

# Open House Comment Summary

Lake Oswego to Portland Transit and Trail Study  
June 27 & 28, 2007



Metro held two open houses on June 27 and 28. The open houses provided the public with an opportunity to receive up-to-date information on the project and to review alternatives for improving transportation in the Highway 43 corridor.

Attendees were asked to consider their preferences for each alternative or combination of alternatives and to use a feedback form to indicate which options should be studied further.

Two letters and 122 comment forms were collected: 90 on June 27, and 32 on June 28. One additional question was added to the comment form for the June 28 open house, and one question was expanded to include an additional answer option. These questions have been tabulated separately and noted.

Because several questions encouraged respondents to include multiple answers, the percentage totals will not necessarily add to 100%.

The open house format encouraged people to review information, ask questions and provide feedback. After signing in, participants were invited to watch a pre-recorded power point presentation that provided a project overview and a description of the open house format and means for participation. Participants were asked to complete a feedback form before leaving.

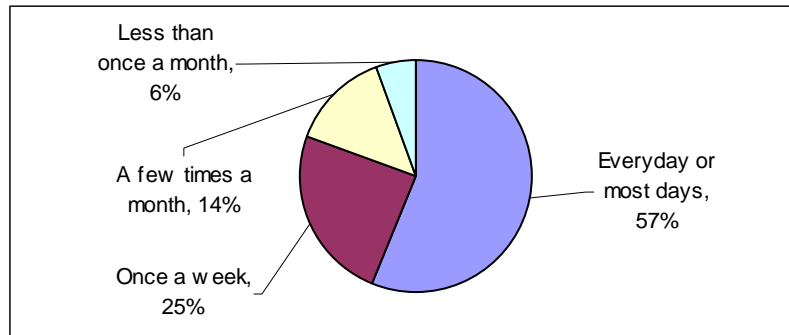
About 25 informational boards described the Purpose and Need Statement for the project, the wide range of alternatives discussed, the narrower range that was evaluated in detail, the evaluation results and next steps in the process, including public involvement opportunities. Concepts designs and operating framework for the most promising alternatives were shared along with evaluation results for BRT, streetcar and No-build options and the associated trail concepts.

Evaluation results included measures such as ridership, travel time, economic development potential, capital costs and operations and maintenance costs. A visual simulation offered participants the ability to envision what Bus Rapid Transit (BRT), streetcar and a trail could look like at various points along the corridor. In addition, redevelopment concept drawings were provided in John's Landing and Lake Oswego where studies show the greatest development and redevelopment potential exists if a streetcar is built.

Throughout the evening, staff from Metro, TriMet, City of Portland, City of Lake Oswego and the Oregon Department of Transportation (ODOT) engaged with participants, providing information and answering questions. Staff offered written materials, encouraged completion of feedback forms and connected participants with Project Advisory Committee (LOPAC) members who were present to hear from and talk with citizens in preparation for their upcoming recommendation to the project Steering Committee about what alternatives should advance for further study.

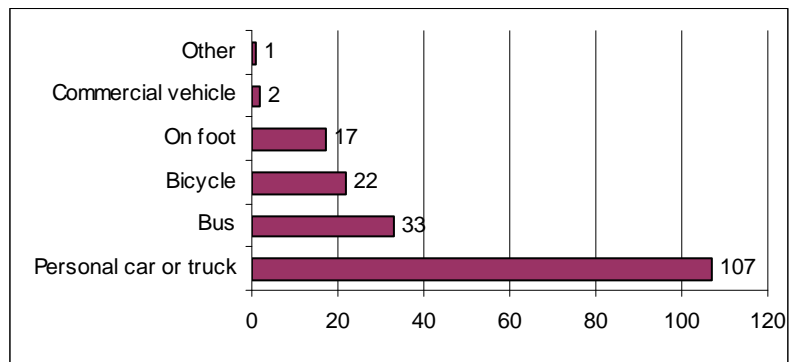
### On average, how often do you travel through the project area?

More than half of respondents indicated that they traveled through the corridor every day, and over 80% of respondents said that they traveled through the corridor once a week.



### How do you usually travel through the project area?

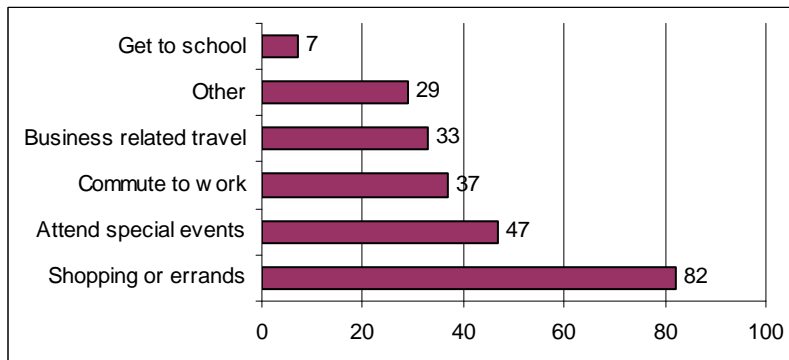
While almost 90% of respondents report using a personal car or truck to travel through the project area, substantial subgroups indicated that they also use the bus (28%), bicycle (18%), and/or walk (14%).



### Why do you usually travel through the project area?

Respondents described their reason for travel as largely based on shopping, errands, and attending specific events. A minority, roughly 1/3 of respondents, use the corridor for business or as part of a daily commute.

Other popular reasons included recreation, exercise, and church.



### What do you like about the BRT alternative? What concerns you about it?

Respondents were predominantly attracted to BRT because of its lower initial costs and a perception that it would pose fewer impacts to existing neighborhoods and Highway 43. BRT was also favored because of the perception that using BRT along Macadam would free up the Willamette Shoreline right of way for the development of a superior regional walking and biking trail.

Participants perceived BRT as a proven technology, and a more flexible option than streetcar. Respondents felt that it could be easily integrated into the existing system and adapted to fit future needs when and if ridership trends change.

Several respondents felt that BRT would be generally superior to the current bus service, providing faster service, higher capacity, and amenities that would benefit the entire transit system.

Respondents expressed the most concern that BRT would fail to adequately address traffic and congestion issues. Some people felt that that BRT would cause congestion to increase and others noted that busses would still be subject to traffic problems regardless of special treatments. There were also several concerns that adding BRT would not suffice as a long term solution. Some felt that BRT would not address existing transit system deficiencies and may lead to a reduction in other local transit services.

While respondents liked BRT's lower initial costs, they were also wary of the higher cost of operations and maintenance.

Respondents were skeptical that BRT will serve to attract adequate ridership and felt that it would not be a suitably enticing transportation alternative. BRT was also perceived as being a slower option than Streetcar.

Several respondents perceived that BRT would pose greater environmental impacts, including pollution, noise, and damage to roads. Some respondents were also concerned that BRT would lead to increased traffic danger and would have implications for station safety and crime.

### **What do you like about the streetcar alternative? What concerns you about it?**

Participants were impressed with the streetcar's ability to lessen air pollution and minimize environmental impacts associated with auto-dependent transportation options. Respondents also liked the clean and modern design of the streetcar, as well as the smooth ride and scenic views that it provided. It was also noted that the romantic allure of the streetcar system could help to promote the region's tourism economy while simultaneously improving development opportunities along Macadam Avenue and in Lake Oswego.

Respondents expressed excitement about the streetcar's compatibility with regional transportation plans and were interested in an increased emphasis on multi-modal (i.e: bike lanes next to streetcar rails) forms of public transportation.

