

# Lake Oswego to Portland

## TRANSIT AND TRAIL STUDY

### Alternatives Analysis Public Comment Report addendum

December 2007



## **Metro**

People places. Open spaces.

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy

## **Metro representatives**

Metro Council President – David Bragdon

Metro Councilors – Rod Park, District 1; Carlotta Collette, District 2; Carl Hosticka, District 3; Kathryn Harrington, District 4; Rex Burkholder, District 5; Robert Liberty, District 6.

Auditor – Suzanne Flynn

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# Lake Oswego Transit and Trail Study Alternatives Analysis Public Comment Report addendum

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## **EXECUTIVE SUMMARY**

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Introduction

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## **INTRODUCTION**

Forty-four additional public comments were received after the close of the formal public comment period for the Lake Oswego to Portland Transit and Trail Alternatives Analysis on Sept. 7, 2007 and the Sept. 10, 2007 Alternatives Analysis Steering Committee recommendation on alternatives to advance into a Draft Environmental Impact Statement (DEIS) and work program considerations. These additional comments preceded and/or were a part of the Nov. 19 steering committee meeting and the Dec. 13 Metro Council meeting.

For a full report on public involvement and comments on the project, refer to the Alternatives Analysis Public Comment Report dated September 2007.

## **SUMMARY OF OUTREACH ACTIVITIES**

Between the close of public comment and the action by the Metro Council, three additional small group meetings were held in the Dunthorpe (central) segment of the alignment to address ongoing concerns. The first included the Metro Council President, a City of Portland Councilor, the Mayor of Lake Oswego, project staff and about 25 property owners and interested parties from the neighborhood. The other two meetings included property owners adjacent to the Willamette Shoreline rail right of way and their neighbors meeting with Metro's project manager and a light rail engineer from URS Corp. to answer specific questions and talk through mitigation ideas.

During this period, the following announcements were made to keep the public informed of the process: three Metro Councilor newsletters (December 2007) and two e-mail reminders sent to the Lake Oswego Project Advisory Committee and all project-interested persons (December 2007). In addition, a letter was sent on Nov. 15 to 51 households in the Dunthorpe area, offering to set up small group meetings with any property owners who had concerns. No request was received.

A public hearing was held before the Metro Council on Dec. 13, 2007, prior to the Metro Council decision on which alternatives to advance for further study in a DEIS. Ten people testified at the hearing, including property owners along the alignment, area developers, the Mayor of Lake Oswego, a Clackamas County Commissioner, frequent attendees at monthly project advisory committee meetings and interested citizens.

Throughout this period, an additional nine local news stories mentioned the Alternatives Analysis or related efforts.

## **PUBLIC COMMENT PERIOD FINDINGS**

Public comments were received between Sept. 8, 2007 and Dec. 13, 2007.

### **Public hearing**

Ten people testified at the hearing.

Seven speakers directly and wholly supported the streetcar, with some offering preferences for different alignment alternatives to be studied in the future. Of the seven speakers, three specifically expressed support for using the Willamette Shoreline right of way as the preferred alignment. Two of the speakers asked to have the Nevada terminus option removed from the future study as an alternative and two speakers testified in favor of further study of both the Nevada terminus and Lake Oswego terminus options.

The three other speakers expressed general concerns but did not mention the streetcar or express support for another alternative. The themes of these three opposing comments included security concerns over the bicycle and pedestrian trail and concerns over the scope of alternatives being studied.

Those who favored the streetcar as the preferred alternative going forward expressed the following as reasons for their support:

- the streetcar's ability to achieve key 2040 goals in the region
- great connections for the region to the tram and Oregon Health Sciences University (OHSU) campuses (jobs)
- the most cost-effective corridor option
- the importance of the streetcar in encouraging dense and successful development in downtown Lake Oswego
- the streetcar's ability to work hand in hand with existing goals and discussions on development for downtown Lake Oswego town center and the Foothills area.

The concerns voiced about the alternatives proposed for further study during the DEIS included:

- opposition to the Nevada terminus option
- security concerns over the bicycle pedestrian path
- feelings of exclusion from the entire process
- Metro's failure to understand the bigger picture of the project
- concern over having too many alternatives for the project in Johns Landing.

No one who testified offered support for Bus Rapid Transit (BRT).

Of those who supported streetcar, half spoke about the importance of including a bicycle and pedestrian trail as an essential part of the project without specifying details about how that should happen.

## Letters

Eleven letters and two faxes were received during this period. Of those, nine were from representatives of organizations or groups of interested individuals, and the remaining four were from local residents and professionals.

The letters from groups were as follows:

- **Oregon Health Science University (OHSU)** president Dr. Robertson wrote in support of the streetcar alternative based on its proposed connection to existing streetcar and tram in the developing South Waterfront area and potential to continue a public-private partnership that strengthens economic opportunities and improves transit options.

- **Portland Oregon Visitors Association (POVA)** CEO/president Jeff Miller and POVA Community Action Committee chair Chris Erickson wrote in support of a streetcar and trail alternative over a BRT alternative as the streetcar system better supports Portland's position as a leader in elegant transportation systems and helps attract visitors. In addition, a streetcar and trail from Portland to Lake Oswego would allow for the greatest and most scenic connection among regional attractions like OMSI and the waterfront for visitors. Despite the higher initial capital costs of the streetcar compared to BRT, the economic and higher ridership potential of the streetcar makes it a more viable option.
- **Multnomah County Board of Commissioners** Chair Ted Wheeler wrote that the board is in support of moving ahead with the DEIS, but encouraged further study of a range of alternatives. The board is in favor of continued study of the streetcar alternative as the preferred mode, but also recommended studying a streetcar to Johns Landing paired with BRT to Lake Oswego. The board recommended studying both the Willamette Shoreline right of way and Southwest Macadam Avenue alignments. The board strongly recommended consideration of a trolley terminus location as an alternative, in addition to the Safeway and Albertsons locations in Lake Oswego. Finally, the board strongly supports a bicycle and pedestrian trail and proposes establishing a subcommittee to review trail options.
- **TriMet** general manager Fred Hansen wrote in support of the alternatives recommended by the steering committee to be studied in the DEIS as an appropriate range of options to study. In addition, TriMet feels strongly that the value of the Willamette Shoreline right of way should be preserved as a local match for federal funding and not given up prematurely.
- **Clackamas County Board of Commissioners** Chair Martha Schrader, Commissioner Lynn Peterson and Commissioner Bill Kenemer wrote in support of the steering committee's general recommendation on alternatives to study further, with emphasis on a few issues. The board is in support of continued study of a streetcar alternative, but also is in favor of continued study of enhanced bus and no-build options. The board is in support of studying both the Willamette Shoreline right of way and the Macadam Avenue alignment and both terminus locations in Lake Oswego to further understand the potential and impacts for development there. The board strongly favors a bicycle and pedestrian component of the project, despite the physical and legal issues it brings on Willamette Shoreline right of way, and is willing to take a leadership role on that aspect of the process. They want to see a safe trail at a reasonable cost through the corridor. This letter reflected Commissioner Peterson's testimony at the public hearing.
- **Lake Oswego Chamber of Commerce** CEO Jerry Wheeler wrote in strong support of the streetcar to Lake Oswego alternative as it would best benefit the Lake Oswego business community. This letter was not expressing an official position of the chamber, but presented as an informal sense that the streetcar is highly supported in the Lake Oswego business community.
- **South Portland Neighborhood Association** chair Ken Love wrote in support of the City of Portland Department of Transportation's recommendation to have a refinement study on the portion of the streetcar that goes through the South Portland neighborhood. In addition, the neighborhood association supports a trail analysis on the northern section between Southwest Lowell Street and the Sellwood Bridge as part of the complete line to Lake Oswego.

- **The Bicycle Transportation Alliance (BTA)** policy advocate Emily Gardner wrote in support of advancing the streetcar option for the corridor with the Macadam Avenue alignment from South Waterfront to the vicinity of its intersection with Nevada Street, which is most popular with Johns Landing residents and businesses. This alignment would also allow for a bicycle and pedestrian trail along the Willamette Shoreline. The BTA expressed concern about the lack of a project sponsor for the trail project and recommended that Metro take the lead on dealing with the funding and legal issues of the trail.
- **City of Portland Office of Public Utilities** Commissioner Sam Adams wrote in support of the steering committee’s recommendations. He recommended that the refinement study include active participation from businesses and residents along the corridor, be consistent with the National Environmental Policy Act process, narrow the number of streetcar alignments to be advanced into the Environmental Impact Statement, be conducted concurrently with trail planning, be consistent with a citywide streetcar system, and be done with the cooperative efforts of the City of Portland, Metro, TriMet and the public.

Of the four comments from local residents and professionals, two writers expressed support for a streetcar ending in Lake Oswego, one explicitly mentioning the necessity of simultaneously creating a bicycle and pedestrian path to allow for increased bike commuting. One writer, in response to a small group meeting of residents with homes near the Willamette Shoreline, wrote in support of enhanced bus service to Lake Oswego on Highway 43 as opposed to a full-length streetcar option but offered a recommendation of a below-ground “cut and cover” alignment as a compromise, if the streetcar to Lake Oswego moved forward. One writer was in favor of a bridge from Lake Oswego to Milwaukie.

Letters from individuals contained the following themes:

- correlation between the streetcar in Lake Oswego and current and future business and development potential in the area
- questions about how best to use the Willamette Shoreline right of way, either for a bike path or a streetcar
- concern about noise from a streetcar in a residential neighborhood
- concern about the safety of a streetcar ending in Lake Oswego due to switch malfunctions occurring at a dead-end street and the potential for crime
- concern about impacts to property values and parking.

## **E-mail**

Twenty-one e-mail comments and postings to a project discussion group (Riverdaleonline on Yahoo) were received during this period. An additional e-mail from the Oregon Department of Fish and Wildlife asked that they be included as the project moves forward.

Nine messages expressed support for a streetcar to Lake Oswego alternative. Writers who expressed support for the full-length streetcar alternative favored it because it would reduce traffic on Highway 43, reduce area air pollution and connect Lake Oswego to the region’s rail system. Of these nine, four expressed support for the alignment along the Willamette Shoreline, citing concerns that an alignment along Southwest Macadam Avenue/Highway 43 might slow down traffic, and the benefit that the value of the right of way of the Willamette Shoreline (\$75 million, est.) can be used as a local match for federal funds, which would decrease the local cost of the streetcar system. The remaining five did not state an alignment preference, but two did state support for the inclusion of a bicycle-pedestrian trail.

One e-mail asked for light rail down Macadam Avenue/Highway 43 to Oregon City, stating that the Willamette Shoreline should be reserved for a bicycle-pedestrian trail.

Another five messages expressed support for streetcar service from South Waterfront to Johns Landing combined with enhanced bus service along Highway 43. Of these, three e-mails came from members of the Lake Oswego Project Advisory Committee, restating the committee's recommendation. Some comments expressed disappointment with the fact that the steering committee had not selected this preferred option to study as a stand-alone alternative. No writers expressed support for a bus rapid transit on its own as an alternative.

The comments identified several issues with streetcar service to Lake Oswego, including:

- potential for traffic near the proposed park and ride in Lake Oswego and insufficient impacts on the amount of traffic going to West Linn
- lack of ridership and a lack of stops in the middle section of the corridor
- potential for noise, disruption and potential for “park and riding” from other neighborhoods
- cost of the streetcar and the idea that streetcar is a ploy to attract development.

One comment, also from a member of the Lake Oswego Project Advisory Committee, requested the continued consideration of both the full streetcar option and the streetcar and enhanced bus service options as the project moves forward.

Two comments offered additional transit options to consider: one suggested a commuter boat on the Willamette River, and one asked for a Milwaukie-Lake Oswego connection using the existing rail bridge.

In addition to the three comments mentioned above that stated support for a bicycle and pedestrian trail to be included in the project, one other e-mail asked how the trail fits in with the streetcar project. There were no specific recommendations for plans or locations for this bicycle and pedestrian trail in any of the four trail supporting comments.

The two remaining comments were interested party notifications: one was a follow-up comment from an advisory committee member who encouraged participation in the public comment process, and one gave notice that the writer planned to testify in favor of the bus rapid transit to Lake Oswego option at the public hearing.

## **CONCLUSION**

Streetcar received the strongest support from regional organizations that wrote letters or testified at the Dec. 13 hearing. Among all comments received, about half supported the streetcar alternative and offered specific suggestions on alignment, terminus and length of service. No one supported BRT alone.

About half of the e-mails were in favor of the streetcar service to Johns Landing combined with enhanced bus service along Highway 43, expressing disappointment that this alternative would not be studied further as a stand-alone alternative.

One of the biggest points of discussion was over which alignment to use for the streetcar service in Johns Landing. One perspective focused on capturing the value of the Willamette Shoreline right of

way to leverage federal funds and to reduce local costs. Another perspective values streetcar operation on Macadam Avenue rather than through close proximity to the condominiums.

While there was very clear support for a bicycle and pedestrian connection in the corridor, no one specifically identified how or where it should be, and many comments mentioned legal and funding concerns surrounding such a trail. A few comments questioned how the trail would be incorporated into the project and expressed concern about the lack of leadership for the trail.

In general, these issues were also flagged for further work in the next phase of the process:

- resolving outstanding alignment and design questions
- researching potential noise and safety concerns for affected residents
- defining potential for parking impacts on neighborhoods along the proposed alignment and at the terminus in Lake Oswego
- addressing questions about the safety, legality and effect on property values of a pedestrian trail on the Willamette Shoreline right of way.

## **PUBLIC COMMENTS**

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Public testimony: minutes from Dec. 13 Metro Council meeting

Letters and e-mails submitted to Metro Council

Letters, e-mails and fax submitted to project staff



## MINUTES OF THE METRO COUNCIL MEETING

Thursday, December 13, 2007  
Metro Council Chamber

Councilors Present: David Bragdon (Council President), Kathryn Harrington, Robert Liberty, Rex Burkholder, Rod Park, Carlotta Collette

Councilors Absent: Carl Hosticka (excused)

Council President Bragdon convened the Regular Council Meeting at 2:01 p.m.

### 1. INTRODUCTIONS

There were none.

### 2. CITIZEN COMMUNICATIONS

Jon Putman, 1216 NW 25<sup>th</sup> Portland OR 97210, reminded Council that the Regional Transportation Plan (RTP) still needed to look at special needs. He urged that as the RTP moves forward on the State side they continued to hope that funding would be appropriated for elderly and disabled. Councilor Park noted an amendment on elderly and disabled. Mr. Putman added some additional comments about moving elderly and disabled around the region with existing facilities.

