive to develop. speed, cost, transfers

Limited access and infrequent service.

It's a joke. Best left for the tourist. You really can afford to put a park and ride on very high volume property?

Because of getting people to the boat from the road is logistically complex. Too much money.

No parking for large numbers of cars, would increase traffic through LO

River/bank erosion

gasoline dependent

loud-affects fish and wildlife, staging areas limited to PDX and LO

Same problem as bus plus river access is an inconvenience, slower travel time, probably more expensive fare.

I do not know if residents will drive to transit park and rides and the feasibility of providing adequate parking for the river for river transit.

Lower Willamette a superfund site. -Possibility of oil spills?

If it was done in a way that made it fun -- maybe.

wake

I think the boat speed would be too slow. Park and ride- where? Would people use it?

Never heard of taking a boat to work or school, sounds like a pastime not transportation.

I don't think many people will ride it.

Finding suitable property for development of transit stations is problematic. It sounds in theory but implementation would prove difficult.

slow

Will not have much connectivity if express; if not express, pretty worthless in terms of time savings.

Pipe dream

Access to river makes it a poor choice.

It is not convenient enough to get people out of their cars.

Boats are fun for pleasure rides, but I don't think they could possibly have the frequency and speed to make them more attractive than the bus. Just doesn't offer better mobility.

Too few stops. River entry points would be limited. Would have to develop LO and Portland dock areas and shuttle transportation to existing transportation networks.

Would river transit be privately owned or state/city/metro operated?

Not enough volume, costly to riders

RAIL TRANSIT

How viable do you think rail transit is for the Lake Oswego to Portland corridor?

Definitely viable	37
Might be viable	18
Not viable	25
Don't know/not sure	6

How well do you think rail transit meets the project's Purpose Statement?

Very well	36
OK	10
Not well	24
Don't know/not sure	10

Comments in support of rail transit

Rail and river are my top choices as alts to Hwy 43. Need P&R or good bus service to terminals and stops

High speed option bypassing traffic

People like to ride MAX. Is quick, clean, comfortable

Infrastructure in place already; dedicated route exists

Removes vehicle traffic from Hwy 43; reduces pollution overall; provides multimodal options; intelligent option; minimizes environmental impacts

Faster than cars and cleaner, better scenery

Streetcar is accepted by public. Neighbors are used to rails in place.

Buses don't sell well in LO/West Linn. Speed would be better than buses, smoother, easier to read while commuting

Only if access to stops is comprehensive and service is frequent.

Done right it avoids the highway congestion

Already existing ROW.

Adds a new transportation line in addition to road.

Dedicated right of way. Not competing with autos on 43. Can be fast.

Not competing with cars

We have to right of way with the trolley already, let's improve upon that. It would increase property value do to less dependence on cars.

Existing row, area acceptances, lowest cost per passenger over time.

Existing tech, right of way

Already have tracks in place, safe, fast, pretty quiet. Off the road, minimal exhaust issues.

Rail can be fast, quiet and takes advantage of the fantastic opportunity we have wit the existing right of way.

Rapid, quiet, efficient

I would really like to see light rail between LO and Portland.

Again this becomes a tourism attraction as well.

makes sense

Tracks are there. People like train. Faster than the bus.

Corridor exists already in public ownership, connects town centers.

I think it is more pleasant and as result more people would ride it.

Other rail projects seem to have been viable and popular.

It should share the corridor with the other modal means and the ROW might not be large enough to handle both.

More acceptable to citizens, infrastructure already there, residents can't say they didn't know there were tracks running by their property

It moves people more efficiently

As long as it's done right.

It would ease traffic congestion on 43.

Because it will facilitate rapid movement of so many people through a corridor which can hardly accept any more motor vehicle traffic, despite the continued influx to the area.

It enhances neighborhood character more than buses do and it would definitely support economic development, based on its impact in other areas of the PDX metro region.

Rail service supports TOD well and would presumable have faster/ more frequent service than existing bus service. But it is costly and slow to build. BRT might offer more bang for the buck.

It might relieve congestion on Hwy 43 which is poor during peak commuting times. It would need to be quiet since it would go through neighborhoods and have minimal stops to ensure the commuting time would meet the user's needs.

If you put the rail in the existing Macadam corridor it would work, you could raise it.

Now is the time to implement a rail system-- think big! The future with more people commuting to City Center

It will help LO people to more easily get to downtown PDX

Would rather have street car on Macadam. Cuts down on car access forcing public to consider public transportation. Large park and ride facility at rail terminals in LO

I like riding the trolley in NW where I live now and would probably ride rail to work if it were available.