Respondents felt that the streetcar would provide a safer and more reliable alternative to conventional bus and could help increase suburban ridership. Respondents felt that the streetcar could help to reduce traffic on Highway 43 while providing a fast and comfortable commute into downtown.

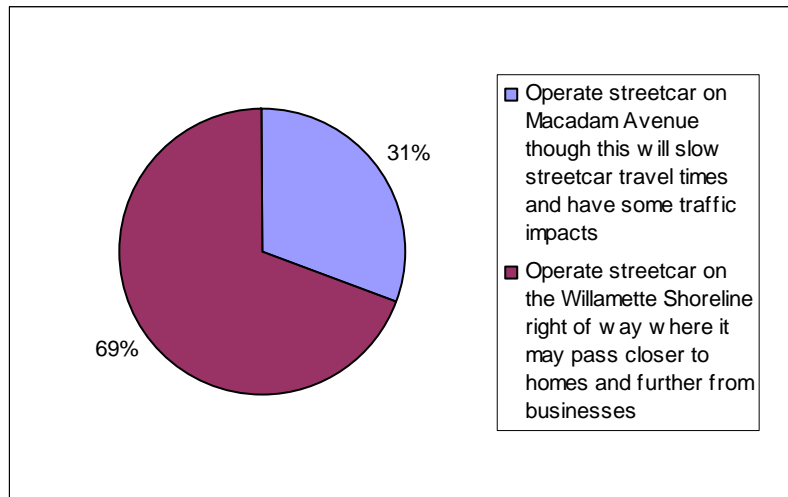
A significant number of participants opposed the streetcar system primarily because of the potential impacts to neighborhoods and the capital costs associated with its development. Residents who live in and around the project area expressed concern with noise and construction impacts. Many residents felt that a streetcar would negatively impact property values, ruin the view for many riverfront condo owners, and adversely affect parking lots along the streetcar alignment.

A number of participants asked for a more cost effective transportation solution instead of a regional streetcar system. Many asked for more bike and pedestrian trails, trolleys, and trains instead of a streetcar. Several residents noted that a streetcar was often incompatible with these other modes and that the city should place a greater emphasis upon bike and pedestrian projects. Others felt the city should pursue more pressing capital projects such as sewer repair.

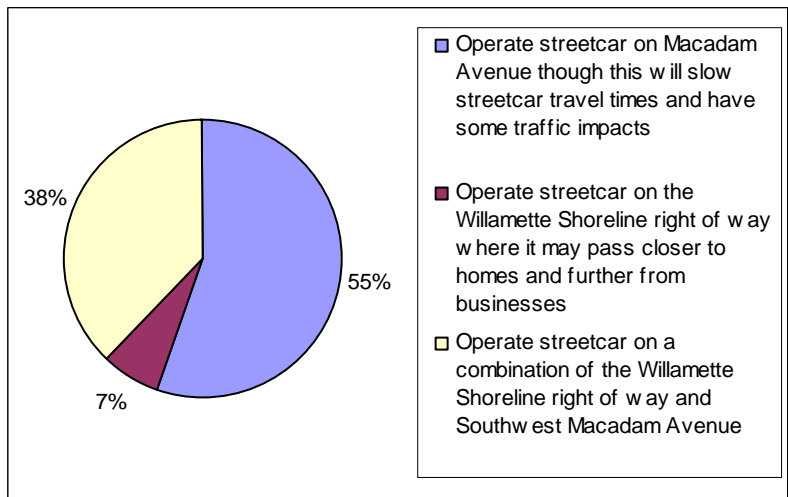
Many participants were concerned about the capacity of a single track system and questioned whether the tunnel would be able to accommodate additional streetcar tracks. Several respondents felt that the streetcar was unsafe, slow, costly, and inefficient.

**Which streetcar design option do you prefer through John's Landing?**

At the June 27 open house, when given the two options above, respondents selected the Willamette Shoreline option by a 2:1 margin.

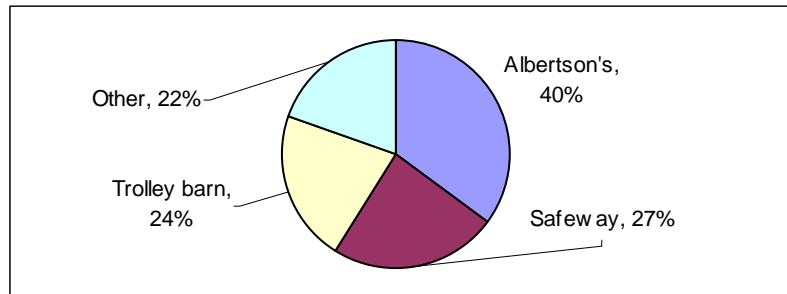


In contrast to the June 27, open house, respondents at the June 28, open house overwhelmingly favored using Macadam or both Macadam and the Willamette Shoreline. Only 7% of respondents from the second open house favored operating the streetcar on the Willamette Shoreline right of way.



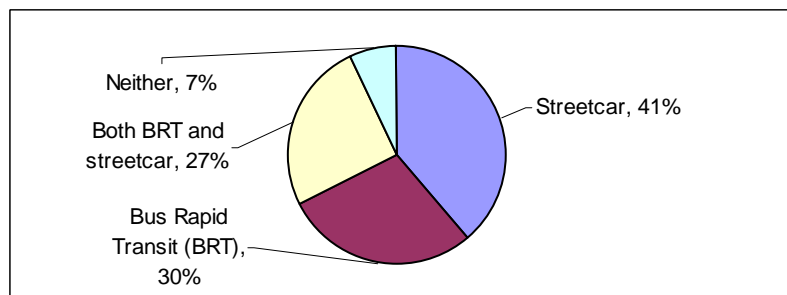
**Which location do you prefer for a streetcar terminus and park and ride location in Lake Oswego?**

Several respondents indicated that they did not care about the park and ride location, while several said that they didn't care for the choices offered. (Most did not offer alternatives.) Other suggestions included stops at: the Foothills, south of George Rogers park, West Linn, Lakeridge High Area, and Cook Station.



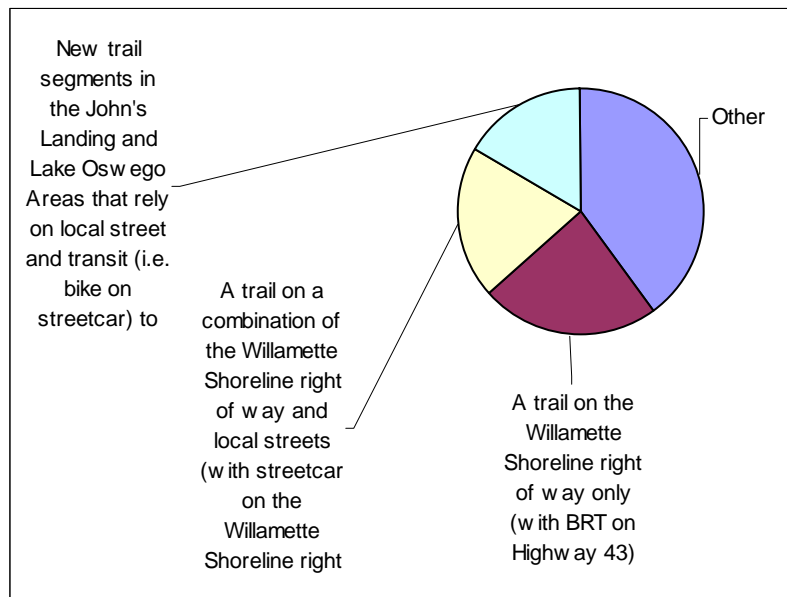
**Which alternative or combination of alternatives do you think should be advanced for further study?**

While the streetcar alternative received the most support overall, the three build alternatives received nearly equal support at the second open house.