### 3. CONSENT AGENDA

3.1 Consideration of minutes of the December 6, 2007 Regular Council Meeting.

3.2 **Resolution No. 07-3870**, Authorizing the Chief Operating Officer to Execute an Amendment to Contract No. 926509 With PT3, Inc. For Provision of Additional Advertising For the Travel Options Marketing Campaign.

Motion: 

Councilor Liberty moved to adopt the meeting minutes of the December 6, 2007 Regular Metro Council and Resolution No. 07-3870.
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Vote: 

Councilors Harrington, Burkholder, Liberty, Park, Collette, and Council President Bragdon voted in support of the motion. The vote was 6 aye, the motion passed.
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### 4. RESOLUTIONS

4.1 **Resolution No. 07-3831B**, For the Purpose of Approving the Federal Component of the 2035 Regional Transportation Plan (RTP) Update, Pending Air Quality Conformity Analysis.

Motion:	Councilor Burkholder moved to adopt Resolution No. 07-3831B.
Seconded:	Councilor Park seconded the motion

Councilor Burkholder said this was a resolution to adopt the federal component of the RTP Update. He summarized the staff report (a copy of which is included in the meeting packet). This was a major effort to help direct federal transportation funding to regional projects. He explained the difference between the state and federal plans. He spoke to the constrained budget required by the federal government. He noted what had occurred to date on this issue. He highlighted the resolution's friendly amendment, Exhibit C, public comments, as well as several amendments made at Transportation Policy Alternative Committee (TPAC) and Joint Policy Advisory Committee on Transportation (JPACT) this morning, which included language on value pricing. He also said a definition of the regional transportation system was discussed. Councilor Harrington clarified that the resolution itself had not changed. She asked if there any changes to the "whereases"? Councilor Burkholder said there had been no changes in the resolution. He thanked all of the staff that had participated in the long and involved process including external stakeholders and internal staff. He also thanked the rest of the Council in helping him keep the vision. He urged adoption.

Councilor Liberty thanked staff and JPACT members for participating. He explained his yes vote. This document had come along way. He talked about the previous RTP and the current document which, included policies that would not have been seen previously. There had been tremendous progress. They wanted Metro to convene a group to talk about additional resources. He talked about projects in the federal RTP, some of which were not consistent with the goals. He explained what we were committing to do in this plan. Even though he had reservation about some projects, he would be supporting this resolution.

Councilor Park also thanked staff for all of the work they had done. He thanked our regional partners who had helped move policy questions along. He acknowledged Councilor Burkholder's work and the example he set. He also acknowledged the Freight Movement Task Force for their contribution. He spoke to policies and projects, some of which didn't match, but the system continued to evolve. He talked about the need for additional funding and without that funding the increase in congestion. He supported the resolution.

Councilor Collette talked about her experience in working on the RTP at the local and county level. It had been a very open process. She also shared some of Councilor Liberty's concerns. She supported the resolution.

Councilor Harrington said they had a lot of work ahead of them. The vision of how we evolve was shared in the 2040 Growth Concept including complete and healthy communities. With this plan the Metro Council chose to use a different approach. The 21<sup>st</sup> century of policy and goals strived to set a set of conditions. We were also trying to capture community values. She talked about project advocacy including the need for community building and the passion for improvement. She noted the principles they had been following, where we were now due to timing and the need to do additional work. The RTP was broken into two steps, the federal and the state component. They had also tried to tie transportation and land use. JPACT and Metro Policy Advisory Committee (MPAC) had had useful conversations about both components. She wanted to join her colleagues in complementing Metro staff and their engagement with stakeholders. She was supporting this action today. She recognized the JPACT members who had been engaged. She expressed her concerns, which included the amount of work that this plan involved, the need for continued leadership and engagement as well as the continued need for engagement with their regional partners.

Council President Bragdon thanked the staff for their innovation as well as the hours they had put into the plan. He noted that this was not only a technical matter. He thanked Councilor Park, former Councilor Newman and Councilor Burkholder. He talked about their specific roles such as in the arena of freight and the overall effort. He noted Councilor Burkholder's leadership style and how everyone had learned through the process. This was one of the most important expenditures that we make. Those who were spending more but spending smarter and more strategically were making strides. Quality trumped quantity. This new way of thinking was about the connection between how and what we did to create a good place to live. The connection between outcomes was essential to success. We needed to get on with the implementation of these ideas. He talked about the process and the content of the plan. He noted clause 3, there will be changes to this document. We needed to look at the geographic needs of the region. We would be looking for solutions to achieve the outcomes. The analysis needed to lead to action. Second, we needed to continue to engage with local government and understand that they were the implementers. He urged support.

Councilor Burkholder said that was a wonderful expression of this Council. He noted that there was that same passion at JPACT. He thanked his colleagues and the staff.

Vote:

Councilors Park, Burkholder, Collette, Harrington, Liberty, and Council President Bragdon voted in support of the motion. The vote was 6 aye, the motion passed.
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4.2 **Resolution No. 07-3883**, Authorizing the Reimbursement of Expenditures With Reimbursement Obligation Proceeds For the Oregon Convention Center Headquarters Hotel Project.

Motion:	Councilor Park moved to adopt Resolution No. 07-3883.
Seconded:	Councilor Harrington seconded the motion

Council Park said the Metro Council had taken several formal steps towards development of Oregon Convention Center Headquarters Hotel, including most recently (Nov. 8, 2007) passing Resolution No. 07-3882A, authorizing the execution of a Development Agreement with the project developer.

Once the Development Agreement was signed, Metro/Metropolitan Exposition Recreation Commission (MERC) would incur significant expenses associated with Project development before bonds would be issued to finance the Project, which would occur approximately 18-24 months after the Development Agreement was signed.

Many more steps and hurdles must be overcome, as well as Council decisions made, before Metro was obliged to develop the hotel, including:

- obtaining funding agreements with other public entities and Project beneficiaries to assist in funding the pre-construction and development costs;
- Metro Council approval of the Project budget and guaranteed maximum price;
- Metro Council authorization to issue bonds to finance the Project

However, federal tax law provided that bond issuers may seek reimbursement for pre-bond project expenditures only if it passed an "official intent" resolution such as this Resolution No. 07-3883. The federal tax law rules required that the resolution be passed no later than 60 days

after payment of the first expenditure for which it sought reimbursement; and the resolution must state the maximum principal amount of debt expected to be issued (or incurred) for the project;

Although the actual bond amount was not yet known, because the Project developers would not present a preliminary Project budget until the preliminary architectural drawings were completed, in approximately 5 months; based on project estimated budgets made by the Portland Development Commission (PDC), it was reasonably anticipated that the bonded amount would not exceed \$255 million; reimbursable expenditures included (1) capital expenditures, (2) bond issuance costs and (3) extraordinary working capital items.

- The definition of “capital expenditure” was a tax accountant issue, and was generally any cost of a type that was properly chargeable to a capital account under general Federal income tax principles.

The official intent declaration requirement and the timing of issuance of the reimbursement bonds did not apply to the first \$100,000 in project expenditures, which may be reimbursed with bond proceeds without following the reimbursement bond rules.

Council President Bragdon asked clarifying questions. Dan Cooper, Metro Attorney, said they had not spent any money yet.

Vote:

Councilors Park, Burkholder, Collette, Harrington, Liberty, and Council President Bragdon voted in support of the motion. The vote was 6 aye, the motion passed.
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4.3 **Resolution No. 07-3887A**, For the Purpose of Identifying Alternatives to Advance Into a Draft Environmental Impact Statement For the Portland to Lake Oswego Corridor Transit Project.

Motion:	Councilor Burkholder moved to adopt Resolution No. 07-3887A.
Seconded:	Councilor Collette seconded the motion

Councilor Burkholder explained the changes to the “A” version. He noted substantive changes that were put forward including relative priority. He talked about the resolution itself, which was to take action on alternatives into a draft Environmental Impact Statement (EIS). It was a narrowing down of potential alternatives that could be considered for the project. He talked about the Steering Committee’s recommendation and some additional concerns expressed by jurisdictions. He provided further details of the changes in the “A” version. He also noted the need for a trail to help with bicycle and pedestrian movement.

Council President Bragdon opened a public hearing on Resolution No. 07-3887A.

Judy Hammerstad, Mayor of Lake Oswego, PO Box 369, Lake Oswego, OR 97034 talked about the amended resolution and her recommendation. She felt this was a viable project and the advantages of streetcar. She encouraged Council to support the use of the entire right-of-way. Councilor Liberty asked about Lake Oswego’s work to create a town center. He asked for an update on development. Mayor Hammerstad said the property owners were interested in redevelopment. They had worked with a variety of consultants and they were contemplating additional forward movement on this issue. Council President Bragdon noted the Nevada

terminus issue and that the staff could amend their report if there had been an error. Major Hammerstad provided detail on the vote.

Lynn Petersen, Clackamas County Commissioner, 2051 Kaen Rd, Oregon City, OR 9704 thanked Councilor Burkholder for his leadership. This was the type of project JPACT talked about this morning, which needed funding. This was a quality project because it met every 2040 growth concept. It would provide a higher level of mobility for people. She supported the resolution except for the Nevada terminus. They represented people who lived adjacent to the line as well as all of the potential users. There was potential to get to West Linn and Oregon City in the future. This could be the next project in the region after the Milwaukie Light Rail. There was no more cost effective project in the region. She encouraged the Council to put the wording back in the resolution that this was the next project. She also encouraged them to include the bike pedestrian connection. She appreciated including words to finish that important component. Councilor Liberty asked how this would be part of an expanded system in the future. Commissioner Petersen talked about high capacity rail. They were making the connections that they needed to make. If they looked to the future system, there would be no way to link other parts of Clackamas County to the downtown area. She also talked about the commuter rail and the desires of Washington County to connect the Westside of the region.

Councilor Park talked about the wordage “would” versus “could”. Since they hadn’t consulted with their partners at the JPACT table, it wasn’t appropriate for the Metro Council to make that decision. Commissioner Petersen noted that other partners had supported the project such as Washington County and Multnomah County. She thought most supported this as the next project. Council President Bragdon said they would be looking at needs throughout the region.

Bruce Wood Foundation Real Estate Development 1000 SW Broadway Suite 960 Portland OR 97205 said he was a developer. He talked about foothills east of downtown where he had been engaged with the property owners. It was about 20 acres. He talked about the challenges. There were plans for a vibrant mixed-use community. It was a significant opportunity since South Water Front. A key component of that was the streetcar. He was concerned about the addition of the terminus. From a private section, it added an element of concern. It may have merit but it had a significant impact on moving the project forward. He suggested taking the Nevada terminus out of the study. It had significant impact on moving their project forward.

Councilor Liberty asked about the proposed development and that they assumed the investment of the streetcar. Mr. Wood said the demographics of that area were the highest in the State. He saw this was a place where there would be families as well as single individuals who wanted to live in that area. He hoped for an affordable housing component of the project. This was a significant opportunity.

Susan Hartnett, Oregon Health Science University (OHSU) 3181 SW Sam Jackson Park Rd Portland OR 97212 clarified OHSU’s support of the alignment. She read a letter into the record from Dr. Robertson (a copy of which is included the record).

Roger Martin, Executive Director Oregon Transit Association, 900 Atwater Rd Lake Oswego, OR 97034 said he had also served in the Oregon Legislature. He was here to support Mayor Hammerstad’s and Commissioner Petersen’s position. This project was a long time solution. He said opposition was from those who did not want this alignment through their property. Every person along that right-of-way signed their deed knowing full well they had a right-of-way on their property. He encouraged the Council to stick to their belief that this alignment was

important. Councilor Harrington asked about the Willamette Shoreline and clarified that this shoreline was not their property. It was beside their property. Mr. Martin talked about the right-of-way origins. Councilor Liberty thought some of this was about easements. Ross Roberts, Planning Department, said the Willamette Shoreline right-of-way had a variety of ownerships. He explained what the public purchased in 1985. There were some easements but the net effect was that the right-of-way could be used for rail purposes. Councilor Park thanked OHSU for their work.

Lisa Volpel, 5655 SW Kenny Street Lake Oswego OR 97035 said her concern with this study was that it didn't look at the bigger picture. She urged looking at the alignment and connection to the Milwaukie Light Rail. Some cross connections would be useful. Councilor Burkholder said as part of this study there was a look at the use of high capacity transit and the cross connection. They were looking at how they made those connections. These issues had been brought up and were in the hopper. Ms. Volpel said the bike route was also very important.

Elizabeth English, 11639 SW Riverwood Rd Portland OR 97219 said she had hosted a public forum regarding this issue. She thanked the Steering Committee for moving both terminuses forward. She felt a Lake Oswego circulator was a good idea.

David Jording, Lake Oswego Policy Advisory Committee (LOPAC), 684 9<sup>th</sup> St. Lake Oswego, OR 97034 expressed his appreciation for the work that was provided to the committee from the jurisdictions particularly Metro. This committee was then able to do its work. He talked about the committee's recommendation to have the Nevada and Lake Oswego terminuses moved forward. This was made with compromise. The vote was 17 to 2. 17 members voted to have both terminuses studied. He expressed concern in section 5 because these issues weren't addressed by the Steering Committee. He clarified further the concerns he had with the changes.

Charles Ormsby, 170 SW Birdsill Rd Portland OR 97229 said he was representing himself and some of his neighbors in the Birdsill area. They had no opportunity to be included in the process. He had been in favor of the corridor study and inclusion of West Linn. He asked what was the definition of City of Portland. He shared his definition. The other issue was the pedestrian bike trail. He was concerned about the tunnel. He felt security issues had not been addressed. Councilor Liberty said he had testified about representation previously. He wanted to know if he supported the project. Mr. Ormsby responded to his question.

Vern Rifer, LOPAC Vice Chair, 5916 SW Riveridge Lane Portland OR 97209 talked about the purpose of refinement to reduce the number of alternatives in Johns Landing. The refinement study was put in to allow City of Portland to do its work on planning transportation and economic development. It was a study of Portland alignment working with TriMet and other impacted jurisdictions. He talked about Item F.

Councilor Liberty said the different alignments affected ridership speeds. Mr. Rifer said the City was not the final decision maker but was to recommend impacts on their neighborhoods and businesses in the Portland area. They were suggesting that the City be given authority to put forward their alternatives. Councilor Collette asked if the City of Portland was paying for that study.

Council President Bragdon closed the public hearing.

Councilor Burkholder asked about West Linn and communities south and their public involvement. Ross Roberts, Planning Department, said they did involve West Linn in the process. The issue that was raised was that there was no representation on the committee from West Linn. They reached out to the neighborhoods as well as briefing the West Linn City Council twice. They reached out to the further south area even though they were not a voting member of the committee.