Could be great if run along the road. Least impact on residences. If you can dedicate a lane for a bus you could dedicate a lane for a tram. Still an issue with traffic.

Our table was dominated by just a few people (against any use of right of way) who live on the track. I think if it was put to a vote it would be an easy yes for the streetcar from LO to Portland.

We have the line waiting to be used. It will alleviate congestion on Hwy 43. Concerned about legal issues related to rail only on the shoreline.

You should seriously consider the original plan for the RR tracks at John's Landing. Plan as approved by the city in 1973-74 called for the RR to bend out from Willamette Sailing Club to Macadam. The tracks were there and have since been removed.

Questions and comments opposing rail transit

don't take rail

Right of ways cost to have a real system, depends on system

I really worry about transit parking

I think that this will require much greater expense and engineering than has been appreciated, it is seemingly no easier than widening Macadam in terms of home impacts and the added construction

required, and will be less used in this neighborhood than a wider 43 would.

Frequency? How far would it go? The parking facilities would need to be large. Bike paths to West Linn and City Hall are need.

Would take major upgrade to rail bed, trestle and tunnel.

High impact on residences along the river; need to run rail on road not through residential area and parks

Light rail would need added ROW. Parking at stops?

There's the trolley. Don't need anything else. Residential area.

Too much noise and crime and traffic on our neighborhood streets to get to rail stops.

The LO to PDX would never create the large ridership to justify the expense of this grand project. I

believe you have the wrong demographic to inconvenience the residents and businesses.

Lake Oswego people will always prefer their cars. Difficulty in getting to trail in LO (left turns are already very busy on State Street). Further breakdown of scenic shoreline and fine neighborhoods.

There is not rail ROW between John's Landing and LO that does not unreasonably interfere with residential property. The rail ROW through John's Landing unreasonably interferes with residential property unless it travels adjacent to Hwy 43 rather than on existing rail line.

The corridor width does not accommodate dual rail lines to allow for continuous north-south traffic. How will you run multiple cars in opposite directions when there is only room for one line??

Construction a light rail in the Willamette Shore trolley line will block access to the river.

Not needed

Fixed rails can't be moved, very expensive to implement poles and wires, unsightly along a precious natural resource (the river) ruins it for everyone.

Rail is not viable on residential portions of Willamette River Trolley line however, on easement section (i.e. non-public sections) rail could be run on Macadam. Rail on Willamette Trolley line impairs river access destroys river access destroys residential portion.

Right of way issues. Cost to condemn houses. High cost to build. Tax payers would have to subsidize train.

Logistics would be really difficult, neighborhoods and homes disrupted.

Safety problems. Goes through park and homeowners property. Limited commuting possibilities, goes on to LO. Tunnel and trestle limit track.

Still doesn't address systemic problem of end to end commute basically requiring or preferring an auto.

It is too crowded of a corridor to accommodate rail lines without destroying livability.

Rail transit would be too expensive with the hills and uneven terrain to LO

High impact on residences if use existing trolley line.

Will have maximum traffic and parking related impacts most particularly through the Macadam corridor.

Limited number of trips due to single track

The current plan unreasonably interferes with residential property

Too much money with limited options to expand capacity.

More people could use rapid transit from Oregon City up the east side of the river to downtown. LO doesn't have the population to justify the expense/

If rail is run on some portions of Trolley Line it will destroy residential portions, impair and impede river access and access to existing trails, impairs economic development on Macadam, becomes merely a commuter train to LO and damages portions of the corridor, it's not complementary to existing development.

It does not consider the impact to neighborhoods. You are trying to squeeze an 1800 solution in 21st century idea.

Huge expense, not enough people in SW PDX will take a train.

Why a transit system to LO?

Affects the livability of the John's Landing area.

Misses the boat.

It will destroy our peaceful setting that now exists between the Ross and Sellwood Bridges for those who live there and those who use the west side of the river as a treasure for all.

Live next to route; concerned about noise, condemnation, privacy, etc.

Light rail is a dangerous mode of travel through a populated neighborhood. A silent killer. Number of pedestrians killed by Tri-Met light rail is unacceptable.

Need to go all the way to downtown; having to do bus transfers kills viability. Oregonians to tight to pay for this. If ridership does not materialize, negative public perception could sink next project. Market first- - create demand than you'll see people buy in.

I need a stop near Riverdale Road.

Need for park & rides.