**Which trail option do you think is the most viable candidate for further study?\***

The "other" responses heavily favored some form of trail, but most suggested improving the existing trail and avoiding the Willamette Shoreline right of way. Two respondents requested that bicyclists be separated from pedestrians, and there were two requests for preserving the excursion trolley.



## Is there anything else that you would like the project team to consider?

These comments and suggestions were broken down by category. Those comments marked with asterisks (\*) are those that came up more than once:

### Trail

- Consider the trail as an integral part of the plan \*\*\*\*\*
- Willamette Shore track should be converted to a bike path \*\*
- Separate pedestrians from bicycles \*\*
- Build just a bike path \*
- Don't let streetcar preclude the path
- Require foot and bike traffic to board the streetcar to transit the difficult "segment 1" portion
- The corridor is too narrow for bikes and trails

### Streetcar

- Keep trolley service \*
- Rail doesn't belong in mixed traffic
- Extend streetcar to Kruse Way
- Consider whether streetcar is for encouraging development or traffic reduction
- Avoid single track if possible
- Include increased walking and transfer times when estimating travel time
- Consider streetcar security – use trained operators

### BRT

- Run BRT only during rush hour

### Stops

- Protect neighborhoods from park and ride related traffic/impacts \*\*
- Add a stop at Avalon and the Who-Song Restaurant site
- Limit stops in John's Landing
- There are safety issues associated with Briarwood Station
- Consider station security

### Alternative Solutions

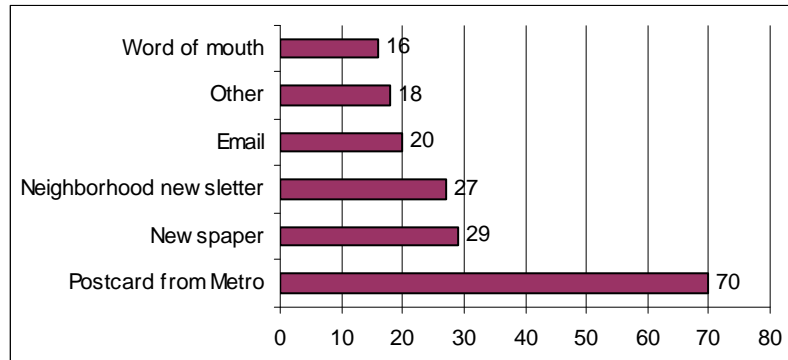
- Improve existing services \*\*\*
- Reconsider Willamette River options \*\*
- Reconsider reversed lanes options \*
- Reconsider bus service on Terwilliger
- Promote carpooling as another option
- Create a new lane

### Other Considerations

- Consider an east bank option with a crossing to Lake Oswego \*\*\*\*\*
- Use streetcar to the Sellwood Bridge, then BRT to Lake Oswego \*
- Keep technological growth in mind \*
- Consider I-5 the dominant north/south corridor \*
- Approach the project from a completely integrated regional plan \*
- Keep the public informed/continue to gather input \*
- Consider privacy and the proximity of right of way to condos and homes \*
- Consider drainage issues on Fielding Road
- Create economic development in downtown Lake Oswego
- Do not decide until the new [Sellwood?] bridge is built
- Preserve space along the Willamette for recreation and parks related activities
- Consider effects on businesses
- Consider long term use of heavy rail
- Set fiscal priorities against other projects

## How did you hear about this open house?

Though a majority of attendees learned about the open houses via a postcard from Metro, some indicated they heard about the open houses at LOPAC meetings, neighborhood meetings, and through the Boy Scouts.



## Do you have any comments about the format of tonight's open house? Is there anything we could do differently in the future?

Comments regarding format were generally favorable with numerous commendations to the helpful staff, informative materials, good location, and publicity. One commenter encouraged more such open houses in the future.

Respondents made several suggestions regarding format. There were several requests for a more formal discussion and a public Q & A session, with one commenter asking for opportunities to hear directly from the public. Respondents suggested involving more members of the media, city officials and youth. One comment suggested making the handout materials available at the beginning instead of at the end.

One comment encouraged more care in the use of acronyms and abbreviations. A respondent from the first open house noted that the PowerPoint presentation was too quiet, and another asked for the ability to pause the video presentation.

One respondent suggested that it would be useful to gauge the willingness of the public to pay for specific projects, while another suggested addressing the issue of access for the elderly and handicapped. One person requested the ability to provide input online

A minority of comments indicated that the format hard to follow and that the displays looked rushed. Three indicated that they felt the outcome of the open house seemed predetermined. One commenter felt that the information was not being presented fairly and another felt that the overall goal of the project was unclear.

One respondent felt that the second open house was in a bad location. There were two requests for more food.

## **Appendix – Full comments**

### **Why do you usually travel through the project area?**

#### *“Other” responses:*

- Exercise
- MAC Club
- Post office
- Work out walking and jogging on existing path
- Go to church and meetings
- Church-West Linn
- Recreation
- Recreation
- Whatever-medical (OHS), work errands
- Airport
- Tennis and golf
- Traffic alternative
- Church every Sunday
- Bicycle to appointments
- Sight seeing
- Visit friends, relatives
- Dr's appointment
- Live there
- Family visits
- Fun
- Sellwood, SE Portland
- Recreation
- Social
- To get to NW, NE, N
- Live in area
- Recreation
- Exercise
- Exercise
- Recreation

### **What do you like about the BRT alternative? What concerns you about it?**

- Concern= ridership is presently pretty low
- See #10
- Less expensive to implement, less impact on Hwy 43, any used to buses, shorter commute than existing, longer commute than streetcar, higher environmental impact
- Convenient alternative transportation to travel project areas, save \$ on gas and parking time.
- Add a few buses, forget the transit, the transit will increase crime
- I like that the trail might use the rail alignment. I don't like the higher operating costs and being stuck in traffic.
- It would solve some of the congestion problems on Hwy 43, especially during rush hours.
- Express option to downtown move cars off the road
- I think it is not needed i use the PDX trail around the city on bike all the time!
- Good bus alternative approach-fast and efficient, direct
- May release congestion. It is a beautiful trip, will be enjoyed. More rapid than street car. May improve walking and bicycle riding access.
- Less impact on our neighborhood, less initial cost. more flexible, noisy buses, high over head-low ridership
- Less impact on neighborhood, cost more, flexible, noisy traffic
- Access from the current bus routes-would shuttle service operate?
- Cheap to build
- Not a sufficient improvement over existing, not matter what is done, traffic inevitable will interfere. Relies on oil based product, air pollution, etc.
- I don't see how it benefits the people (citizens) in LO except the town gets further crowded
- Cost concern that congestion on 43 will make ridership very low.