Councilor Burkholder asked about timing of the refinement study before the Draft Environmental Impact Statement (DEIS) could be started. Mr. Roberts said the refinement study could begin soon. They had a one year gap between the time the Metro staff could fully engaged on a DEIS on this study. They would be conducting the refinement study over the next year. They wanted to talk to their other partners about what that work would be.

Councilor Liberty asked about Mr. Rifer's comments. Mr. Brandman said his reaction was the real issue was who would participate in the refinement study. The study had been initiated by the City of Portland but needed to include project partners in addition to the city. Oregon Department of Transportation (ODOT) would want to be a part of the study. The City of Lake Oswego had a desire to be part of the study. Dropping the words Project Management Group was fine. A refinement study needed to be undertaken. There would be many participants involved in the study and wishing to comment on the refinement study. Councilor Liberty asked clarifying questions about additional alignment options. Mr. Brandman responded to his question. He thought staff was supportive of the efforts that would be undertaken. There were more than three options. The goal would be to work with the partners as well as the neighbors.

Councilor Collette asked who was paying for this. Would everyone share the cost of the study or would Portland pay the cost of the study. Mr. Roberts said in their budget, they had some money planned for the study. There was the matter of local match dollars. They needed to discuss this with their partners and find out who would share the cost.

Councilor Park asked about particular wordage on current and full value. Mr. Brandman said they could wordsmith the document for clarity. Councilor Harrington said she wanted to revisit the issue of current and full value. She talked about capturing the true value of the right-of-way. Mr. Brandman said the \$74 million estimate was its current value, which would likely escalate over time. At the time the financing plan was put together, in reality at that time you would be capturing the future value of the right-of-way. With respect to full value, he wanted to assure the Council and the public which was there was different way to capture the right-of-way value.

Motion to amend:	Councilor Burkholder moved to entertain a friendly amendment to strike the work "current"..
Seconded:	Councilor Collette accepted the friendly amendment.

Vote to amend:	Councilors Park, Burkholder, Collette, Harrington, Liberty, and Council President Bragdon voted in support of the motion. The vote was 6 aye, the motion passed.
----------------	--

Councilor Burkholder talked about the input processes, which included a Steering Committee, public hearings, and a lot of ideas coming from a lot of different entities. This was a Metro Council decision to represent the needs of the region. This was not solely a local matter. This decision would have impact on how the system functioned. This Council looked at the regional need and regional impact on our Centers. They would be doing a local preferred alternative. The

action they were taking today was an appropriate way to collect data to make a future decision. Councilor Collette talked about why she didn't support a Nevada terminus. She would be supportive of the whole process moving forward. This was a quality project. It had tremendous local match and would be an important link in the regional system. Councilor Liberty said he was happy about the range of alternatives that were kept for future study. He felt the purchase of the right-of-way was a bargain and that we were the beneficiaries of past planning on the right-of-way. He fully supported the recommendation.

Councilor Park felt it had been an effective debate. Councilor Burkholder had been consistent in looking at alternatives and allowing the discussion to move forward. He felt it was important to have the full project management team look at the full range of alternatives. He felt the balance was important. He supported the resolution.

Councilor Burkholder thanked the individuals who had worked on this, Ross Roberts, Richard Brandman and other Metro planners as well as the Steering Committee. They had more work to do.

Vote on the Main  
Motion:

Councilors Park, Burkholder, Collette, Harrington, Liberty, and Council President Bragdon voted in support of the motion. The vote was 6 aye, the motion passed.
--

## **5. CHIEF OPERATING OFFICER (COO) COMMUNICATION**

Michael Jordan, COO, thanked the Council. At the holiday party at the Zoo they had 550 individuals participate. Council President Bragdon mentioned the Metro video.

## **6. COUNCILOR COMMUNICATION**

Councilor Harrington reported on MPAC activities. The main topic was the Greatest Place Reserves Program. She also talked about the neighboring communities program on Saturday January 12, 2008. There would be an event brief provided to Council. She also talked about an item discussed at the August 14, 2007 work session about Regional Business and Trade Association membership strategy. Mr. Jordan said he would bring this back to Council on January 8, 2008 for further discussion. Council President Bragdon said he thought this was a good idea.

Councilor Burkholder said he was glad Councilor Harrington had raised the issue and thought it might be useful that they review every six months what still needed to be done.

Council President Bragdon talked about using January 3, 2008 meeting as a community service activity.

Councilor Collette said she became a member of the Clackamas County Business Association (CCBA).

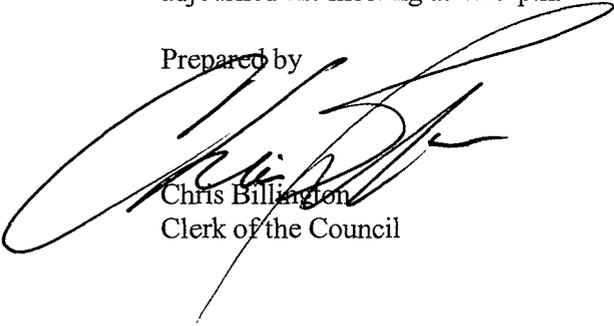
Councilor Liberty said he attended the Holiday Party but encountered the \$2 Tuesday crowd. He said Oliver Jones who had done a study on effective investment to promote key freight investment would be here February 22<sup>nd</sup>.

Council President Bragdon announced that they had gotten the first entry for the Design Competition today, which came from Japan.

**7. ADJOURN**

There being no further business to come before the Metro Council, Council President Bragdon adjourned the meeting at 4:25 p.m.

Prepared by

A large, stylized handwritten signature in black ink, appearing to read 'Chris Billington', is written over the printed name and title.

Chris Billington  
Clerk of the Council

**ATTACHMENTS TO THE PUBLIC RECORD FOR THE MEETING OF  
 DECEMBER 13, 2007**

<b>Item</b>	<b>Topic</b>	<b>Doc. Date</b>	<b>Document Description</b>	<b>Doc. Number</b>
3.1	Minutes	12/6/07	Metro Council Meeting Minutes for December 6, 2007	121307c-01
4.3	Letter	11/10/07	To: Metro Council From: John Caldwell Re: Resolution No. 07-3887	121307c-02
4.3	Letter	8/30/07	To: Jamie Snook, Planning Department From: Jeff Miller President and CEO and Chris Erickson Chair POVA Re: Resolution No. 07-3887	121307c-03
4.3	Email	12/10/07	To: Jennifer Tuerk, Planning Department From: David Walters Re: Resolution No. 07-3887	121307c-04
4.3	Email	12/11/07	To: Jennifer Tuerk, Planning Department From: Bari Thompson Re: Resolution No. 07-3887	121307c-05
4.3	Email	10/29/07	To: Metro Council From: Gerry Langelier Re: Articles about Resolution No. 07-3887	121307c-06
4.3	Letter	11/26/07	To: Metro Council From: Ted Wheeler, Multnomah County Chair Re: Resolution No. 07-3887	121307c-07
4.3	Email	12/11/07	To: Jennifer Tuerk, Planning Department From: Kate Miller, Sustainable Interiors Re: Resolution No. 07-3887	121307c-08
4.3	Email	12/11/07	To: Metro Council From: Michael Earp Re: Resolution No. 07-3887	121307c-09
4.3	Email	12/12/07	To: Metro Council From: Gregory Taylor Re: Resolution No. 07-3887	121307c-10
4.3	Email	12/12/07	To: Karen Withrow, Public Affairs Department From: Nicole Merino Re: Resolution No. 07-3887	121307c-11
4.3	Letter	12/11/07	To: Metro Council From: Fred Hansen General Manager of TriMet Re: Resolution No. 07-3887	121307c-12

Item	Topic	Doc. Date	Document Description	Doc. Number
4.3	Letter	12/7/07	To: Metro Council From: Martha Schrader, Lynn Peterson and Bill Kennemer, Clackamas County Commission Re: Resolution No. 07-3887	121307c-13
4.3	Email and attachments	12/12/07	To: Councilors Collette and Liberty From: Mark Turpel, Planning Department Re: Resolution No. 07-3887A redline version	121307c-14
4.3	Email	12/12/07	To: Metro Council From: Diane and John Howieson Re: Resolution No. 07-3887	121307c-15
4.3	Email	12/12/07	To: Metro Council From: Eric T Rick Saito Re: Resolution No. 07-3887	121307c-16
4.3	Letter	12/12/07	To: Metro Council From: Jerry L Wheeler CEO Lake Oswego Chamber of Commerce Re: Resolution No. 07-3887	121307c-17
4.3	"A" version	12/12/07	<b>Resolution No. 07-3887A</b> , For the Purpose of Identifying Alternatives to Advance Into a Draft Environmental Impact Statement For the Portland to Lake Oswego Corridor Transit Project.	121307c-18
4.3	Letter	12/6/07	To: Metro Council From: Ken Love, President South Portland Neighborhood Association Re: Resolution No. 07-3887	121307c-19
4.3	Fax	12/12/07	To: Metro Council From: Chris Schetky, Real Estate Broker Re: Resolution No. 07-3887	121307c-20
4.3	Letter	12/11/07	To: Metro Council From: Dr. Joseph Robertson, President of OHSU Re: Resolution No. 07-3887	121307c-21
4.1	"B" version	12/13/07	<b>Resolution No. 07-3831B</b> , For the Purpose of Approving the Federal Component of the 2035 Regional Transportation Plan (RTP) Update, Pending Air Quality Conformity Analysis.	121307c-22

<b>Item</b>	<b>Topic</b>	<b>Doc. Date</b>	<b>Document Description</b>	<b>Doc. Number</b>
4.3	Letter	12/13/07	To: Metro Council From: Commission Sam Adams, City of Portland Re: Resolution No. 07-3887	121307c-23
4.3	Letter	12/13/07	To: Metro Council From: Emily Gardner, Bicycle Transportation Alliance Re: Resolution No. 07-3887	121307c-24
6.0	Memo and verbatim transcription	7/24/07	To: Metro Council and Kate Marx From: Michael Jordan, COO Re: Regional Business and Trade Association Membership Strategy	121307c-25

12/30/07-02

**JOHN C. CALDWELL**  
2775 Holy Names Place  
Lake Oswego, Oregon 97034  
Phone/Fax 503-675-7080  
e-mail jcecmw2791@msn.com

December 10, 2007

Metro Council, David Bragdon Presiding Officer  
600 Northeast Grand Ave  
Portland, Or. 97232-2736

Re: Resolution No. 07-3887, Identification of Alternatives to advance into a Draft Environmental Impact Statement for the Portland to Lake Oswego Corridor Transit Project.

Dear Councilors,

I am writing to you because of the request by LOPAC to include studying a permanent streetcar terminus at Nevada St. The preferential advisory vote taken at the last LOPAC meeting on July 31 were:

- A: Streetcar through John's Landing and enhanced bus to Lake Oswego and
- B. Streetcar to Lake Oswego.

The minutes shows me as voting for the "Macadam to Lake Oswego Alternative/Streetcar to Willamette Park alternative" which, with my vote gave a scant majority of 10 votes to this alternative. That vote was merely preliminary to the final decision.

I voted for this alternative because I thought this was an *interim terminus*, NOT a final terminus. Ultimately, I think the streetcar should go all the way to Lake Oswego.

Had I understood that this was for a permanent terminus, I would not have voted for it, and the preferential vote would have been 10-10 with me voting for "the Macadam to Lake Oswego Alternative/Streetcar to Lake Oswego."

I am very much in favor of a bicycle/pedestrian path, particularly because it appears it would carry a very large number of bike commuters. The reason for my initial hesitancy on the terminus of the streetcar line is the huge cost of the proposed bike path. I think that more study is needed to determine where such a path could go at a reasonable cost and still attract commuters and recreational riders and walkers. This need not delay the development of the streetcar line.

Sincerely,

Jack Caldwell

August 30, 2007

Ms. Jamie Snook  
Senior Transportation Planner  
Metro  
600 N.E. Grand Ave.  
Portland, OR 97232-2736

Dear Jamie:

As the destination marketing organization for the metro area, the Portland Oregon Visitors Association (POVA) has tremendous interest in the region's transportation options and infrastructure, especially as those elements affect visitors' experiences and ability to conveniently access chosen destinations.

Progressive urban planning and elegant transportation systems – both of which receive extensive media coverage worldwide – are among the reasons our area is increasingly popular with visitors. Because of this, we support Metro's efforts to maintain our reputation of leadership in this field. In particular, we find the Portland-to-Lake Oswego project to be an exciting opportunity for both residents and visitors. After reviewing the options, POVA supports a streetcar and bicycle/pedestrian trail for the following reasons:

- A streetcar to Lake Oswego will provide eco-friendly access to the southern section of our region; it will also connect such amenities as OMSI, the Oregon Convention Center blocks, South Waterfront, RiverPlace, the Pearl District and Northwest Portland.
- A bicycle/pedestrian trail on this scenic right of way will enhance visitors' and residents' enjoyment of the Willamette River and extend walking/cycling opportunities from the Eastbank Esplanade and Springwater Corridor.
- A streetcar-trail combination will meet Metro's goals for transit-oriented economic development, which will benefit both Johns Landing and Lake Oswego.
- A streetcar-trail combination will provide maximum congestion relief for Highway 43.

Although the initial capital costs of the streetcar-trail option are higher than those of BRT, ridership numbers and the potential for economic development – weighed against the higher long-term operation and maintenance costs of BRT – make the streetcar-trail combination a better fit for our region, its economy, its residents and its visitors.

Please let us know if we can be helpful in moving this project forward.

Sincerely,

Jeff Miller  
President & CEO

Chris Erickson  
Chair, POVA Community Action Committee

121307c-04

**From:** "David H. Walters" <dwalters@migcom.com>  
**To:** Jennifer Tuerk <tuerkj@metro.dst.or.us>  
**Date:** 12/10/2007 2:31 p.m.  
**Subject:** Re: 12/13 Metro Council Action on Lake Oswego Transit and Trail Project

Jenn,

I am not sure if this email counts as public testimony or not, hopefully it does. This part of the Metro area has seen little transportation improvement over the years and the vehicular traffic on Hwy 43 is quite busy and very unsafe for any pedestrian or bike use between the cities. Since 1981 I have commuted on this corridor by bus, car and for the past 7 years by bike most days to work from LO to PDX. Because of the safety concerns of using HWY 43, I am forced to use Terwilliger Blvd. I again want to voice my support for the #3 - Streetcar Alternative along with the dedicated bike/pedestrian path.