Only concern with rail I have is the types of low life dirt bags that seem to haunt the transit mall and gangs riding the light rail. Will they be allowed into LO?

Biggest concern is will Tri-Met/Metro ensure transit police will be on board to ensure all passengers safety.

Concerned about potential for increased crime associated with rail transit entering/passing through our neighborhood

Current trolley line runs through a high value condo housing area in John's Landing on tracks that were supposed to be removed when our plan was approved by City Council in 1973-74. That promised abandoned right of way was supposed to be converted either to a walking trail or bike path.

noise, streetcar OK, maybe too slow

Impacts on people whose property it might go through.

Keeping trolley, increase schedules, decrease price. Then see if streetcar is viable.

Most commuters come from LO (over the Sellwood Bridge) Stops through the corridor will only slow down the rapid travel and highly impact local residential neighborhoods.

A streetcar adjacent to Macadam and over a new Sellwood Bridge would be a good idea. But one that travels along the current rail line through John's Landing is a ridiculous idea that fails to give due consideration though the residential property owners in the area. Besides very few people in LO would use a streetcar. I can guarantee if the planners who came up with the idea of running a streetcar though John's Landing on the existing rail actually lived in that area, this idea would never have been proposed. Noise! The trolley line is virtually feet from my home and "sound" barrier or foliage would block our river view. Ok if on Macadam

Putting unsightly poles and wires along a beautiful natural resources makes as much sense as putting a transformer in front of the Multnomah Falls, we must preserve Oregon's beauty.

Safety

This project makes absolutely no sense. The demographics and expense do not fit. Rapid bus transit is the best solution.

Unless rail goes on Macadam it runs trough low density residential areas, people won't ride it. Barbur makes more sense for rail. Park and rides are in existence. I would think you would have more options for development.

Placement of the rail transit route is of grave concern. Running the rail within unacceptable proximity to existing residential structures is unacceptable. What is the current east-west rider count? It hasn't solved the "26 dilemma." Running LRT through Willamette Park is dangerous and devastating to an existing park and park users. How would you handle parking and access along the line?

This is development pushed by LO, paid for by Portland. LO residents are not public transportation candidates. The rail will be a novelty, just like the trolley.

MULTI-USE TRAIL

Please share any comments about how the trail fits with bus rapid transit.

Compatible	18
Don't know	1
Incompatible	5

Please share any comments about how the trail fits with river transit.

Compatible	16
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Don't know	1
Incompatible	16

Please share any comments about how the trail fits with rail transit.

Compatible	19
Don't know	1
Incompatible	7

Comments generally supporting trail options

My highest priority is to get a multiuse trail to Portland. We need a safe bike route. This comment form makes multi-use trail/bicycle commute look like an afterthought. Please seriously consider adding a good bike commute route between Portland and LO. It is not as far as prospective bike commuters would think.

Please build the trail first if possible

We are here tonight in support of a walking-biking path in the corridor. I don't think Metro should not take on unnecessary projects just to help the construction interests. A bike path and trails could be built for less money.

I would like to see a bike path and pedestrian walk along the right rail/trolley. Add pedestrian bike lane to RR crossing in LO, could continue biking on the east side.

Bicycle/walking path is environmentally friendly.

Think about the bicycles.

Please put something paved for cyclists so we can avoid 43 & Terwilliger. They're scary and very hard work. I would ride to work in SE much more often if such a trail existed.

Why is the focus on transit options, with the trail as a side thought? The trail is so important, and it's not clear to me that Metro really cares about it.

We make frequent use of trails on west and east sides of the river and would love to have a safe, scenic and flat option all the way to LO

A trail would be a tremendous asset to both cities. Just look at the success of the Springwater Trail along the river.

All bike/ped should follow existing ROW from LO to Willamette Park, then connect with existing Willamette Greenway

Along the rail corridor and river must be safe and attractive to bike and ped users. The trail must be built soon regardless of the trolley/bus decision.

Bicycles are the wave of the future. If history repeats itself then we will all ride again someday.

Bike laws to force use of trails when available, laws to force cyclists northbound to L & C onto trail, I have had almost 3 head ones in LO in the past year, Radio frequency IDs for bicycles/bike gear helmets, cameras on bike/ped trails to ensure security.

Bike Transit we need safe biking from LO to PDX specifically the Sellwood Bridge. I'm concerned that only bus/train/water transit is being planned and not a bike option.

Bike transit! 43 from LO to PDX is awful for cyclists due to poorly maintained bushes, debris in road, lack of bike lane. Going near the river for a through route for multi-use is fantastic.