- It would seem to be the best alternative with little impact on existing residential areas. There is already a path existing which reaches to near the Sellwood Bridge. The only path needed would be from the bridge to Lake Oswego. Improve the existing path not a new one!!
- BRT-less cost, less disruption to citizen home owners
- BRT includes upgrades in amenities and scheduling and enhances the systems which would encourage those who don't have to ride the bus to give it a chance. Transferring to other modes is eliminated from beginning to end (which is not yet a science) an a real time consumer, #35 now connects very smoothly with all long distance modes (airport, trail and bus) don't forget W.L in your planning since you are using our numbers as justification
- Lower capital costs, better for neighborhoods
- It would expand, is it feasible. Current system with faster service.
- Inexpensive alternative but do people want to ride the bus?
- The effect on the Fielding Road neighborhood is not as severe
- Less cost to build and maintain. concern about increasing traffic congestion
- Likes: lower cost, keeps vehicle out of residential neighborhoods. Dislikes: would still have congestion.
- Bus route because it can operate on existing roads with less costly charges
- This is not viable without trail option. damage to road by buses. Must use Terwilliger for bike safety
- Low initial cost and construction, but it ends up costing a lot to operate and may not solve the problem.
- More of the same
- I am 100% in favor of the streetcar project. We need a trail with the streetcar and a ped/bike bridge over the Willamette at the current railroad bridge so we can connect to the great trail system on the east side. I think it would aid our transportation to Portland, bring new housing density to Lower Foothills which would be great support for our Fielding retail district-we want the streetcar!! The bus is not a good option.
- Meeting 5 or 6 will significantly reduce traffic on Hwy 43
- Can't see that it would be any faster than Bus #35
- What concerns me is that the last 25 years i also was involved such as this one: what they thought for today is quite not working no matter what calculations were done. what predicts that 25 years from now these decisions will be the answers for then, then the technology keep evolving drastically as we speak!
- Stuck with cars in traffic
- Concerns: limited by the same traffic jams as cars even with the Queuing lanes at lights
- I take the bus when going to the airport. It's a long haul
- I much prefer the streetcar- I ma much more likely to ride it then the bus.
- Little capital invest
- Concern is that BRT replacing current local service will leave all the people who work at the homes in Dunthorpe with fewer stops. The queue jump lanes don't seem very helpful.
- Station safety, creation of more congestion, real for public to subsidize costs.
- At first i thought this was the answer but have changes my mind. Concerns: wont solve the problem
- BRT does not solve any underlying issues. At most it would purchase a few years but i doubt it is attractive enough transit option to induce people to forego their cars.
- Best option, other than no build which is the best
- I work in Tualatin and go thru the LO traffic jam from 43 2 times per day. The jam is here in LO not on 43. Please require CNG buses only! I live near the route and diesel fumes are known to greatly

increase cancer rates. Biodiesel, clean diesel, hybrid diesel, not matter, still particulate issue! Please see So Cal study, only CNG please!

- Seems most practical and cost effective
- Neither 5 or 6 it will not ease traffic on 43.
- Buses are limited by traffic volume. Even enhanced signaling will only provide minimum benefits. For whatever reason, most people dislike bus travel.
- I like the idea of more frequent buses with special rights over the rest of traffic, but think these should be regular buses also that make more stops. Many of us older people who don't drive use the bus for local stops within Lake Oswego
- Concerns: It won't work once Stafford Basin is built out and even more auto traffic squeezes onto 43. Plus LO will densify faster than you're predicting-land values demand it. More costly in long run as oil prices increase. Slower than streetcar. Like: Leaves WSR corridor open for bike path, including tunnel.
- Doesn't affect my property but moves more people than currently. Really I have no concerns with this alternative.
- If you can prove increased ridership as a result of the BRT alternative I am for it. But it is my opinion people living in Lake Oswego and working in PDX wont use public transportation
- I like the better access from my dwelling. Increased versatility as future needs change. Far less disruptive to existing neighborhoods. Far less costly than streetcar.
- Lower cost, less impact on shoreline and adjacent land owners
- Like: lower cost, frees up Willamette Shore ROW for trail. Dislike: more bus traffic congests 43.
- The route duplicates other/Tri Met service on Macadam/Route 43 while no service is provided along Terwilliger to Lewis and Clark college, the largest community centers and employers between Lake Oswego and Portland
- Not much. I don't think it would solve congestion problems or provide an attractive alternative to automobile travel. However I don't think that an either or should be necessary. We will probably eventually need both.
- Build on good existing system-proven
- I have nothing against bus, but in this case there are disadvantages: sharing a two lane road (43) with automobiles, travel time is 6 mins slower than auto, roadway (non dedicated) travel, invites pedestrian/auto accidents. Overall travel time is compromised, I would not chose this option.
- Serves the most people including West Linn and Oregon City. Allows use of track for trail
- Don't like BRT. It doesn't seem like much of an improvement over existing bus travel. BRT is still subject to traffic accidents and bottlenecks. High pollution in heavy traffic.
- Makes sense, won't be selected (concern)
- There would still be heavy traffic problem in rush hour, particularly evening express buses would be faster than present
- Buses still prone to get stuck in regular traffic. Like Lower cost to build.
- Cost, ability of future technologies and fuel alternatives to come into play
- I rode the bus Portland to Lake Oswego for 24 years on a 5 day per week basis. Time from market st to LO 25 mins to 2 hours depending on traffic, bus slowed by sheer number of cars especially between Sellwood Bridge and Lake Oswego. It is not feasible to significantly reduce bus transit time below what can be achieved now.
- I like that it would lower the cost off the ROW trail. It will have significantly lower ridership and longer transit time compared to the streetcar option
- I like how it is less expensive than the street for to put up. but that's the initial cost. What concerns me is that it would take a lot to keep up.

- Like: cost concern: where do people (commuters) shed cars to start trip. How many transfers are required to get to destination? Bus Fly by lanes suggest there is still considerable traffic on road. How do you get people from high income areas to ride?
- How will it work if you cant add lanes for BRT
- Lack of residential impact and no degradation of west side service to west linn/downtown
- It costs less in the beginning but eventually costs more in annual maintenance.
- Well first of all buses don't always where they where they need to go
- It costs less but it could be very dangerous
- It uses existing transportation corridors little if any impact on neighborhoods.
- It is better than current bus service concern-still limited by traffic congestion
- I don't like it. show me a BRT the public really likes! I think it will bog down between the special lanes. It is incompatible with the rail systems. Puts lots of buses thru S. waterfront. Costs more to operate.
- Extend the hours. I love all the improvements in the BRT alternative, but the largest improvement is missing. Extended bus operation hours would be amazing and enable many more people to use the bus. Extending bus times would also be great for safety as many people who go to the bars are forced to drive back when the bars let out and the bus service shuts down.
- Less cost (initial and operating)\_
- Pollution-too slow
- I am a proponent of public transportation and for bicycles.
- Maintains the privacy and calmness of the river for those of us who live on the river
- I like its increased rider capacity and speed. My concern is slowdown caused by congestion.
- Still involved in congestion
- Not best choice for moving lots of people quickly given Macadam congestion
- Seems to be biased [?] on streetcar
- BRT will always be subject to delays because it depends upon Hwy 43. Lack of consistency means it is not as reliable as it should be.
- No streetcar please - right next to my condo
- If it's the current bus line on Hwy 43 - then ok. Express buses like greyhound (prob take more time)
- A separate bike trail along the old right of way. The pedestrian trail on the river has become a very dangerous area for anyone walking! Bikes need their own trail!!
- Not as intrusive to residents
- I am a huge bus rider and an employee of OHSU. Any BRT system is an improvement over standard bus travel, especially the traffic light control! The cost is better but they still burn fuel ... no way around that!
- Like: cost; also PDX needs to invest in improvements to bus system. Not: this is not a good corridor to introduce BRT to the region.
- It appears flexible according to ridership demand
- Nothing - its a limited option - Concern: if its the only option given, with the future development in L/O and West Linn, we'll need to maximize capacity.
- 1) Less critical capital expenditure (not sure I agree with your operating cost analysis for future.) 2) Least impact on residences. 3) Greatest flexibility for future changes to meet unanticipated needs. Prefer no build alternative or BRT.
- Using
- Good job we need it because of the population. More and more people move to Portland, too many cars on the street.
- That it is going to cost more to operate and be slower than rail.