Thanks  
Dave

Jennifer Tuerk wrote:

- > \*REMINDER:\* Metro Council action scheduled on transportation
- > improvement options for Lake Oswego to Portland corridor
- >
- > The Metro Council will take public testimony and vote on which
- > alternatives to forward into a Draft Environmental Impact Statement
- > (DEIS) aimed at improving transportation between Lake Oswego and
- > Portland at its December 13 meeting. The Council will consider the
- > November 19, 2007 Steering Committee Recommendation that includes
- > recommendations on DEIS alternatives; actions to advance a bicycle and
- > pedestrian trail in the corridor; work program elements to
- > refine streetcar alignments through Johns Landing; and steps to secure
- > funding for the DEIS.
- >
- > The alternatives recommended to the Council by the Steering Committee
- > for further study in the DEIS include:
- >
- > 1) A No-Build Alternative
- > 2) An Enhanced Bus Alternative using SW Macadam/Highway 43
- > 3) A Streetcar Alternative, with various terminus and alignment options;
- >
- > \* Lake Oswego full-length terminus options include the Albertsons
- > and Safeway sites
- > \* Potential streetcar alignments through Johns Landing include SW
- > Macadam, the Willamette Shore Line railroad right of way, or a
- > combination of the two that could include all or part of the
- > Johns Landing Masterplan alignment (a refinement study is
- > proposed to continue work on these alignments prior to the start
- > of the DEIS)
- > \* Short terminus options include: 1) a temporary Johns Landing
- > terminus in the vicinity of SW Nevada Street en route to an
- > eventual Lake Oswego terminus, known as the Minimum Operable
- > Segment, and 2) a permanent terminus in Johns Landing with no
- > extension to Lake Oswego
- >
- > The DEIS work would be led by Metro and would begin in late 2008 and
- > conclude in early 2010 with the selection of a single locally

> preferred alternative to be advanced into Preliminary Engineering and  
> a Final Environmental Impact Statement. If you have questions about  
> the schedule or decision-making process, please contact Karen Withrow  
> at [withrowk@metro.dst.or.us](mailto:withrowk@metro.dst.or.us) <<mailto:withrowk@metro.dst.or.us>> or call  
> 503-797-1932.

>  
> Sincerely,

> Jenn Tuerk

> Jenn Tuerk

> Administrative Specialist

> Metro Planning

> 503-797-1756

> [tuerkj@metro.dst.or.us](mailto:tuerkj@metro.dst.or.us) <<mailto:tuerkj@metro.dst.or.us>>

--  
David H. Walters  
Director of Landscape Architecture

Moore Iacofano Goltsman, Inc.  
815 SW 2nd Avenue, Suite 200  
Portland, OR 97204  
T 503.297.1005  
F 503.297.3195  
[dwalters@migcom.com](mailto:dwalters@migcom.com)  
[www.migcom.com](http://www.migcom.com)



121307c-06

**From:** Lake McTighe  
**To:** Bragdon, David; Brandman, Richard; Burkholder, Rex; Roberts, Ross; W...  
**Date:** 10/29/2007 2:54 p.m.  
**Subject:** Fwd: Streetcar Article for David Bragdon  
**Attachments:** Streetcar Article.pdf

**CC:** Billington, Christina; Sofich, Kathryn  
Please see the attached communication on the proposed Lake Oswego streetcar from Gerry Langler.

I emailed Gerry and told him I was happy to play communications traffic cop.

thanks,

Lake

---

Lake Strongheart McTighe  
Executive Assistant to the Council President  
Metro  
600 NE Grand Ave.  
(503)797-1560  
fax (503)797-1793  
mctighel@metro.dst.or.us  
www.metro-region.org

>>> "Gerry Langler" <[langeler@ovp.com](mailto:langeler@ovp.com)> 10/29/2007 2:18 PM >>>

Once again, thanks for your help as communications traffic cop on the proposed Portland - Lake Oswego streetcar issue.

Please forward to David and/or other appropriate Metro folks.

If I should be working directly with someone else - please feel free to let me know.

Best regards,

Gerry Langler

**Re: Proposed Portland to Lake Oswego Streetcar**

This is exactly the kind of risk to public safety people  
On a dead-end street, such as Riverwood Road, worry  
about.

If the Portland – Lake Oswego streetcar is implemented,  
with a street-level stop at Riverwood Road, this risk is real.

If the switch malfunction happened with a train blocking  
Riverwood Road, and there was a emergency farther down  
the street, emergency vehicles would be unable to service  
the emergency – for hours, or perhaps days.

This is why either enhanced bus or below-ground rail  
should be the preferred outcome.

**Portland  
Streetcar awaits  
part from Germany**

Streetcar service in Port-  
land's South Waterfront area  
has been suspended because  
of a failed switch that controls  
electricity for the system's  
overhead wires.

Since the switch malfunc-  
tioned Sunday, the streetcar  
has stopped at Southwest  
Moody Avenue and Gibbs  
Street. That's the stop by the  
Portland Aerial Tram and an  
Oregon Health & Science Uni-  
versity medical building.

Service farther south won't  
resume until a part is flown in  
from Frankfurt, Germany,  
said Kay Damm, a spokes-  
woman for Portland Streetcar  
Inc.

Four stations are closed:  
Moody Avenue and Gaines  
Street, Lowell Street and Bond  
Avenue, Bond Avenue and  
Lane Street, and OHSU Com-  
mons.

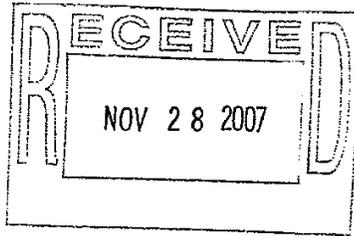
—Dylan Rivera

PAGE C2 - OREGONIAN 10/25/2007

121307c-07



# Ted Wheeler, Multnomah County Chair



501 SE Hawthorne Blvd., Suite 600  
Portland, Oregon 97214  
Phone: (503) 988-3308  
Email: mult.chair@co.multnomah.or.us

November 26, 2007

David Bragdon, President  
Metro Council  
600 NE Grand Avenue  
Portland, OR 97232-2736



Dear President Bragdon:

The Multnomah County Board of Commissioners has reviewed both LOPAC's and the Steering Committee Recommendation for the Lake Oswego to Portland Transit and Trails Alternatives Analysis. This letter will offer alternatives into a Draft Environmental Impact Statement and provide the following recommendation.

After reviewing the Steering Committee Revised Recommendation we agree with the need to continue to study a Streetcar as the preferred mode, especially recognizing the limitations of bus rapid transit. That said, we encourage that a streetcar to Johns Landing and enhanced bus to Lake Oswego be studied as an alternative for this corridor, as well as the Steering Committee's recommendation of studying Streetcar to Lake Oswego as an alternative. Regarding the alignments through the South Waterfront area, we support continued study of the Willamette Shore Line right of way and SW Macadam alignments. We recognize the value of the Willamette Shore Line right of way, but we do not wish to see its value as the driving force, only that it and the SW Macadam Avenue alignments each be given full consideration.

With respect to a terminus in Lake Oswego we believe that a Trolley Terminus be considered while the advantages of the other two locations (Safeway and Albertsons) receive further study. We recognize that there are several advantages that accompany streetcar development. First is the transit demand at the terminus as well as the potential for continuation of the line, and second the potential for economic development that might occur along an alignment. Therefore, consideration of a Trolley Terminus is also important to allow some flexibility before committing to one terminus or the other.

At our briefing we also heard from citizens from unincorporated Multnomah County as well as members of LOPAC and wish to support their recommendation. While their recommendation(s) is included in the Steering Committee's Revised Recommendation, there are some key differences that bear consideration. First, we would like to reiterate our desire to see the SW Macadam alignment studied as per LOPAC's recommendation. Second, while we wish to see the Trolley Terminus as an alternative, we again concur that studying a terminus in Johns Landing should also be reviewed as an alternative with enhanced bus service to south to Lake Oswego.

Providing a bicycle/pedestrian component is very important to Multnomah County. We recognize the physical constraints involved as well as the possible legal issues of the Willamette Shore Line right of way. We encourage establishing a subcommittee to closely review the options and make recommendations as appropriate.

Finally, the effect of any of the alternatives on the environment must be a component of the DEIS. We continued to be concerned about the potential impact any of the alternatives may have on the environment and believe that the preferred alternative be one that also meets key sustainability measures.

Multnomah County supports moving ahead with the DEIS as recommended by both LOPAC and the Steering Committee. We thank you for this opportunity to lend our support.

Sincerely,



Ted Wheeler  
Multnomah County Chair

TW/rl

121307c-08

**From:** Karen Withrow  
**To:** Jennifer Tuerk; kate@katemillerstudio.com; Ninth Street  
**Date:** 12/12/2007 8:20 a.m.  
**Subject:** Re: re street car alternative

**CC:** Christina Billington  
Kate,

Thank you for your email. With this email I am forwarding it to the Metro Council office for distribution to the Councilors and inclusion in the record.

Karen M. Withrow  
Public Affairs Coordinator  
Metro Office of Citizen Involvement  
600 NE Grand Ave, Portland, OR 97232-2736  
[withrowk@metro.dst.or.us](mailto:withrowk@metro.dst.or.us)  
[www.metro-region.org](http://www.metro-region.org)

>>> <kate@katemillerstudio.com> 12/11/2007 6:10 PM >>>

I am writing in regard to you options for extending the street car

Please promote a much needed streetcar option to continue through to Lake Oswego - receiving federal funding and having long term positive value

I am a resident of Lake Oswego

we need more transportation options to get people out of their cars and improve our air quality. There is a consistent traffic problem on hwy 43 and ther is significant pollution generated from the combination of traffic and congestion .

Our air quality need to be improved or we wont be able to see Mt Hood

Air quality and livability in the Portland Area due to congestion has deteriorated a lot in the past 10 years

With kind regards,

Kate Miller LEED AP  
Kate Miller Sustainable Interiors  
503.459.2292 cell

12-1307c-09

**From:** Karen Withrow  
**To:** Ninth Street  
**Date:** 12/12/2007 8:21 a.m.  
**Subject:** RE: 12/13 Metro Council Action on Lake Oswego Transit and Trail Project

**CC:** Christina Billington; Jennifer Tuerk  
Michael,

Thank you for your email. With this email I am forwarding it to the Metro Council office for distribution to the Councilors and inclusion in the record.

Karen M. Withrow  
Public Affairs Coordinator  
Metro Office of Citizen Involvement  
600 NE Grand Ave, Portland, OR 97232-2736  
[withrowk@metro.dst.or.us](mailto:withrowk@metro.dst.or.us)  
[www.metro-region.org](http://www.metro-region.org)

>>> Ninth Street <[ninthst@hotmail.com](mailto:ninthst@hotmail.com)> 12/11/2007 8:51 PM >>>  
Dear Metro Council,

If I could attend the 12/13 Metro Council meeting I would add my voice to say that the best choice for the Lake Oswego Transit and Trail Project would be to stay on the rail right of way through Johns Landing and continuing with the full build out into Lake Oswego. By doing that we can use the \$75 million value of the right of way we now own as the majority of the local match for Federal Monies. It makes absolutely no sense to have the Streetcar stop half way to Lake Oswego or to be on SW Macadam. We lose any benefit in our right of way as a local match and we still have to deal with a bottlenecked HWY 43.

We need the Streetcar to promote transit friendly communities that will lower our carbon footprint and raise the quality of life at the same time.

Michael G. Earp  
718 9th Street  
Lake Oswego, OR 97034

121302-10

**From:** Karen Withrow  
**To:** Gregory Taylor  
**Date:** 12/12/2007 8:18 a.m.  
**Subject:** Re: Lake Oswego Transit

**CC:** Christina Billington  
Gregory,

Thank you for your email. With this email I am forwarding it to the Metro Council office for distribution to the Councilors and inclusion in the record.

Karen M. Withrow  
Public Affairs Coordinator  
Metro Office of Citizen Involvement  
600 NE Grand Ave, Portland, OR 97232-2736  
withrowk@metro.dst.or.us  
www.metro-region.org

>>> Gregory Taylor <[gregtaylor@earthlink.net](mailto:gregtaylor@earthlink.net)> 12/12/2007 12:05 AM >>>  
To whom it may concern:

I am unable to attend the Thursday hearing, as I will be working.  
However, I would like it known that I support:

option # "3) A Streetcar Alternative, with various terminus and alignment options;" with Lake Oswego full-length terminus options include the Albertsons and Safeway sites

This would fulfill best the needs of our community, and would enable the greatest support of operations once built.

Thank you.

Gregory C. Taylor  
543 7th Street  
Lake Oswego, OR 97034-2906  
503-635-4137 Home  
503-267-6343 Cell  
503-940-3809 Pager

12/30/07 - 11

**From:** Karen Withrow  
**To:** NICOLE MERINO  
**Date:** 12/12/2007 8:22 a.m.  
**Subject:** Re: Rail Based Rapid Transit

**CC:** Christina Billington  
Nicole,

Thank you for your email. With this email I am forwarding it to the Metro Council office for distribution to the Councilors and inclusion in the record.

Karen M. Withrow  
Public Affairs Coordinator  
Metro Office of Citizen Involvement  
600 NE Grand Ave, Portland, OR 97232-2736  
[withrowk@metro.dst.or.us](mailto:withrowk@metro.dst.or.us)  
[www.metro-region.org](http://www.metro-region.org)

>>> "NICOLE MERINO" <[zirm@msn.com](mailto:zirm@msn.com)> 12/12/2007 8:05 AM >>>  
Karen~

Regarding the proposal to extend rail based rapid transit to Lake Oswego—I strongly support full build out into Lake Oswego.

"This is a very important time for the Streetcar to Lake Oswego. The best choice would be staying on the rail right of way through Johns Landing and continuing with the full build out into Lake Oswego. By doing that we can use the \$75 million value of the right of way we now own as the majority of the local match for Federal Monies. The Mayor stated at the last Lake Oswego City Council Meeting that the LO share could be as low as \$4 million when our right of way asset is counted as well.

It makes absolutely no sense to have the Streetcar stop half way to Lake Oswego or to be on SW Macadam. We lose any benefit in our right of way as a local match and we still have to deal with a bottleneck HWY 43."

Thank you for the opportunity to voice my opinion!

Nicole Merino  
412 Kenwood Rd  
Lake Oswego, OR 97034

121307c-12



December 11, 2007

Metro Council  
600 NE Grand Avenue  
Portland, OR 97232-2736

Dear President Bragdon:

On behalf of TriMet, I recommend that you adopt the Lake Oswego to Portland Steering Committee Recommendations as amended on November 19, 2007. These recommendations propose a sound range of project alternatives that present the public and decision-makers with sensible choices on how to proceed with transit improvements in the Lake Oswego to Portland Corridor. Each of the alternatives will benefit from the careful analysis of impacts and mitigations that can only take place within the NEPA process.