All the routes for a bike trail should follow the existing trolley right o way. The current greenway trail is overstressed and should be made pedestrian only. Bikes are not safe to follow the Hwy 43 line. Macadam cannot support a safe bike lane.

For every option the line along the river that could be used for bike/walking/running would fit in very well. I ride bicycles and currently commute on my bike, taking the bus when it rains. It is currently not an option to take the ROW on you bike. Best investment? Bike path only.

I want trail to be close to current Willamette Greeway. Close to the river where possible. I was told the current rail ROW can legally only be used for rail, not trail, but someone said that could be changed. Using the current rail ROW for the trail might be a good idea south of Willamette Park.

I wonder how many people would ride to Portland on their bikes if they felt safe between LO and the Sellwood Bridge. I ride to Oregon City and the Hwy 43 shoulder is wide enough for a bike lane. To the

folks that worry about a lack of privacy, etc, I say "don't worry!" Many cities larger than Portland support bike trails with very few problems.

I'm worried that NIMBY neighbors will successfully oppose the trail. Trails increase property values, are safe, and give the public opportunities to get healthy exercise. We must keep our commitment to this important trail.

No conflict- bike trail avoid rail ROW except straight section south of Sellwood Bridge where streetcar can be on street with no problem. The trail is the priority

Please build the trail ASAP. I'm driving now and would switch to biking if I had a safe route. I biked to work at my previous job, but I'm not a big jock and I need safe place to ride.

Should be the highest priority option since a trail is compatible with all and is likely to be the lowest cost part of any program.

The greenway trail on the west side of the Willamette could be extended along the river to LO. The old trolley track is really too much and not well used. The greenway trail could use the rail ROW.

The trail could be a safer bicycling alternative to Highway 43 which is dangerous. Giving commuters a bike option can help reduce traffic congestion and it would be a fine scenic corridor that would draw riders.

The use that makes the most sense is convenient the rail line to a multi-use path (if too small to be a rail and trail) I believe the spring corridor is a great comparison. It provides commuting and recreation options for people and with the City of LO's park upgrades the path will be close to a continuous link to Oregon City along Old River Road and Parts of hwy 43 where there is additional shoulder width. The other aspect of this corridor is it would allow universal access since the grades are minimal. This would allow all the public to take advantage of this corridor.

There is no viable option to get from downtown to John's landing to LO at present. A trail is really needed to complete this major transportation link. It's impossible and unsafe to bike on Macadam Ave. & 43.

Trails should be accessible to everyone who wants to use them: I can't help but wonder how many people will start biking when gas hits \$4/gal, \$5/gal, \$??/gal.

Use existing ROW for bike/hike trail. I understand that there is a rail ROW along Macadam (i.e. between Macadam and the condos along the river rather than through the condos. So if there must be rail, run it along there. I also understand that Metro's planners propose to use both. This is an outrageous and unnecessary proposal that fails to give due consideration to the condo owners.

Use the current right of way as a ped and bike path like the springwater corridor.

Using the rail ROW would be the way to go for all options. Siting the trail as close to the river as possible to maximize scenic/natural experience. Need to rework interchange at Sellwood Bridge. Keep bikes off heavily trafficked streets if possible, as close to river as possible

Very important! There is now no safe route for adults or children to bike from LO to Portland along 43.

In areas of shorter right-of-way that will not support train and path or areas like the trestles where it would be too expensive to build, consider using side streets and parts of Hwy 43 if needed, as well as a compromise for the homeowners who are worried about the impact.

I favor a (fairly) flat bike path connecting the Sellwood Bridge with Lake Oswego. I understand that this could be done fairly quickly but is tied up with the rail option. This is a transportation option that could be put in place soon and we would not have to endure the numerous negotiations, condemnations and court battles that could delay a combined transit and trail system for another ten years.

I would like to make sure my support of a trail between Portland and Lake Oswego is known. I ride that route several times a month. Having a trail that was as fast as riding along Highway 43 and as safe as riding up Terwilliger and down through the cemetery, would make my bike commutes more frequent and make the ride more possible for many of my neighbors.

I would really enjoy seeing a bike/pedestrian trail along the trolley route. Even if it was adjacent to a light rail track similar to the route along 205 to Vancouver. This type of trail would be a very nice connection to the Springwater & East Side Esplanade.

We support a bicycle/pedestrian addition to the rail

Comments with questions about trail options or other ideas

Run the trail through the Tryon Creek area. Why does it have to be the shortest trip from A to B?