- I am concerned that the BRT does not leave any room to combat increased congestion in the future and instead just side steps the issue.
- No major improvement
- No, it does not remove traffic from Hwy 43
- Exclusive bike use on the Willamette Shores Trolley right of way.
- Like: allows exclusive bike use of W.S.R.R.O.W.; eliminates streetcar through residential backyards. Concerns: people won't use it; no development potential
- It keeps transit on the existing highway rather than destroying livability along the rail route, it preserves the rail ROW for a world-class bike/ped trail.
- Fast, direct, comfortable. Not frequent enough.

### **What do you like about the streetcar alternative? What concerns you about it?**

- The streetcar would be an awesome transportation option. The core infrastructure (rail right of way) is presently in place. Concern=too slow. you could drop the river wood, Briarwood, boundary and Nevada stops. This thing needs to move!!
- See #10
- More fun to ride, faster commute, less environment impact, more impact on existing homes but necessary with mitigation.
- Best
- No go, cost to prohibitive, fix sewer system first
- I like the higher ridership and development potential. I'm concerned that streetcar seems to make trail so expensive. Would like to see some cheaper trail options.
- Concerns: cost of project changing the John's landing area to build double track sections; electric posts and wires through park by Sellwood Bridge, closeness to private homes; rails on "A" street losing one for cars and parking by Safeway or Albertsons
- Love the alternate transport option
- This is the best solution: get cars off street
- Well throughout logical makes use of existing "trolley car" concept. Must have now for the future, thank you
- Like very much. Have enjoyed using it, but for fast traffic it would not be successful.
- Continuous to downtown PDX, clean, quiet, it will not be held up if there is an accident on 43. Bus is very noisy and seems to attract undesirable people.
- Right of way disrupts neighborhood no flexibility. high initial cost and lots of construction
- Do not want a streetcar
- The Safeway terminal on 5th Street-what it would look like-the impact to the residents of the east end condo association locate behind the retail shops-parking, safety etc.
- I would enjoy a mass transit system option to the city. I would also use a bike trail if built as it is currently not safe to ride on Macadam.
- Seems to be best for reducing auto traffic and congestion. How necessary is it to have bike, running trail adjacent?
- Energy efficient, lower operating cost. more future potential, think people prefer riding streetcar, rather than bus
- Cleaner, more scenic, should attract more ridership, connection with existing streetcar or extension thereof, more comfortable, will reduce traffic on Hwy 43.
- Same as above

- Seems more oriented towards the future the streetcar would not be affected by congestion on 43 assuming using Willamette Shoreline right of way. I believe it will be an asset to LO
- We don't like it as it would completely ruin the view from our condo! If this option is exercised it would seem that the John's landing Master Plan alignment would be best. It would help both the condo owners and improve the situation for business development. It isn't necessary to build a new pathway just improve the existing trail along the river!
- Concerns: Affect on citizen's home/condo owners life style. Devaluation of property owners major life investment-quiet view of river-one of Portland's major features. A streetcar in front of our condo would totally ruin our view which we spent many \$ to have!
- Topography etc. Maybe this an expensive alternative. These finances could be spent more wisely on other more cost effective projects.
- Concerns about putting the trail, on Fielding Road. I think the road is not wide enough it goes right through a neighborhood-there are a lot of children on that street-it has no sidewalks-concerns about flooding-road was under 8ft of water in, 1996.
- Good transportation, final location
- I like this idea. Is there enough room for a bike trail and pedestrian trail.
- I do not like this alternative. Problems include using Fieldman Road as a trail. This would adversely affect privacy of residents and posed traffic hazard to pedestrians and bicyclists. The street is mostly not illuminated, is narrow and has blind curves. Traffic during recreational and commute hours typically ranges between 8 to 20 vehicles per hour.
- Having its own line with no car traffic makes this option more reliable. It is also a much more environment friendly transportation option. This option is also the only one that can connect to the existing streetcar system of downtown Portland, no need to change lines, etc...
- The streetcar system is faster and its connections to Portland downtown to Airport are advantageous. Also will minimize air pollution tremendously. I am a 100% in favor of the streetcar project.
- Nothing. Concern-cost to build and maintain-disruption of living environment.
- I like nothing. Concern that it would invade privacy of residential neighborhoods, no matter what the route. Cost is very high.
- Not viable without trail. Time to deliver usable trail.
- I like everything about this option. Though initial cost is high, it is well worth it.
- Creative...high capital cost
- More leisurely ride, avoid highway traffic
- Same as above, but streetcar could have a romantic side to be used: thus tourism attraction because it is a future-rama transport-for daily living.
- Different road bed-higher reliability -i love the idea of the trail also.
- Great! Concerns: I wish it would stop by the Riverdale area since that area is isolated from state bike or foot routs. Being able to board with a bike would facilitate foot/on bike traffic from that neighborhood. Be sure to provide for foot trail and bike commuter use!! Even if bikes/pedestrians were required to board the streetcar to avoid problems/costs associated with "segment 2" be sure to provide for bike commuters and pedestrians.
- Best alternative-more efficient, faster, most comfortable
- Strongly support this alternative. I know that I would ride it instead of many car trips, bot for commuting and pleasure trips.
- Convenience to downtown, unruly passengers (drunks, homeless)
- Speed, reliability, plus trails have a cachet about them that buses don't have. Making them more appealing to suburbanites. Concern about the tunnel trying to accommodate both train and trail.
- Overly expensive a "tool" to support terrible land use decisions at both the Portland and Lake Oswego ends. The streetcar should never be built

- More efficient-connects to downtown existing lines makes sense, beautiful scenery for everyone! If it goes along Macadam it will take our parking spaces. Not sure what it will do to our property values. Wish I did not have to look at electric wires between me and river.
- I like it a lot. It actually expands the capacity of the corridor and can be exciting enough project to get people out of their cars and into a meaningful environmentally sounds option.
- Way too expensive, far too invasive on neighborhoods. not equitably oriented.
- I would like to see it extend to Oregon City as a future plan. Now is the time to notify re the right of way.
- I recommend cut and cover through the Riverwood area
- Streetcars more attractive. Smoothness of ride allows reading and work en route. Faster and more energy efficient-less expensive to operate. Concerns: mixing streetcars and general traffic (rail has less flexibility to avoid traffic situations) prefer dedicated ROW. Single tracks limit operational flexibility (timing limits volume, safety issues)
- The swaying of the streetcar makes it almost impossible to ride for anyone who is handicapped or old and has a balance problem
- Mostly like, don't like the wasteful Safeway loop that adds 5 min to my commute (transferring from the 36); don't like it on the railway ROW if this results in a discontinuous or unruly steep bike trail. Less polluting (at least locally) and more amenable to utilizing green energy (e.g. wind, solar, tidal). Like speed! Like smoother ride for working on laptop/reading. Happy to pay extra for this mode.
- Really very little because it will run right behind my house and probably result in more noise, more people and a loss of privacy, security and property values. My concerns are simply once again noise, privacy and loss of property values.
- What concerns me is the noise construction and how it will impact my property values and quality of life (peacefulness) on my home and on my property. The tracks run thru my back yard.
- Bisects a city park, quiet residential neighborhoods. Concerns regarding costs to establish. Single use with poor time utilization. Potentially not cost effective.
- Faster, less impact on street traffic
- Like: speed and comfort of travel. Dislike: Low compatibility with trail cost is high.
- The added costs are not warranted due to the limited route and required connectivity with other transit to reach the downtown Portland transit mall.
- In general I like it. As a resident of "Old Town" neighborhood, I am concerned about traffic through neighborhood, cars parking on our streets, and tear down of our local commercial district to build park and ride. (Albertsons terminal.)
- Concerns: doubt ridership figure presented, doubt development potential projected, believe cost will exceed estimates. Your power point show 2 tracks at the Riverwood Rd station but the right of way is not wide enough to accommodate 2 tracks.
- If is on an existing right of way, dedicated to streetcar traffic, it is a little faster (but not much) thank auto, modern streetcars are quiet, almost noiseless, right of way can easily fenced less potential for pedestrian and no auto accidents, 3 min saving in travel time is very poor, need a min of 50 mph speed.
- Prefer trail in Willamette Shore track or bike and walking. Trail could go up Riverwood Rd and Hwy 43 to across the trestle over the water come back at Powers Park. Stop at Riverwood rd (or streetcar will not work because there is no parking on this narrow street and people from Dunthrope will not walk up steep Military rd to get home.
- Streetcar has dedicated ROW (already owned by government consortium) Streetcars are smooth-riding, comfortable (unlike buses). Timing is more dependable with streetcar. Streetcars are more attractive to tourists and visitors
- Nice looking, except overhead lines. Safety, amount of transfers, cost (concerns)
- Only particular alternative is streetcar