As the project moves forward, TriMet, Metro and our regional partners will seek to develop creative design solutions that address the community concerns expressed during the alternatives analysis, while maintaining reliable and quick transit options through the corridor. Balancing the regional transportation needs with local impacts will be particularly challenging in this highly constrained corridor.

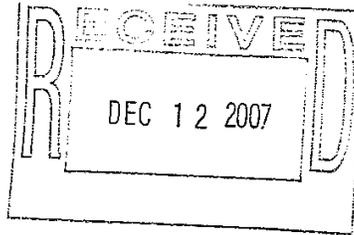
TriMet also wants to emphasize its belief that the value of the Willamette Shore Line railroad right of way should be preserved as local match for FTA funds and not given up prematurely. Whether the match is created through direct use of the right of way or by separate funding that ensures that the value is captured by other means, capture of the right of way's value will need to be addressed as we advance into the DEIS.

We look forward to working with you on this important project.

Sincerely,

A handwritten signature in black ink that reads "Fred Hansen". The signature is written in a cursive, flowing style.

Fred Hansen  
General Manager



121307c-13  
**Martha Schrader**  
 Chair  
**Lynn Peterson**  
 Commissioner  
**Bill Kennemer**  
 Commissioner

**BOARD OF COUNTY COMMISSIONERS**

**PUBLIC SERVICES BUILDING**  
 2051 KAEN ROAD | OREGON CITY, OR 97045

December 7, 2007

David Bragdon, President  
 Metro Council  
 600 NE Grand Ave.  
 Portland, OR 97232-2736

Dear President Bragdon:

The Clackamas County Board of Commissioners has reviewed the Lake Oswego Transit and Trail Alternatives Analysis Steering Committee recommendation to advance alternatives into a Draft Environmental Impact Statement and we support the recommendation of the Steering Committee. While we are supportive of this recommendation, we would like to emphasize several issues.

We agree with the need to continue to study a Streetcar as the preferred mode, especially recognizing the limitations of bus rapid transit. However, we believe it is important to study all modes more thoroughly in the next stage of analysis. Additionally, though we have agreed to further study of a minimum operable segment to Nevada Street, we believe that this would not meet the purpose and need of the project and would add significantly more cost to the project.

Regarding the alignments through the Johns Landing area, we support continued study of both the Willamette Shore Line right of way and SW Macadam Avenue. We recognize and want to maximize the value of the Willamette Shore Line right of way but also realize that a Macadam Avenue alignment could potentially provide a positive tradeoff between benefits and impacts.

While the segment of the corridor that is within unincorporated Clackamas County does not anticipate increased development, there are key development opportunities in the Lake Oswego town center. The county supports further study of both terminus locations in order to better understand the benefits and impacts of both options. Additionally, we are fully supportive of the predevelopment efforts currently underway by the City of Lake Oswego.

Providing a bicycle/pedestrian component is very important to Clackamas County. We recognize the physical constraints involved as well as the possible legal issues of the Willamette Shore Line right of way. We are willing and eager to play a leadership role with Metro, project partners and the public to address the challenges of creating a safe, continuous trail through the corridor at a reasonable cost. We look forward to future opportunities to develop and consider creative options and make recommendations as appropriate.

We thank you for this opportunity to lend our support to this project that will provide new transportation choices in the corridor and beyond, into broader Clackamas County, where our population and employment continue to grow and demand additional transportation capacity.

Sincerely,

  
 Martha Schrader  
 Chair

  
 Lynn Peterson  
 Commissioner

  
 Bill Kennemer  
 Commissioner

12/13/07c-15

From: Karen Withrow  
To: dbhowieson@comcast.net  
Date: 12/12/2007 4:01 p.m.  
Subject: Re: 12/13 Metro Council Action on Lake Oswego Transit and Trail Project

CC: Christina Billington  
Diane,

Thank you for your email. With this email, I am forwarding it to the Metro Council office for distribution to the Councilors and inclusion in the record.

Karen M. Withrow  
Public Affairs Coordinator  
Metro Office of Citizen Involvement  
600 NE Grand Ave, Portland, OR 97232-2736  
[withrowk@metro.dst.or.us](mailto:withrowk@metro.dst.or.us)  
[www.metro-region.org](http://www.metro-region.org)

>>> <[dbhowieson@comcast.net](mailto:dbhowieson@comcast.net)> 12/12/2007 3:24 PM >>>

My husband and I are in New Zealand, We would like to express a preference for an enhanced bus alternative. If there is a streetcar, we prefer for it to stop at Johns Landing.  
Thank you,  
Diane and John Howieson

----- Original message -----

From: "Jennifer Tuerk" <[tuerkj@metro.dst.or.us](mailto:tuerkj@metro.dst.or.us)>

> REMINDER: Metro Council action scheduled on transportation improvement options  
> for Lake Oswego to Portland corridor

>  
> The Metro Council will take public testimony and vote on which alternatives to  
> forward into a Draft Environmental Impact Statement (DEIS) aimed at improving  
> transportation between Lake Oswego and Portland at its December 13 meeting. The  
> Council will consider the November 19, 2007 Steering Committee Recommendation  
> that includes recommendations on DEIS alternatives; actions to advance a bicycle  
> and pedestrian trail in the corridor; work program elements to refine streetcar  
> alignments through Johns Landing; and steps to secure funding for the DEIS.

>  
> The alternatives recommended to the Council by the Steering Committee for  
> further study in the DEIS include:

- > 1) A No-Build Alternative
- > 2) An Enhanced Bus Alternative using SW Macadam/Highway 43
- > 3) A Streetcar Alternative, with various terminus and alignment options;
- > Lake Oswego full-length terminus options include the Albertsons and Safeway sites
- > Potential streetcar alignments through Johns Landing include SW Macadam, the Willamette Shore Line railroad right of way, or a combination of the two that could include all or part of the Johns Landing Masterplan alignment (a refinement study is proposed to continue work on these alignments prior to the start of the DEIS)
- > Short terminus options include: 1) a temporary Johns Landing terminus in the vicinity of SW Nevada Street en route to an eventual Lake Oswego terminus, known as the Minimum Operable Segment, and 2) a permanent terminus in Johns Landing with no extension to Lake Oswego
- > The DEIS work would be led by Metro and would begin in late 2008 and conclude in early 2010 with the selection of a single locally preferred alternative to be advanced into Preliminary Engineering and a Final Environmental Impact Statement. If you have questions about the schedule or decision-making process, please contact Karen Withrow at [withrowk@metro.dst.or.us](mailto:withrowk@metro.dst.or.us) or call 503-797-1932.

> Sincerely,  
>  
> Jenn Tuerk  
>  
>

121307c-16

**From:** Karen Withrow  
**To:** Jennifer Tuerk; Rick Saito  
**Date:** 12/12/2007 4:03 p.m.  
**Subject:** comments for the Metro Council re: Lake Oswego to Portland Transit

**CC:** Christina Billington  
Rick,

Thank you for your thoughtful comments. With this email, I am forwarding it to the Metro Council office for distribution to the Councilors and inclusion in the record.

Karen M. Withrow  
Public Affairs Coordinator  
Metro Office of Citizen Involvement  
600 NE Grand Ave, Portland, OR 97232-2736  
[withrowk@metro.dst.or.us](mailto:withrowk@metro.dst.or.us)  
[www.metro-region.org](http://www.metro-region.org)

>>> "Rick Saito" <[rs-insite@comcast.net](mailto:rs-insite@comcast.net)> 12/12/2007 2:56 PM >>>  
Jenn,

Please forward this message to Council President David Bragdon, all other Councilors, Mayor Hammerstad, Commissioner Adams, the Lopac Chair and Vice Chairs and the Lopac committee members. These comments are in response to the anticipated discussion on Thurs 12/13 by the Metro Council on the subject of the alternatives for the Lake Oswego to Portland Transit study.

To: David Bragdon and Metro Council Members

As a long time participant in the planning of South WaterFront and due to my interest in the redevelopment of the Foothill Road area of Lake Oswego, I participated in the LOPAC as a vice chairperson.

As a vice chair for the LOPAC, I can relate that the committee addressed the many contentious issues of both types of transit systems and potential routes. The committee was well served by the metro staff involved and was fortunate to have the leadership of Dave Jorling as its chairperson. The committee's recommendations were twofold:

- A. Streetcar through John's Landing and enhanced bus to Lake Oswego.
- B. Streetcar to Lake Oswego (South Waterfront to approximately Albertson's in Lake Oswego)

Additional comments were made as well as a detailed descriptions of the alternatives.

An added piece of information that was also passed along was a separate vote of the committee for their preference between the two alternatives. This was reported as 10 favoring alternate A and nine favoring alternate B. The

vote was meant as advisory but it seems to me that it is misleading.

Our main mission was to narrow alternatives so that they might be studied in greater detail as a later step. To that end, our recommended two alternatives with added comments is the key result of many months of work by staff and committee. The advisory vote was added at the end of the process and did not benefit from thorough discussion nor clear understanding by the committee of its purpose as the vote occurred after the alternatives were selected. I urge you to consider the two recommendations and let the ensuing detailed analysis indicate the best alternative.

Also, on a personal note I attended a meeting called by PDOT to discuss how a study they are considering might reflect the alternatives of the LOPAC. I voiced concern about the future study that it be coordinated with the overall effort to achieve an enhanced transit system in the corridor ( Lake Oswego to Portland) rather than advance an extension of Streetcar to John's Landing. The latter, if not carefully coordinated with Metro's efforts, could be construed as a detriment to achieving the goal of the enhanced corridor from Lake Oswego to Portland. I urge Metro and PDOT to work together to facilitate this regional goal.

I look forward to your decisions and the advancement of the project.

Sincerely,

Eric T. "Rick" Saito

121307c-17



December 12, 2007

Metro Council  
1976 SW 6th Ave, Portland  
Portland, OR 97201

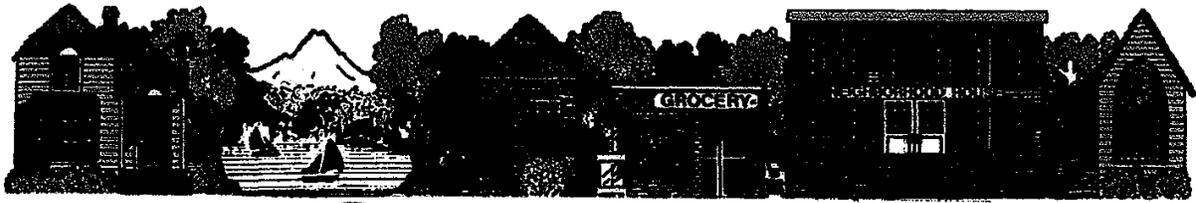
While I am not be able to attend your Thursday meeting, I did still want to express my strong preference that of the alternatives presented, the streetcar coming to Lake Oswego would provide the most benefit to the business community. This Chamber has not taken a position officially and the results are not scientific, but in my personal conversations with local business owners, I have found no one who disagrees with me. With that in mind I urge you to keep the streetcar at the top of your list.

Sincerely,

A handwritten signature in cursive script that reads "Jerry L. Wheeler, Sr.".

Jerry L. Wheeler, Sr. IOM  
CEO

121307c-19

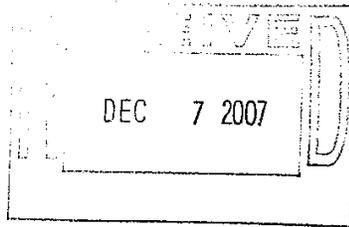


# **South Portland Neighborhood Association**

**Representing the Lair Hill, South Waterfront, Corbett, Terwilliger, John's Landing,  
and Fulton communities**

**P.O. Box 69567  
Portland, OR 97239**

**December 6, 2007**



**Metro Council  
600 NE Grand Avenue  
Portland, OR 97232**

**Re: Lake Oswego to Portland Alternative Analysis (12/13/2007 hearing)**

**Dear Metro Staff:**

**This letter is to convey our support of the Portland Office of Transportation in their recommendation for a refinement study on the portion of the Lake Oswego to Portland streetcar that goes through our neighborhood. Last night, at our monthly board meeting, we heard a presentation from PDOT and discussed the issue. Our neighborhood association passed the following resolution:**

**“The South Portland Neighborhood Association supports the recommendation of a refinement study by an independent consultant for the Lake Oswego to Portland streetcar and trail analysis in the northern section between SW Lowell and the Sellwood bridge with the recognition that this is one part of a complete line to Lake Oswego.”**

**I would also like to express our thanks to you for the opportunity for citizen involvement on this project and your consideration of our needs.**

**Sincerely,**

**Ken Love,  
President, South Portland N.A.**

**Cc Commissioner Adams**

A Fax From The Desk Of:  
**Chris Schetky**  
Real Estate Broker

To: DAVID BRAGON

Fax Number: 503-797-1930

Regarding: PUBLIC TESTIMONY  
DEIS ALTERNATIVES

Number of pages including cover sheet: 2

Comments:

PLEASE SEE MY TESTIMONY ATTACHED  
THANK YOU  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Windermere Cronin & Caplan Realty Group  
Lake Oswego Branch  
220 A Avenue, Suite 200  
Lake Oswego, OR 97034

Direct: 503-497-5247  
Cell: 503-201-8960  
Fax: 503-636-0908  
E-mail: cschetky@windermere.com

121307c-20

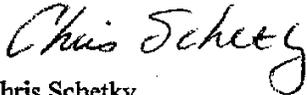
December 12, 2007

To: Metro Council  
David Bragdon Presiding Officer

From: Chris Schetky  
LOPAAC Committee Member

I will not be able to attend your Thursday meeting, but I did want to express my strong preference for the option that has the streetcar coming to Lake Oswego. As the committee representative from the Lake Oswego Chamber of Commerce, I believe that the Lake Oswego full-length terminus option is the alternative that would most benefit our business community.

Thank you for your consideration.



Chris Schetky  
55 Condolea Terrace  
Lake Oswego, OR 97034

121307c-2



December 11, 2007

President's Office

Mail code L 101  
3181 S.W. Sam Jackson  
Park Road  
Portland, OR 97239-3098  
tel 503 494-8252  
fax 503 494-8935  
[www.ohsu.edu](http://www.ohsu.edu)

David Bragdon  
Metro Council President  
600 NE Grand Avenue  
Portland, OR 97232-2736

**RE: Lake Oswego to Portland Transit Alternatives Analysis Steering Committee**

Dear President Bragdon,

I am writing to express Oregon Health & Science University's (OHSU) support for adopting the Transit Alternatives Analysis Steering Committee recommendations for extending the Portland Streetcar line to Lake Oswego.