Probably need some major new parking structures in LO

Who would monitor trails at night? Currently tracks are not monitored and transients are often found walking tracks.

Public lavatories, Powers marine, validate existing laws, use case studies, make and test new laws, ensure security north south of elk rock tunnel, system response from police, do not build until laws validated and test, how to prevent/deter/respond to stop and rob, home invasions, nefarious actions, human excrement clean up, like springwater corridor

Who would monitor trails at night? This might be a huge magnet for the homeless, safety concerns for residents.

NO BUILD OPTION

Support no build option	9
Oppose no build option/need to do something	31

OTHER COMMENTS

I appreciate the opportunity to comment.

Who conducted the studies? I wasn't copies of the studies. What is the purpose of this project? Boring speaker, not very interactive.

Two of my coworkers live near me. One takes the bus now but would really like better service. The other drives now but would take transit if it were faster and more frequent during the day. I think they any of these options would really improve regional transit, contribute to air quality, improve my life personally, help the environment and generally be a very good use of my tax dollars. Please have plastic recycling at your next event. All those water bottles in the trash, come on you're metro!

I am extremely cynical that the only other option being considered other than rail. Most of my concern was over a comment made by a representative that PDX cit owns the current easement and trolley line, before residences were built so it is too bad for the residents.

John's Landing condo owners are represented by an association that never meets and has never sought condo owner input. You need input from the people with rail in our front yards. It looks like Metro has rounded up the usual suspects to product the results it wants regardless of the merits think outside the (rail) box!

I enjoyed the presentation on May 30th and feel that we have many great people to get the ball rolling faster. I hate studies that end in zip then we just have to start over. The traffic problem will not get better unless they start rationing gas or proceed.

I would like to learn more about this process. I may be interested in serving on a committee.

Public opinion would be better with rough cost estimates- construction plus operating. Rapid bus through to West Linn or rail including run to Boones Ferry with Park and Ride there

If LO wants rapid rail transit between LO and Portland, then extend Milwaukie LRT across the river to LO. That makes sense. Then it can extend down to West Linn.

Any rail should connect with Tigard or Tualatin west commuter train. All the SDC funds will go to the foothills for years while the rest of LO rots. Keep SDC funds in the area they are generated it.

Think more holistically. Include West Linn into the task group making recommendations. Alignments do not go far enough.

The possibility of making Hwy 43 a 2 lane all the way to PDX in the morning, and a 2 way on the way back in the afternoon. The corridor does not sop in LO - did you consider West Linn to Oregon City. How many stations will there be for the streetcar and where would they be?

It will take a wide scale change over the region in buses etc. to serve most commuters. Transit not so heavily weighted for CBD employment which is the minority present arrangement. Most LO commuters area headed to Beaverton/Hillsboro/Wilsonville, perhaps partly a rational reaction to Hwy 43 congestion as well as personal choices.

Too few options! I think the problem needs to be tackled by a bigger scope than what was offered tonight and from many angles. I think you must include other options and a bigger vision that includes more ways to tackle congestion. Just because you have the ROW does not mean that it makes sense to use it.

My concern is that whatever is done be an amenity to the Riverdale-Dunthorpe community and have as

few negative impacts as possible. I would particularly like to see safer pedestrian and bicycle connections. Please understand that the school is the focal point of our community and that Hwy 43 cuts our community in half and makes it dangerous for our children to fully enjoy their neighborhood.

Ways to keep neighborhood streets from becoming park & ride.

The unabashed arrogance of Metro and Lake Oswego officials is highly offensive and deplorable. If this is how Metro defines representation it is clear that we need to scrap Metro and start over. / The project itself is myopic and narrowly defined in scope. It is nothing more than a vanity project for Mayor Hammerstand and her cronies in Downtown Lake Oswego and the foothills. The last time I checked LO was NOT the center of the universe.

Is there really enough population in the corridor to support this project?

River- Don't be stopped by the comment that I heard at the meeting (negative) that using the river was "another ballgame" because you had to deal with the agencies that control what requirements they have. Any change in the present will definitely require dealing with public agencies just because there may be new ones, don't throw in the towel before you start.

Very little assessment has been presented on the houses that would be condemned to make rail possible.

It would be very disappointing to not put this property to good use.

Been a long time coming, but glad the project is underway!

After driving West Linn/LO/Portland since 1959 to work, changes are here but I have not seen roads widened to accommodate traffic flow. Sometimes we need to buy out land along the way to accommodate the future and current needs.