- Prefer streetcar, i like the inside lanes for a streetcar on Macadam so stations can be cleared. Double tracks for 2 way traffic with no waits would be worth the extra cost. Can the line be extended down the tracks that go from the Willamette/43 west through town. That would be great (for a next phase)
- Not subject to regular traffic tie ups but can block whole system if one train breaks down. Dont like trail moving to streets if trolley line used for streetcar. Especially fielding which is narrow and could present additional hazards.
- Ridership. clean-modern look. Cost-without a major contribution from the federal government, it is cost prohibitive.
- Like streetcar uses existing track and is small like Portland streetcar-Dunthorp residents will tend to oppose. Affecting political feasibility. Alternative Macadam-cross at new Sellwood Bridge-recross to west bank at Oswego on RR right of way or go down east side to Milwaukie in existing railroad right of way. The railroad can be dealt with successfully if you trade something they badly want for concessions here. I have done it for Metro.
- Much greater ridership, experience and faster transit time. I am not overly concerned, but i acknowledge the higher cost. My trade-off preference between BRT and streetcar would come down to whichever allows for the ROW bike/ped trail
- I like how the streetcar will probably transport more people and that it will cost half as much to keep up as the BRT. What concerns me is the initial cost.
- Like: speed. Concern: cost, terminal impact on local traffic.
- I won't support it. We are already adding too much density to Downtown LO. This would drive higher density development. Park and ride centers proposed are a disaster, should not be placed in downtown. Foothills study didn't want there but it makes more sense than Albertsons and Safeway.
- Concerned about lack of parking for West Linn riders. Transfers imply a degradation of service regardless of activity.
- It costs less over time but deals a greater financial blow in the beginning.
- It sounds the best because its electric and its looks sweet plus it is probably the safest.
- I like it because it can get you places faster, but it can be a very dangerous thing
- Don't like the impact on the houses or the proposed alignments through neighborhoods. If streetcar is chosen the alignment should stay solely on highway 43, or over bridge to Milwaukie transit center
- Smog free, fast, takes lots of people doesn't preclude expanded bus service. concern-single track limits capacity.
- It is an obvious use of the rail ROW. LO deserves to be on the rail system. However it must be protected from traffic. No mixed traffic on Macadam I think the streetcars are too small for 10,00/day on single track. hardly anyone says rail should never go to LO
- Concern: lane loss on 43. 43 needs expansion, especially towards downtown not lane loss. 43 expansions will have to happen eventually, now would be a good time to do it to minimize costs. going through residential areas is a bad idea. barber blvd or river transit much better ideas. Milwaukie to LO much better idea as well.
- I like nothing about this alternative. please use the right of way for bicycle path. any commuter rail should connect with Wilsonville/Beaverton rail as well as serve west linn and the west end of LO. Crossing the Willamette and connecting to light rail is another option that is better than this plan, which will only increase traffic on 43 as people drive to station where is everyone going to park?
- Quicker
- Like the streetcar coming on to Macadam - improves development opportunities and fosters new businesses and slows traffic on Macadam ... improves neighborhood (east and west of Macadam) to transit as it is not embedded inside private property and uses existing R.O.W.
- I am a proponent of public transportation and for bicycles.
- Option D (Macadam Ave outside lanes) is good, as it would not impact parking areas belonging to condos east of Macadam

- This is really the only option to help economic development in John's Landing. SW Macadam Ave. (outside lanes) diagram D. This is the only option I could support. I will NOT support a streetcar that does not go down Macadam in the John Landing area with outside lanes. D to Bancroft.
- Smoother, highest ridership. Attracts riders.
- Faster. Tunnel problems
- More people more quickly
- Too expensive
- More consistency in operation, better ridership. Cost.
- No streetcar please - right next to my condo
- Operate streetcar on Macadam Avenue though this will slow streetcar travel times and have some traffic impacts. Extend from Bancroft. That streetcar might be able to be a mass people mover on existing Hwy 43. Safety factor people getting on and off??!! (I guess like downtown PDX.)
- Nothing - I dislike the streetcar anywhere. The wires, the tracks, the poles, the amount of hardware is ugly.
- It would run [?] through our condo development with fences dividing our parking lot and bldgs.
- Concerned about increased activities (walking, bikes, streetcar) since tracks bisect our parking lot. Walkers and bicycles should be separated.
- My only problem w/streetcars are the huge costs associated w/light rail. If every piece of rail must be replaced, how long will it take to pay the bill? In the long run, trains are more efficient and quieter ... I choose trains.
- Good: consistency w/regional transit investments. Bad: cost, speed, single-tracking
- Not a lot. It does seem stable and predictable but I am concerned it won't have the ridership projected.
- Best option - Dunthorpe crowd may do a NIMBY cry. We need to pay NOW to make tunnel wider and more forward. If the westside can put a tunnel 300 feet underground - we can do this to L/O. Trolley is better than light rail.
- Direct access on "new" car at somewhat faster time. However, this is not worth the disruption to either street or residential areas. Alternative "D" least disruptive.
- Cutting thru private property (even considering using the already owned r/way) the people all along the route and esp L.O. will tie this up in courts and \$\$\$ rather than give up privacy or even one inch of property.
- Time if done faster.
- I think it is really great - especially the future capacity. I can't think of any drawbacks.
- I like the reliability of it and also the fact that it alleviates strain from 43 actually creating shorter travel times for both people in cars and those riding the light rail.
- Uses existing road/least intrusion to Willamette Shores homeowners
- Safety. Imposition on privacy. Sound pollution - vibration. Like option "D" - outside lanes.
- Will improve traffic flow and use land already set aside for it.
- Doesn't address need for high speed bike travel. Design option D avoids encroaching into condo parking lots. [Operate] from Bancroft through Miles Place.
- Like: faster and more reliable; help comm/resid. development on Macadam. Concerns: tracks run through sev. condos and homes; incompatible with bike trail usage.
- Every other streetcar route in Ptld is accompanied by zoning that can benefit from the streetcar. A streetcar along this area of single-family and residential only development has only negative impacts, and no development potential. Operating a streetcar on Macadam doesn't work from Willamette park southwards.