OHSU supports the Willamette Shore Line right of way alignment that provides the fastest streetcar travel times from Portland to Lake Oswego. Moving people quickly from the Lake Oswego area to the South Waterfront District is critical to building regional transit connections.

OHSU is Portland's largest employer and the South Waterfront District is vitally important to allow us to meet future needs for education, patient care and research. We believe that transportation links, such as light rail, the streetcar, and the Portland Aerial Tram, will be key to the success of the South Waterfront neighborhood, and we urge you to support the Lake Oswego extension.

Public sector investment in transportation infrastructure has been and will continue to be imperative to leveraging private sector development efforts that drive growth in the South Waterfront neighborhood. Working together, we have created a model of local and regional growth management cooperation and collaboration. OHSU is committed to developing its presence and expanding the employment opportunities for Oregonians at the South Waterfront. Access to this area will be a key factor in realizing this vision.

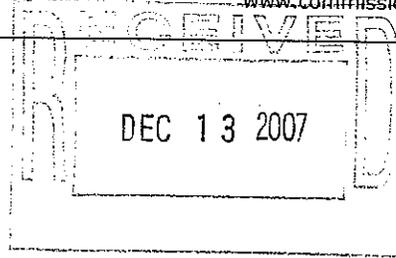
Sincerely,

Dr. Joseph E. Robertson  
President



CITY OF  
**PORTLAND, OREGON**  
OFFICE OF PUBLIC UTILITIES

**Sam Adams, Commissioner**  
1221 S.W. Fourth Avenue, Rm. 220  
Portland, Oregon 97204-1994  
(503) 823-3008  
FAX: (503) 823-3017  
E: [samadams@ci.portland.or.us](mailto:samadams@ci.portland.or.us)  
[www.commissionersam.com](http://www.commissionersam.com)



Metro Council  
600 NE Grand Ave.  
Portland, OR 97232

Honorable President Bragdon and Metro Councilors:

As Commissioner in charge of the Portland Office of Transportation and City of Portland representative in the Lake Oswego to Portland Transit and Trail Alternatives Analysis Steering Committee, I support the Steering Committee recommendations as amended and approved at the November 19<sup>th</sup>, 2007 meeting.

In advancing the Steering Committee's Recommendations, I appreciate the hard work that citizens of Portland and along the corridor put into the project for over two years.

I understand that planning for high capacity transit in this corridor has been a controversial endeavor going back to the master planning efforts of the 1970s. Given this history, the recommendations of the Lake Oswego to Portland Project Advisory Committee and the Steering Committee are important steps toward a workable solution.

Though this study resolved many issues, many questions remained unanswered. I believe this refinement study is the best way to continue to explore options with the community and try to build towards an agreement on the options to be studied as part of the environmental impact study work (EIS).

In advancing this project to the next level of planning, the City of Portland is interested in a process that will lead to solutions that meet the City's and the region's transportation and land use objectives and reflect the needs and aspirations of stakeholders along the corridor.

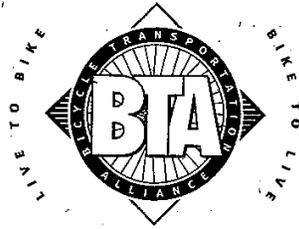
As such, I am recommending that as part of the refinement study referred to in the Steering Committee's recommendations, the following elements be incorporated:

1. This refinement study is for the area of Johns Landing between South Waterfront and the Sellwood Bridge, and should be conducted with active participation from businesses and residents along the corridor.
2. The refinement study should be consistent and supportive of the NEPA process;
3. The refinement study work should be scoped for and executed so that the end result will be a narrowing of streetcar alignments in the Johns Landing segment to be advanced into the EIS;
4. The refinement study should be conducted concurrently with trail planning, and if that is not possible, the refinement study should consider the impacts on trail development in its alternative selection process;
5. Opportunities and constraints to build a citywide streetcar system should be part of the criteria for alternative selection; and
6. The scope of work and execution of the refinement study should be done in a cooperative effort with the City of Portland, Metro, TriMet, ODOT and the public at large.

Sincerely,

  
Commissioner Sam Adams

121307c-2L



Metro Council  
600 NE Grand Ave.  
Portland, OR 97232

13 December 2007

Dear Metro Council,

On behalf of the Bicycle Transportation Alliance I'm writing to express our support of the Lake Oswego to Portland Transit and Trail Alternatives Analysis Steering Committee Recommendations, with additional comments on the streetcar alignment and trail component.

In general we support streetcar as the transit option for the corridor. In particular we support the SW Macadam Ave alignment from the South Waterfront to the vicinity of the intersection of SW Nevada. This alignment has received the most public support from the residents and businesses in John's Landing, and would maintain the potential for a bicycle and pedestrian trail along the Willamette Shoreline right of way.

The trail component received significant public support and is recommended for further study by LOPAC and the Steering Committee. One concern we have with the next steps for the trail component is that no agency is identified as the trail project sponsor. We encourage Metro, as the regional government, to take the lead on the trail component by pursuing funding sources, satisfying outstanding legal questions about the Willamette Shoreline right of way and its use for a trail, and tackling the engineering challenges along segments of the potential trail corridor.

The Bicycle Transportation Alliance is a statewide nonprofit organization that works to open minds and roads to bicycling. We represent bicyclists and the bicycling industry, with over 4,500 members, several hundred of whom live in the Lake Oswego to Portland corridor area.

Thank you for the opportunity to comment on these recommendations.

Sincerely,

Emily Gardner  
Bicycle Transportation Alliance  
Policy Advocate

OPENING MINDS AND ROADS TO BICYCLING

BICYCLE TRANSPORTATION ALLIANCE P.O. BOX 9072 PORTLAND OR 97207-9072 503/226-0676 FAX 503/226-0498 WWW.BTA4BIKES.ORG



**From:** Webmaster System Accounts  
**To:** Karen Withrow  
**Date:** 09/12/2007 12:47 PM  
**Subject:** Fwd: Feedback about "Lake Oswego to Portland alternatives description" (20870)

Sue Gemmell  
Metro Web Program  
(503) 797-1523  
www.metro-region.org

>>> Metro <webmaster@metro-region.org> 09/05/07 9:28 AM >>>  
Bernard Newland at <berternew@yahoo.com> sent feedback about "Lake Oswego to Portland alternatives description" (20870).

A response was requested by e-mail:

\* berternew@yahoo.com

-----  
Feedback:

I like the Light Rail alternative especially if it is extendend to West Linn and Oregon City. To make the high capital of light rail effective and improve the current light bus ridership along Highway 43, I suggest that it is essential that the transit corridor be rezoned for high density appartments, as is the Interstate corridor. Also, the light rail should go down Hwy. 43 and the rail line become a bike transit path. People would use an attractive bike path.

-----  
The visitor came from this web page:

\* Lake Oswego to Portland alternatives description

\* The Alternatives Analysis is analyzing two alternatives, trail options and several design options in detail. View alternative descriptions and maps.

\* <http://www.metro-region.org/article.cfm?articleid=20870>

If clicking on a link does not work, copy the link, paste it into your browser, and hit "enter/return." Make sure you copy the whole link as it may wrap over multiple lines.

6

**From:** "Brian Lantow" <lantow@comcast.net>  
**To:** "'Ross Roberts'" <Roberts@metro.dst.or.us>, <djorling@comcast.net>  
**Date:** 09/13/2007 5:39 PM  
**Subject:** Re: Metro Steering Committee vote this week  
  
**CC:** "'David Reinhart'" <dreinhart@cresapartners.com>, <Maria.Rojodesteffey@c...>  
Dear Ross & David:

I cannot allow the vote the other night, by the Metro Steering Committee, to pass without comment. The Steering Committee's adoption of staff recommendations, without allowing for the recommendations from LOPAC has left me and many of my other fellow LOPAC Committee members astonished.

What has happened to our recommendation of studying the option that would have had the streetcar terminate around Nevada street in Johns Landing and improve(d) bus service along Highway 43? This was supported by the majority of LOPAC members. Now it will not be studied as a stand alone alternative. Instead, my understanding is they will be studying potentially breaking the streetcar up into phases, obviously the first phase only going to Nevada Street. Again: not what a majority of LOPAC committee persons supported. Any claims by Metro that this decision summarized what they thought they heard from local communities will be incorrect, because: (1) I was on committee for the full 2 years, and (2) I was present for the final vote.

This decision by the Metro Steering Committee ignores the work of our citizen committee appointed to provide advice on the Lake Oswego to Portland Transit and Trail Alternatives Analysis. A 20-person, committed, intelligent, diverse committee of stakeholders...hard-working resident and business volunteers. We were charged with providing project oversight, making policy recommendations, and ensuring on-going public participation. We worked hard together. We did our job. In David Reinhart's words "2 years of work thrown out in 2 hours" by the Metro Steering Committee.

In 25 years of community volunteering, I have served on a downtown revitalization committee, a recreation district board, a design review and even a couple of school boards. Never, ever, have I worked so long and apparently ended up accomplishing so little. And I actually began this process as somewhat neutral-to-pro on the streetcar. This process signals me and any citizen contemplating volunteering on similar committees that there exists what I term "an institutional predisposition" (and a process in place to achieve it) at Metro towards reaching an outcome.

Regards,

Brian Lantow  
ph#503/697-0877  
cell#503/705-5310

7

**From:** "Heidi Fox" <hmfox@Qwest.net>  
**To:** "Ross Roberts" <Roberts@Metro.dst.or.us>  
**Date:** 09/14/2007 10:50 AM  
**Subject:** Fw: [Riverdaleonline] Metro Steering Committee Rejects LOPAC Recommendations

----- Original Message -----

**From:** Debie Stellway  
**To:** Riverdaleonline@yahogroups.com  
**Sent:** Thursday, September 13, 2007 3:13 PM  
**Subject:** RE: [Riverdaleonline] Metro Steering Committee Rejects LOPAC Recommendations

David,

Thank you for attending Metro's Steering Committee meeting and getting back to us about the results. The 3pm timing of their meetings doesn't work well for members with children getting out of school at 3pm. I am so disappointed in the Steering Committee's disregard of our efforts. How frustrating!

I felt when I joined LOPAC to help evaluate issues it was probably a waste of time. I believed Metro would do their "dog and pony show" for us and pretend to listen to the public and then do what they were going to do anyway. I joined LOPAC because the tracks go through our property and I wanted to be informed about what was happening from the source. At that time I wondered if we were going to be able to continue to live in our home if the tracks were to be widened (for two sets of tracks and also the pedestrian and bike path). The Committee started out with so many supporters of the light rail transportation I thought our home and property were threatened.

I was pleasantly surprised as we moved through the process and learned more. I was glad to hear that Metro would only be working in the current right-of-way. Working with Ross, Karen and the others from Metro changed my negative thinking. I learned a lot and I began to believe the LOPAC Committee was not a sham. We learned what the issues and possibilities were and saw them not through property owner's eyes like mine, but through the complete set of issues studied over the past two years. Ideas were reformed by many committee members to believe that using the existing line (just because it was already there) was neither a smart way to use funds nor an efficient way to move commuters. That is why the majority voted against using the existing line. Our recommendation, to bring the streetcar through John's Landing on Macadam ending before the Sellwood Bridge and then using the enhanced bus service for all commuters of highway 43 from Oregon City to Portland, became a solution after many considerations were studied.

Now hearing that the Steering Committee has ignored our recommendation makes it appear again that LOPAC was just one of the many hoops Metro had to jump through. The following issues do not appear to have mattered to the Steering Committee:

- what type of traffic problems would be created by a 400 car park-n-ride in Lake Oswego (which will make me avoid stores in LO, not shop in them).
- that many homes between LO and Portland would be dealing with streetcars speeding by right next to their doors and windows every 8 minutes of every day.

- that those same people whose homes would be so affected wouldn't easily be able to use this rail line since there would be very limited stops in the middle section of this corridor.
- that neighborhoods would become park-n-rides for users from other neighborhoods
- that John's Landing residents wanted the streetcar on a street (on Macadam) for the benefits it could give their businesses and also better access by the majority of John's Landing residents that live on the west side of Macadam.

(I know there are many other reasons the majority of the LOPAC committee members voted the way they did, the ones above were just some of the reasons I voted the way I did.)

My condolences to all my fellow LOPAC member's whose recommendations were ignored after two years of learning, listening and discussing all the above issues.

Debie Stellway

---

From: Riverdaleonline@yahoogroups.com [mailto:Riverdaleonline@yahoogroups.com] On Behalf Of David Reinhart  
Sent: Tuesday, September 11, 2007 10:16 AM  
To: riverdaleonline@yahoogroups.com  
Subject: [Riverdaleonline] Metro Steering Committee Rejects LOPAC Recommendations

I was at the Steering Committee meeting last night and I regret to inform everyone that Metro's Steering Committee overseeing the Lake Oswego to Portland transit options completely disregarded the recommendations of LOPAC - the citizen committee that I was on with Brian Lantow and other Riverdale/Bird's Hill area neighbors. In its place they adopted the staff recommendation essentially without amendment. I feel sick that after two years of work, the compromises agreed to by the citizen group were not adopted. The LOPAC Chair, who is also a member of the Steering Committee, did his best to convince the committee that at a minimum each LOPAC recommendation should be studied along with the staff recommendations. This was voted down by the committee. The major differences between the two recommendations are as follows:

1. LOPAC had designed a specific streetcar route in the John's Landing area that had the full support of John's Landing residents. Other routes are not supported by the residents. The staff recommendation does not guarantee that route will be studied, but it does specifically study routes like staying on the right of way all the way through John's Landing that have no support by residents of that area.
2. My support for continuing any further study of transportation options in the corridor was contingent upon studying an option that



would have the streetcar terminate around Nevada street in John Landing and improve bus service along Highway 43. That option, which was supported by a majority of the LOPAC members, will not be studied as a stand alone alternative. They will study potentially breaking the streetcar up into phases with the first phase only going to Nevada, but that is not what LOPAC supported.

The recommendations of the Steering Committee now go to the Metro Council in October for adoption. There may be an opportunity to get the full Metro Council to adopt the specific LOPAC recommendations as a part of the study, but it is frustrating to have to go through the effort. LOPAC's recommendations were hashed out over two years of monthly meetings and disregarded in two hours.

If there is an action for folks to take, I will post it here at a later date.