- Looks good, more comfy. Significant disruption in QOL for condo owners. Significant decrease in real estate values. SW Design option D.
- Southwest Macadam. Bancroft exit. "D" outside lanes.

**Which location do you prefer for a streetcar terminus and park and ride location in Lake Oswego?**

*"Other" responses:*

- Foothills
- None
- I would leave this up to Lake Oswego
- None
- Near park and ride
- Should be close to adjacent park and ride
- Undecided
- South of Geo Rogers Park-lots of empty space to enlarge present lot.
- West Linn
- If no future connections to Tualatin or West Linn then Safeway (future extension); if Willamette in future, then Albertsons.
- Luscher Farm/Lakeridge High area (up McVey)
- No park and ride
- Old commuter rail stops in LO cook station
- Don't care
- NA to me.
- Don't care
- No choice very good.
- Safeway is way out of the way.
- No opinion

**Which trail option do you think is the most viable candidate for further study?\***

*\*This question was added for the June 28 open house.*

*"Other" responses:*

- Use existing trail along Willamette and connect to trail to LO near Mills
- Use existing trail along Willamette and connect to trail to LO near Mills
- Existing Willamette Greenway. NOT a trail on the Willamette Shoreline right of way only.
- Keep the current trolley on right of way w/streetcar down Macadam on outside lanes excursion trolleys
- To be studied further please
- Divide walking path from bikepath
- Separate walkers from bicyclists
- Or, utilize WSL ROW and existing trail in certain segments
- Improve current greenway trail
- Just as long as there is a trail
- Any trail is a good idea
- Keep tourist trolley

## Is there anything else that you would like the project team to consider?

- It's critical that we find a way to incorporate a trail into the plan. This is #1 priority. We need a trail system on the west side of the river (like Springwater corridor). This is more important than either BRP or streetcar!
- Neighborhoods bordering proposed park and ride alternatives must be %100 protected from any traffic using the adjoining Park and Ride i.e no entrance/exit through a neighborhood for those vehicles using the park and ride.
- Car pool-is simple approach
- I think it is very important that the trail for each alternative be included in DEIS work. It has potential to serve region where transit will mainly serve those along the line.
- No BRIARWOOD STATION- for bus or streetcar! Briarwood is a curvy, partly one way street-visibility not too good as far as oncoming traffic - more traffic would only cause many accidents.
- Allowing for an expansion to West Linn and Oregon City we'd like to see the street car into Portland in the next 5-10 years
- Continue the great work-keep up the pace. Keep up the publicity informing everyone as you move ahead. My LO home will appreciate the value exponentially with your efforts.
- Is there even enough space without sacrificing picnic, walking and park like area? Keep space for picnicking, walking and a very nice (large) park area.
- No streetcar
- Extension of streetcar to the Kruse way area in LO
- The Safeway terminus would spur more economic development in downtown LO
- Please consider that they're (Fed Gov) developing alternative fuel (economic and clean air protection device) and working on it currently. And majority people want to keep/drive their own car.
- It would seem a waste of money to build a new pathway! The existing trail is wonderful, just improve it!!
- Many \$ have been spent on the Greenway Trail, it is one of the most beautiful walks/rides in the city. It's a waste to spend \$ on a duplicate trail where one already exists. Why not improve existing and widen it? what happens to pedestrians when biker have a straight away shot with no speed controls?
- IF LO chooses to do streetcar, etc in their own area please leave West Linn and bus line 35 alone (certainly dont cut back) BRT is preferable.
- Bike and Ped trail through right of way
- A drainage problem on Fielding Rd causes the road to flood north of Briarwood several times per year. This would severely impede people commuting between LO and Portland
- Bike trail to Lake Oswego
- The bicycle trail
- How about eliminating any option that does not include a trail as integral to the system. I thought "ICETEA" provided federal funds for trails like this. Without trail added to streetcar prefer.
- Including may be problematic (according to poster), but please consider it.
- Use the Willamette River instead
- Bike path only
- Public transportation from West Lake area and Lake Forest area to Safeway transit. also later service on #36 and #37
- The best alternative would be lay another lane or two-for auto or the bus. Yes to think very carefully on the 2025 year to technology and mode of living as it changes from the 30's-40/45's-60's, then 80's to now-through severe wireless technology.
- Requiring foot and bike traffic to board the streetcar to transit the difficult "segment 1" portion would minimize resistance from the neighborhood. Although i would really like the streetcar and bus TC to

be in the same place (Safeway terminus) i am concerned about the possibility of increased traffic congestion in an already difficult area. Having the Albertsons Terminus means that the streetcar would be isolated from car congestion and as a result have a more dependable schedule. If i were king i would choose the Albertsons terminus and i move the bus TC to Albertsons. I would provide bike and walking paths on segments 1 and 3. On segment 1 i would have bikes and peds (possibly with pets) board the streetcar. You could have a separate car for bikes and peds with pets or strollers.

- Streetcar with trail in Willamette shore right of way.
- Don't run the streetcar thru the condos at John's Landing
- Streetcar is first priority, Both BRT and Streetcar i think will need the both eventually.
- Disband this current team. Begin again with people (without self interest), evaluate land use in the area objectively. Only approach in the future is with true complete integrated regional plan
- After listening to everyone-make a decision popular or not.
- Safeway loop and Albertson's terminus would be great
- Drop it. No build #1, BRT #2, Streetcar no, no both,
- Please block traffic from/to Old Town if Albertson's is turned into a park and ride
- Bike path as alternative to everything else.
- Previous streetcar specifically used PIS development tool; here only a limited area is being considered for development. It seems as if philosophy has shifted to this as a traffic reduction device.
- Bus Rapid Transit during rush hours, regular buses the rest of the time, but running more frequently, and later in the evening on weekends.
- Streetcar unless precludes bike path (continuous). The auto free bike path is the most important part of this. Bus rapid transit wont work as traffic increases (and BRT makes 43 even wider and more dividing) Plan on eventual extension up McVey to Palisades (and high school. Aramere. etc). Where ROW narrow, consider running trail over or under streetcar.
- Reconsider river taxis
- Taxes to LO residents
- More input from people in close proximity to streetcar line
- What are plans for park and ride trolley or Safeway locations
- Bus service along Terwilliger was rejected without understanding that Lewis and Clark currently generates 4900 bus trips every week between campus and downtown.
- Impact on Old Town neighborhood if Albertsons is redeveloped.
- Enhanced bike paths. Check out the Broke-Gillman Trail in Seattle and model development along that line.
- For a successful transit system that people will floor to it must be fast, frequent (10 min, thin headway), secure and people and vehicle safe.
- Consider bike/foot path in Willamette Shore track
- Small jitney buses around Oswego-but not necessarily in connection with this project.
- Long term heavy rail-Portland to Yamhill county via Oswego, Tualatin
- Keep bike lanes separate as much as possible...place with streetcar where "doubling up" is necessary.
- Albertsons is very public and not dangerous. Enhancement of roads coming from I-5 as an alternative
- Look at partial or total east bank option until cross to Oswego at railroad bridge
- It is very important for increasing bike ridership to put the bike trail on grade or as close to grade as possible-ROW will be great for the trail!
- No