David Reinhart  
Vice-Chair of LOPAC representing the un-incorporated areas

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9

**From:** "Heidi Fox" <hmfox@Qwest.net>  
**To:** "Ross Roberts" <Roberts@Metro.dst.or.us>  
**Date:** 09/14/2007 10:51 AM  
**Subject:** Fw: [Riverdaleonline] trolley line redevelopment

----- Original Message -----

From: Heidi Fox  
To: Riverdaleonline@yahoogroups.com  
Sent: Saturday, September 08, 2007 2:16 PM  
Subject: Re: [Riverdaleonline] trolley line redevelopment

Brian,

I think you've done an excellent job serving on the LOPAC committee, and ensuring that the neighborhood's concerns are aired.

But I also feel an obligation to comment on your rather negative appraisal of the proposed streetcar, lest it become seen as some nefarious Metro plot.

- 1) Ever since Governor McCall's Interim Transportation Plan, the region has been engaged in building a rail system to provide the transportation capacity that the highway system alone cannot supply. Portland's rail system is widely seen as one of the region's greatest assets.
- 2) As more people move into the region, and our energy future seems less secure, the MAX and streetcar systems will become an ever more important component of the region's transportation system.
- 3) The Highway 43 corridor is already congested, as are the alternative routes. Development, and increasing demand for transportation will continue in the corridor, whether or not a streetcar is built. But the cars that park in those 400 parking spaces at Albertsons are 400 less cars on Highway 43 and Terwilliger through our neighborhood.
- 4) I served on the Lake Oswego downtown study group (DTAAC). A major goal of that group was to alleviate traffic on State Street by extending a streetcar further south, to Maryhurst or beyond. However the scope and budget of the present project does not allow for extending the project beyond downtown Lake Oswego, and any extension must be deferred to some future time.
- 5) Rather than trying to prevent Lake Oswego from joining the regional rail system, I believe this neighborhood's energies would be better spent trying to influence the details of the project to ensure that noise and visual impacts to residents close to the line are generously mitigated, that adequate consideration is given to providing (or not providing) a neighborhood stop, and that the project is designed so as to become a true neighborhood asset. I for one will find the streetcar and tram a far superior way to get to OSHU.

Gerald Fox

----- Original Message -----

From: JULIE HUBBARD  
To: Riverdaleonline@yahoogroups.com  
Sent: Saturday, September 08, 2007 10:30 AM  
Subject: RE: [Riverdaleonline] trolley line redevelopment

Brian, You and your family will be sorely missed here. You are such a great contributor for the 'greater good of the hood'.

I have to wonder why Portland doesn't consider the Willamette River for a commuter boat? So many

cities do this. Coffee on a boat sure sounds better than anything I have heard of.

Enjoy the sun everyone!

10

Take care,

Julie Hubbard

---

From: "Brian Lantow" <lantow@comcast.net>  
Reply-To: Riverdaleonline@yahoogroups.com  
To: <Riverdaleonline@yahoogroups.com>  
Subject: RE: [Riverdaleonline] trolley line redevelopment  
Date: Sat, 8 Sep 2007 01:08:31 -0700

I'm off the board now, so pardon me for speaking a little more frankly. I'm moving out of the neighborhood in 3 weeks, so the least I can do is leave my neighbors with some straight talk. So the following is my opinion, and not the opinion of anyone else:

At our final committee meeting, I voted for the alternative that would bring the streetcar only to the Sellwood Bridge. No further south. I also supported enhanced bus service for the Hwy 43/LO area, which can be greatly improved at a relatively minor expense. At our final meeting, this alternative received MORE votes from committee members than did alternative #1 that Elizabeth accurately refers to - bringing the train all the way through Riverdale to LO on the tracks. Several board members, not even Riverdale residents, commented how little sense it made to bring light rail, a dense-city solution, through such a lightly populated area as ours. Unfortunately the LO Review did a very poor job of initially reporting on that vote.

It is utterly unconvincing that a streetcar will bring benefits to either the Riverdale neighborhood, whom I was attempting to speak for during my time on this committee, or even the vast majority of Lake Oswego residents. The traffic problems that it is designed to "solve" will not be solved. The Hwy 43 corridor is constrained all through downtown LO, through West Linn, Oregon City, and beyond to I-205. Our committee, for reasons both good and bad, could not entertain a more regional approach that took this into account.

So how does a streetcar that will terminate in downtown LO near 'A' street solve the problem of bumper-to-bumper traffic southbound into West Linn? It doesn't.

And how will a 400-car parking garage located (in one proposal) at the State Street Albertsons' help by jamming the streets with rush-hour traffic at 5:30 PM on a weekday? In fact it will worsen it.

After serving on this committee for 2 years, my conclusion is that bringing the streetcar south through Riverdale is more about redeveloping the Foothills Park into a smaller Pearl District in Lake Oswego...and less about solving traffic woes. Federal public financing called "TOD" (Transit Oriented Development) - in the tens of millions of dollars - will be made available to redevelop this area if the streetcar can be brought

in. While I admire what LO has done with their downtown (it looks great), and no, I am not a streetcar-hater, the bigger picture here is in the public and private money/development that the streetcar can deliver to LO and Foothills. It is the 800 pound gorilla that no one talks about.

Opposition is fine, but having an opinion in favor of something helps. A NIMBY attitude will be counter-productive. You must figure out what you want the trail used for, if no streetcar is to go there. I personally support a bike trail as a safe alternative to biking on Hwy 43, but several property owners along the tracks have very strongly said they preferred a streetcar over bikes "because with the streetcar no one could get out and mess around".

So use this bulletin board to VOICE your opinion & organize. Go to the meeting. Metro will listen to your public comments. Good night.

Brian Lantow  
ph#503/697-0877  
cell#503/705-5310

-----Original Message-----

From: Riverdaleonline@yahoogroups.com [mailto:Riverdaleonline@yahoogroups.com] On Behalf Of Elizabeth English  
Sent: Friday, September 07, 2007 7:46 PM  
To: Riverdaleonline@yahoogroups.com  
Subject: [Riverdaleonline] trolley line redevelopment



Hello neighbors

I want to share my "public comment" (attached) with each of you. It was sent to the Lake Oswego Transportation Alternatives Analysis group at Metro. On Monday, September 10th, Metro will vote on which transportation alternative to pursue, and follow up with generation of an Environmental Impact Statement. The most likely alternatives to be considered at the Monday meeting will be 1) streetcar from Portland to Lake Oswego on the existing trolley tracks, and 2) streetcar from Portland to John's Landing, and bus rapid transit from John's Landing to Lake Oswego. I will testify in favor of the second alternative at the meeting. I urge all interested neighbors to join me at the Metro offices at 600 NE Grand Ave., on Monday at 3:30pm, to defend our neighborhood from bifurcation with a streetcar line. If you would like to discuss this matter, please feel free to call me at 503 699 8866 or email me at elizabeth.e@comcast.net. Thank you. Elizabeth English

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**From:** Trans System Accounts  
**To:** Karen Withrow  
**Date:** 09/26/2007 8:31 AM  
**Subject:** Fwd: Milwaukie line

See below.

>>> "Laura Rybowski" <lrybowski@gmail.com> 9/24/2007 11:15 AM >>>  
Please consider in your planning a light rail connection between Milwaukie  
and Lake Oswego using the rail bridge already in place. Thank you.  
Laura Rybowski  
761 Briercliff Lane'Lake Oswego, OR 97034-1641  
503-675-6467

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**From:** "Peter Seaman" <peter.seaman@pcc.edu>  
**To:** "Karen Withrow" <withrowk@metro.dst.or.us>  
**Date:** 10/10/2007 5:34 PM  
**Subject:** RE: LO to Portland transit proposal

Thanks, Karen, for your response. I think it will be a mistake in the long run to move the streetcar onto Macadam in John's Landing. It will slow down auto traffic (the way the MAX does), and also slow down the streetcar. The reason people don't use transit now is it's just too slow, so you don't need anything else to slow it down. I frankly think that buses should stop only every half-mile - make people walk or bike to the bus (it's good for them!). Until we realize that inconveniencing the many to convenience the few is a bad idea, transit will always play second fiddle to autos. Just my \$.02.

Overall I'm happy to hear the streetcar will use the bulk of the RR ROW. Thanks.

Peter

-----Original Message-----

From: Karen Withrow [mailto:withrowk@metro.dst.or.us]  
Sent: Wednesday, October 10, 2007 2:30 PM  
To: peter.seaman@pcc.edu  
Subject: LO to Portland transit proposal

Peter,

First let me apologize for not responding to your email regarding the Lake Oswego to Portland Transit Alternatives Analysis sooner. We had a transition of several support staff during a critical time in the project, the public comment period. While we received all the comments and have included them in our comment report for decision-makers, not all the messages that needed a reply were forwarded to me so I could respond.

Your message of August 31 asked why the citizen advisory committee did not support more use of the Willamette Shoreline right of way. In fact their recommendation does include use of this between Johns Landing and Lake Oswego but in Johns Landing there was more public support for using SW Macadam Avenue.

The role of the advisory committee was to help the project understand the project in terms of the local community and in Johns Landing local residents and businesses favored Macadam due to several factors: the rail would be closer to businesses, it could promote redevelopment and a pedestrian-friendly environment and it would avoid operating in close proximity to residential properties on the Willamette Shoreline right of way.

Your assessment that it is best for transit to operate in a dedicated right of way is accurate and advisory committee members from Lake Oswego and other interested parties there were supportive of using the Willamette Shoreline right of way for that very reason - increased travel time and reliability.

In the middle section of the alignment, unincorporated Clackamas and Multnomah counties, the streetcar cannot operate safely on Highway 43 so it either goes in the rail right of way or not at all.

I hope this helps provide the information you were looking for and, again, I thank you for your patience.

Karen M. Withrow  
Public Affairs Coordinator  
Metro Office of Citizen Involvement  
600 NE Grand Ave, Portland, OR 97232-2736  
withrowk@metro.dst.or.us  
www.metro-region.org

15

**From:** Karen Withrow  
**To:** Mischa.A.Connine@state.or.us  
**Date:** 10/18/2007 5:25 PM  
**Subject:** Re: Fwd: Lake Oswego to Portland Transit Corridor

**CC:** Karen Withrow; Mark Turpel  
Mischa,

Thank you for your interest in the Lake Oswego to Portland Transit Corridor project.

We have recently been in contact with ODFW's director to invite participation in an agency scoping meeting we held on Sept. 26 for this project. My understanding is that we may have had old contact information but that we did talk with your current director via email. However, there was not a representative from ODFW at the meeting.

Mark Turpel, Principal Planner and coordinator for the agency scoping meeting, is preparing a summary of that meeting which we would be happy to share with you. In addition, we are in the process of scheduling a public scoping meeting which we could invite you to as well. I'd also be happy to add you to our interested persons mailing list so that you can be informed of any upcoming meetings or messages.

Please let me know what information you'd like and we'll go from there.

Thanks again,

Karen M. Withrow  
Public Affairs Coordinator  
Metro Office of Citizen Involvement  
600 NE Grand Ave, Portland, OR 97232-2736  
withrowk@metro.dst.or.us  
www.metro-region.org

>>> "Mischa Connine" <Mischa.A.Connine@state.or.us> 10/8/2007 11:12 AM >>>

Hello. The Oregon Department of Fish and Wildlife (ODFW) would like to participate in this project. ODFW would like to be involved in an advisory capacity on the best ways to design and implement the project to protect fish and wildlife species and habitat. Thank you very much.

Mischa Connine  
Habitat Biologist  
North Willamette Watershed District  
18330 NW Sauvie Island Road  
Portland, OR 97231  
(503) 621-3488 ext 28  
Fax: (503) 621-3025  
[Mischa.A.Connine@state.or.us](mailto:Mischa.A.Connine@state.or.us)

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**From:** Don Baack <baack@pacifier.com>  
**To:** "Jennifer Tuerk" <tuerkj@metro.dst.or.us>, "Jennifer Tuerk" <Tuerkj@metr...  
**Date:** 12/10/2007 2:17 PM  
**Subject:** Re: 12/13 Metro Council Action on Lake Oswego Transit and Trail Project

**CC:** <libertyr@metro.dst.or.us>  
And the trail goes ?????? Where does the trail fit into all of this  
ado about streetcar?  
Don Baack

At 01:25 PM 12/10/2007, Jennifer Tuerk wrote:  
>REMINDER: Metro Council action scheduled on transportation  
>improvement options for Lake Oswego to Portland corridor  
>  
>The Metro Council will take public testimony and vote on which  
>alternatives to forward into a Draft Environmental Impact Statement  
>(DEIS) aimed at improving transportation between Lake Oswego and  
>Portland at its December 13 meeting. The Council will consider the  
>November 19, 2007 Steering Committee Recommendation that includes  
>recommendations on DEIS alternatives; actions to advance a bicycle  
>and pedestrian trail in the corridor; work program elements to  
>refine streetcar alignments through Johns Landing; and steps to  
>secure funding for the DEIS.  
>  
>The alternatives recommended to the Council by the Steering  
>Committee for further study in the DEIS include:  
>  
>1) A No-Build Alternative  
>2) An Enhanced Bus Alternative using SW Macadam/Highway 43  
>3) A Streetcar Alternative, with various terminus and alignment options;  
> \* Lake Oswego full-length terminus options include the  
> Albertsons and Safeway sites  
> \* Potential streetcar alignments through Johns Landing include  
> SW Macadam, the Willamette Shore Line railroad right of way, or a  
> combination of the two that could include all or part of the Johns  
> Landing Masterplan alignment (a refinement study is proposed to  
> continue work on these alignments prior to the start of the DEIS)  
> \* Short terminus options include: 1) a temporary Johns Landing  
> terminus in the vicinity of SW Nevada Street en route to an  
> eventual Lake Oswego terminus, known as the Minimum Operable  
> Segment, and 2) a permanent terminus in Johns Landing with no  
> extension to Lake Oswego  
>The DEIS work would be led by Metro and would begin in late 2008 and  
>conclude in early 2010 with the selection of a single locally  
>preferred alternative to be advanced into Preliminary Engineering  
>and a Final Environmental Impact Statement. If you have questions  
>about the schedule or decision-making process, please contact Karen  
>Withrow at <mailto:withrowk@metro.dst.or.us>withrowk@metro.dst.or.us  
>or call 503-797-1932.  
>  
>Sincerely,  
>  
>Jenn Tuerk  
>  
>

>Jenn Tuerk  
>Administrative Specialist  
>Metro Planning  
>503-797-1756  
><<mailto:tuerkj@metro.dst.or.us>>tuerkj@metro.dst.or.us

Don Baack  
6495 SW Burlingame Place  
Portland, OR 97239-7001  
503-246-2088  
[Baack@pacifier.com](mailto:Baack@pacifier.com)

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SWTrails Web Site <http://swtrails.org/>  
Hillsdale Neighborhood Web Site: <http://www.hna-pdx.com>

Or the old site at <http://explorepdx.com/hna.html>  
<http://explorepdx.com/swtrails.html>

"There is no power for change greater than a community discovering  
what it cares about." - Margaret Wheatley

17

**From:** "Ken Gatter" <gatterk@ohsu.edu>  
**To:** <withrowk@metro.dst.or.us>  
**Date:** 12/12/2007 8:59 AM  
**Subject:** Dear Ms Withrow,

Dear Ms Withrow,

Sadly, I am unable to attend the Thursday evening meeting, but wanted to let you know my preferences about the rail connection between Lake Oswego and Portland. I strongly support using the rail right of way through Johns Landing and continuing with the full build out into Lake Oswego.