- Trying to sandwich in construction for bikes and trails is ridiculous considering the already existing constraints for trying to maximize through put of the existing corridor.
- Project team should consider tying into Eastside max line in Milwaukie. This makes fiscal sense. Prioritize this against new sewer interceptor (100-150 million) new water supply system, new city hall, SAFECO purchase and community center.
- Serious consideration of use of bridge for Stuppher road to connect Lake Oswego to Milwaukie Light Rail line
- Safety
- Don't want streetcars, trails are okay. if streetcar, keep it on Highway 43 only. increase frequency of buses on existing bus routes. also add/extend hours of operation. if any new corridor is added it should be for a trail not streetcars.
- Use the master plan alignment. Don't put rail in mixed traffic. need to use larger cars or 2 streetcars to get capacity on single lanes. value engineering the trail, so the cost can be reduced.
- River transit, Milwaukie to Lake Oswego line, Boones Ferry line
- Bike trail. run across the river at RR bridge. Cross the river to connect with light rail connect to Wilsonville-Beaverton line. lots of people do not want to go just to Portland connectivity and safety as well as speed is important/
- Eliminate Trolley barn, need more info. Trails for biking to Portland
- Streetcar considerations [?] cross-section D Prefer streetcar SW Macadam or John's Landing Master Plan
- Consider the nature of our neighborhood on the river - especially privacy and proximity of right of way to condos, homes - do not use right of way for streetcar - it won't help our John Landing businesses
- Do everything possible to make bicycling through the corridor rapid and safe. Separate pedestrians from the bicycles.
- Continue to consider importance of bicycle use thru the corridor - very important as car congestion increases and global warming increases
- Is there any way to keep old trolley?? Grandkids love it!! What about effects on businesses ie their parking lots. We also DO NOT want to lose bike trail from downtown to Sellwood Bridge.
- Hopefully nothing would be decided until the new bridge is built!
- As a bike rider, the more time I spend on private "bike only" trails means I live longer and am not a cross on the road. To bike from Oregon City to OHSU is NOT easy. Hwy 43 is very tough ... you must travel on the east side.
- Please avoid single tracking if possible.
- I-5 as the TRUE primary south north corridor.
- Many people now live in what was once an exclusive right away. Now any solution will adversely affect someone. We must look for a solution that provides the greatest good for greatest number of people. This is a regional problem.
- 1) BRT has greatest flexibility. 2) Reconsider - reversed lanes options for traffic flow mgmt.
- No build.
- Stop at Avalon and Who Song Rest -side
- Why can't we have a streetcar and trail with reversible lanes?
- I think the trail is necessary and the federal matching money is too great to pass up
- I believe it is very important to design the stations, track, etc. so the old time trolleys could also operate on the line as they do now! And to the Lloyd Center!
- A combination of streetcar to Sellwood Bridge, then Bus Rapid T. to L.O. - use trail for bike commute.
- Combo of streetcar (Macadam, outside lanes) to Sellwood Bridge and BRT from LO to DT. Possible limiting stops through John's Landing and exclusive bike use of WSROW.

## How did you hear about this open house?

*"Other" responses:*

- Attended LOPAC meetings
- Home owners Association
- Since the start by involvement
- LOPAC Meeting
- LO City Newsletter
- LO City Newsletter (Hello LO)
- City Hall called
- Meetings
- Attendance at LOPAC meetings
- Hello LO monthly news
- I'm on the mailing list
- LO down
- Scouts
- Scouts
- Boy scouts

## Do you have any comments about the format of tonight's open house? Is there anything we could do differently in the future?

- Very well done. Thank you so much for being available for comments. Condemnation for all the betterment of all but a few.
- Could not hear opening power point on slide show would like to have seen a personal presentation where questions could have been asked.
- It would have been helpful to see the multi page handouts near the beginning instead of at the end.
- Format was good, a lot of work has gone into planning alternatives without much considerations to costs involved-8,7000 riders on buses would easily solve a lot of problems and would be less expensive. Buses are more flexible if need be routes can be extended or changed where as rail is "set"
- The presenters were very informative and helpful!
- Great, could see lots of pictures and handouts to study
- Well-publicized great location, great staffing, layout! Do more of these. LO Review, local radio and TV, Mayor, city council should all be aware and involved.
- Excellent for general and over all possibilities. See #10. No new homes or businesses in area between 43 and Willamette
- Great job
- Great-very informative and great talks too
- There is bus line (Tri-Met) operating currently. They may increase more route/line in the future, i think that would do the purpose of Public Transportation.
- Good job
- Like the format
- Very informative
- Very informative
- Seems that there was no organization or sequence to follow? "free for all". More space at air photos. What about extension to West Linn and Oregon City?
- Thank you for doing it.
- Should have been a Q&A session with all being able to hear Q&A
- No, you could not done differently. You guys have put-in an enormous talent, time and expertise into this project. I congratulate your for your task. Not an easy project to undertake.

- It's great
- Be sure to define abbreviations: many people don't know what "BRT" stood for. I wish that there was a way to provide input via the internet like the Sellwood Bridge Project provided.
- It confirms my concerns that this has been an "exercise" toward a pre-determined and conclusion. A local example of government waste and traffic subsidy too excess.
- Offering an opportunity to have questions answered is great-sending post cards and other info was a good idea.
- Fine
- Stalked presentation, false assumptions, half truths, understated capitol, operating costs, impact on neighborhoods not fairly stated or considered. Quit building the [lilly?]
- Feedback results. Consider the goal-is it reduction of traffic or\_? Not really Clear. And if so, will it? Or will it make it worse. Don't care which streetcar, traffic jam is in LO. Need to extend thru LO. Thanks for great comms!
- Should have been a formal meeting where people could questions and everyone could hear answers.
- Good as is
- Figure out how to get more young people involved. Asses people's willingness to pay for these projects-for example would you vote for an assessment of \$x per look assessed valuation over 20 years (could do on this form or in a separate survey of one of the "stations")
- Well-conducted metro people were very helpful.
- Would these options be usable by senior citizens and/or handicapped. would they carry bikes, wheelchairs, etc?
- Good job on charting, staff had answers to most questions
- I particularly enjoyed the computer programs showing existing and potential stops, etc. Excellent presentation. Also liked the comparisons (cost, time, etc) of all alternatives.
- Very nice
- Please coordinate efforts with Hwy 43 culvert plans. Lisa Hamerlynch is City rep on this task force.
- I liked how you set this up. It was just a little small.
- Couldn't believe the number of "typos" on your charts-looks like you had a rush job. the whole things looks like the committee is ready to push ahead even thought the "big picture" looks flawed.
- I don't believe there is support for this project, but we didn't get to hear from the public at the open house. Compare cost of streetcar and tying into Eastside max and tell us!
- More food
- I think you guys have already made up your mind that you are going through with this expensive boon-doggle that serves very few people, and will only add to congestion and parking problems in station area.
- Well done, very informative. Good maps.
- You handled it very well. However, PLEASE - no streetcar along Willamette Shoreline right of way.
- Thanks to Metro staff - very helpful and pleasant
- It was good. The small video LCD monitor needs to allow a pause button.
- It was great - very well organized
- Location - Terrible -
- Thank you for your time and consideration - great format
- Very nice
- Those PDOT maps were great! I really hope whoever made them got a huge raise. So informative!
- I noticed that a lot of helpers were lobbying for certain alternatives. Also the trolley scenario didn't list all advantages.

- Good
- Stay or river and do not spend money on new track. No real reason to go to Macadam Rd.
- Possibly a more formal discussion
- Worked fine
- Great job. Maybe serve pizza and beer.
- Done very well.