Thank you for your work on this and other matters.

Sincerely,

Ken Gatter

Ken Gatter, MD., JD.  
Associate Professor  
Vice Chair and Medical Director Anatomic Pathology  
Department of Pathology  
OHSU  
3181 S.W. Sam Jackson Park Road  
Mail Code L471  
Portland, OR 97201  
Fax 503 494-6787  
email: gatterk@ohsu.edu  
work 503 494-3562

Adjunct Professor of Law  
Willamette University School of Law  
245 Winter Street  
Salem, Oregon 97301

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**Date:** December 12, 2007

**To:** Metro Council

**From:** Michael Dowd, AIA  
0753 SW Miles Street  
Portland, Oregon 97219

**Re:** Lake Oswego to Portland Transit and Trail Alternatives Study

Dear Metro Councilors:

I live alongside the rail alignment at the south end of Willamette Park. Obviously, I am concerned about the impacts on my own property that the Lake Oswego to Portland Transit and Trail project will have, and that the final project will best serve the region from a greater perspective than simply minimizing commuting time.

**My preferred scheme is a streetcar along SW Macadam, terminating at mid-Willamette Park, with a bike/pedestrian trail to Lake Oswego, and enhanced bus service on Highway 43. I support the Alternatives to be Advanced into a Draft EIS Analysis because this combination of options is among those recommended for further study.**

Virtually everyone who lives along the rail alignment shares my concerns about negative impacts from streetcars running next to their homes. Metro should share this concern, but not just because of livability issues for our properties. A great potential benefit of streetcar lines—one that has been argued in the case of every streetcar line built in Portland—is that their high cost is justified because they are not only transportation, but are also catalysts for new development. Not surprisingly, no streetcar line in Portland runs more than incidentally—if at all—through areas developed with, or zoned for, single-family dwellings. They run through commercial or mixed-use zones, where the streetcar can spur new development, and noise and other negative impacts are outweighed by benefits to those types of development.

In direct contrast, a great percentage of the Lake-Oswego-to-Portland alignment is occupied by residential development. From downtown to Willamette Park, a Macadam streetcar alignment would avoid residential condominium developments along the water, and *could* spur new development. **From Willamette Park south, however, the alignment runs past miles of quiet single-family homes. There are no possibilities for redevelopment along this stretch, and the negative impacts of running streetcars next to homes would be tremendous. These costs to livability, and the inability of a streetcar to generate new development between Willamette Park and Lake Oswego, must be given weight in the decision process.**

If the rail alignment did not currently exist, Metro would **never** consider putting a streetcar along the river's edge through single-family development. When there is already a major highway running parallel to the rail alignment from Willamette Park to Lake Oswego, **it makes no sense to build at tremendous cost a second parallel commuter system right past single-family homes**, rather than simply enhancing bus service on the highway.

**On the other hand, using the rail alignment for a bike/pedestrian route from downtown to Lake Oswego would be a world-class addition to Portland's park and trail system.** Currently, it is impossible to bike or walk from Willamette Park south towards Lake Oswego

without literally risking your life. While a streetcar on the current alignment would negatively impact houses along it, a trail would be a benefit. I would love to see the alignment developed as a trail alongside my house.

Seattle, Victoria, and Vancouver BC all have extremely popular, world-class bicycle/pedestrian trails, including major ones created on former rail alignments. Portland could join them. The result would be trail that would get tremendous commuter and recreational use.

Thank you for your consideration of these concerns, and your efforts on this project.

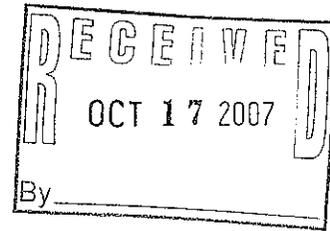
TO : Metro

How about a bridge  
from Lake Oswego to  
Milwaukie?

Mary Vaillancourt  
16870 Cherry Crest Ave  
Lake Oswego OR  
97034

00104007 04:04 BCCT

October 16, 2007



Mr. Ross Roberts, Transit Program Director  
Planning Department, Metro  
600 NE Grand Avenue  
Portland, OR 97232-2736

Dear Mr. Roberts,

Thank you for attending the Streetcar meeting at Elizabeth English's home on October 11, 2007. We very much appreciated how you listened to neighborhood concerns and provided insight for us to consider.

I spoke to you just before you departed, and mentioned an article that ran in the "In Portland" section of *The Oregonian*, July 26, 2007. You asked that I send you a copy, which is enclosed. After reading the comments by Mayor Hammerstad, you may understand why some of us are a bit on the defensive. We have lived in both Lake Oswego and Dunthorpe for the past 28 years. Until recently, I never thought of the two neighborhoods as adversaries. Since Dunthorpe is totally residentially, all of the shopping, trade, and the professional services we contract are located in Lake Oswego and Portland. We support not only our local Riverdale Schools, but also the L.O. and Portland School Foundations. We do see our community as part of the "bigger picture" both Mr. Adams and Mr. Bragdon mentioned. My hope is that Mayor Hammerstad recognizes Dunthorpe as part of the entire picture, the way you and the commissioners are, and not simply an obstacle to her plans. This might go a long way toward making discussions less contentious.

Also enclosed is a brief summary we drafted following the October 11<sup>th</sup> meeting, outlining serious safety concerns and thoughts on how those issues might be addressed. We ask that you consider the safety of residents in our neighborhood, just as we will stay open-minded about the Streetcar as your panel requested.

Again, many thanks for your time. We look forward to meeting with you again.

Sincerely,

Kim and Gerry Langelier  
11522 SW Riverwood Road  
Portland, OR 97219  
(503)636-9010  
kim@langeler.com

[TOP OF THE TOWN By Ryan Frank]

# Streetcar schemes, Dunthorpe screams

Commissioner Sam Adams rolled out a grand plan to the City Club last week to rebuild streetcar tracks throughout Portland.

Adams suggests lines like a spoke extending from downtown's hub. For example, they could go up Hawthorne, Sandy or Woodstock boulevards.

Adams' talk was big, but there's already lots of work under way to expand the streetcar's imprint on Portland, one of the nation's biggest streetcar fans.

Crews are finishing the latest extension into South Waterfront. Adams' transportation office is busy shaking down City Hall couch cushions for a \$152 million loop through the Central Eastside. Planners are also plugging away on an extension from South Waterfront to Lake Oswego.

Each extension brings its own political, financial and social challenges. Lake Oswego Mayor Judie Hammerstad recently laid out what her city is up against: Dunthorpe.

The Southwest neighborhood, home of big homes, bigger lots and the biggest mortgages, is one of the region's toniest addresses. It has been a hot spot for Trail Blazers, including Clyde Drexler and Rasheed Wallace, and others who blaze their own trail, including former U.S. Sen. Bob Fackwood and Willy Week editor Mark Zusman.

Hammerstad says Dunthorpeans despise the noise and intrusion that clanging streetcars may bring to their quiet, hillside spot.

"We do have Dunthorpe on the way, which is a bit of a problem," Hammerstad told a group of streetcar fans, including U.S. Reps. Earl Blumenauer and Peter DeFazio. Hammerstad told them she's exploring solutions but said, "Hit men are not on the list, by the way."

Of course not. Everyone chuckled. But she shows how heated the streetcar can be.

Good luck, Sam.

Well, maybe Adams and Hammerstad could get Dunthorpe's support if the neighborhood, like South Waterfront, got a tram, too.

## THE BIG STINK

Summer is the time Oregonians grab and dab the SPF 45 and dust off the water skis.

But let's all remember one thing: If you water ski, steer clear of the Willamette River in the big city after it rains. On a recent post-rain morning, someone skied through downtown on the Willamette — despite a notice from city sewer folks that morning saying the rains had spilled raw sewage into the river.

"It is especially important to avoid recreational activities — such as water skiing, jet skiing or swimming — during which water could be swallowed," the city wrote.

D'oh!

If you forgot the last time it rained, you can always take a big sniff. If the river smells like the sewer, put the water skis away.

The city is working to vastly reduce the amount of river sewer pollution with the \$1.4



JAMIE FRANCIS/THE OREGONIAN

Everyone loves the streetcar, right? Not exactly. The residents of rarefied Dunthorpe aren't thrilled with plans for a line through their neighborhood to Lake Oswego.

billion Big Pipe construction project to be finished by 2011. When the Big Stink rolls over the river, it's enough to make you think the Big Pipe price is a steal.

## SIGNING OFF . . .

It's been a fun run, but this is my last inPortland visit with you City Hall watchers. I'm

moving out of The Oregonian's expansive City Hall bureau to make room for my friends and fellow O reporters Andy Dworkin and Jim Mayer. I'll cover housing and commercial real estate from the tighter quarters of our business team at company headquarters on Broadway. Thanks to everyone for

reading this space for the past two years. And to those I had the pleasure to talk with, thanks for always making time for a reporter's intrusion on your day.

Andy and Jim are your new guides inside City Hall. Be kind. ■

Ryan Frank: 503-221-8519; ryanfrank@news.oregonian.com

*Paris Flea Market*

**July 27 & 28 at CoCo & Toulouse**

**I promise, it just doesn't get any better than this!!**

*Natalie and I scoured the Paris flea markets and antique shops, and man oh, man did we score. We tried a new one or two, and found show-stopping goodies at each.*

Look forward to: old wall clocks, silverware, tea towels, coat hooks, wine carriers, a bird cage, collections of petite glasses, tip trays, a couple of small cupboards, serving pieces, enamel ware, and heaps of very old, very unique charms and necklace pieces, etc., etc.!!!

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pg 13

## **Possible compromise option for the proposed Portland - Lake Oswego streetcar**

Clearly, the preferred outcome for the Dunthorpe – Riverwood Road community is for the option of enhanced bus service to be selected. We believe the facts will bear that out.

However, if the option of the streetcar is to be seriously considered, there may be a way to defuse many of the neighborhood concerns, albeit with a real economic cost. That option is a variant of the “cut and cover” approach mentioned by Bernie Mares at the recent community meeting. If one combined cut and cover with the elimination of the proposed station stop at Riverwood Road, the neighborhood would be faced with only a year or two of disruption during construction, but then an enhanced, not degraded, quality of life.

Summary of key neighborhood concerns:

### **1. Safety**

- a. Pedestrian (children and adults)
  - i. An above ground streetcar would bisect backyards, driveways, etc. where young children play regularly. There is no practical way to eliminate the risk to our children, not even by having the streetcar proceed at a crawl through the entire neighborhood (which would impact rider-ship).
  - ii. Older, or hard-of hearing adults getting their mail or newspaper would have the same risk. If someone slipped on the wet tracks, they would be prone and not easily visible to train personnel.
- b. Emergency services – fire, ambulance, police (guaranteed risk and possible risk)
  - i. There is simply no access to lower Riverwood Road other than the one crossing where the station is planned. Assuming a 12 minute cycle between trains, and a train stop at Riverwood of about 1 minute – a full 8% of the time lower Riverwood would be blocked from emergency vehicle access - guaranteed. In the case of a heart attack or a fire, those minutes could be a matter of life and death.
  - ii. In the event of a loss of power on the rail line, coupled with a train blocking Riverwood Road, all the homes below could be cut off for hours. While not a likely event, the presence of tall trees along the entire line means only one has to fall across the power lines to freeze the streetcar in place. That could have catastrophic consequences.

### **2. Crime**

- a. The introduction of easy in-out access to a community, otherwise off the beaten path, offers an attractive vehicle for potential criminal elements who might find such an opportunity very tempting, particularly in light of limited police coverage through thinly spread Multnomah County sheriff.

### **3. Property Values**

- a. The introduction of the safety, crime and noise problems associated with the streetcar would surely lower property values in an area where people buy homes for quiet, privacy and security. This would impact not just local homeowners’ resale values, but those elected representatives who rely on property tax revenues.

### **4. Parking**

- a. There is no reasonable parking in the neighborhood. Even now, the occasional home remodel causes major issues for school busses and emergency vehicles. However, in reality, very few people would drive to Riverwood to take the streetcar, and very few neighborhood residents would ride it either – so the cost of the Riverwood station makes little sense economically.

Now, imagine the tracks as they emerge from the north end of the current tunnel taking a down grade (covered as they descend) so they were fully underground by the time the track reached the backyards on Riverwood Road. Keep the tracks under ground level, except for a newly built, but lower, trestle – returning to underground on the north side of the trestle, until emerging at ground level about a half mile south of the Sellwood bridge (past all the homes).

The “cut and cover, with no stop” option would have the following clear benefits:

- Eliminates all the risk to neighborhood children and pedestrians
- Eliminates all the risk of trains blocking emergency service access to Riverwood Road
- Eliminates all the risk of increased crime from undesirable elements using a stop at Riverwood for access to the community
- Eliminates most of the negative impact on property values, as the only residual impact would be a slight vibration as the trains passed by underground
- Eliminates all the risk of parking issues, as no one would be driving to the neighborhood to board the streetcar.
- Benefits the neighborhood, as it would remove the current tracks as an element, and the resulting area above ground could be freshly landscaped to be considerably more attractive than it is today.

To be fair, this option would have the following downsides:

- The cost of putting the streetcar below ground level, under cover, mitigated slightly by removal of the Riverwood station, would be considerably higher than an above ground option.
- There is a material risk of hillside slippage during construction for homes situated between the tracks and the river. This would have to be very carefully engineered and managed.

On balance, this option would address essentially all of the neighborhood’s concerns. While the construction cost would be higher, having community support (or at worst grudging acceptance) would save Metro, Portland and Lake Oswego materially in time and expense of what is otherwise likely to be a protracted fight if an above ground streetcar is selected.

In the end, this option might well prove to be no more expensive in total, and be a compromise everyone could embrace for the good of both the Riverwood and Dunthorpe community, and those served by the proposed streetcar at either end of the line.



## **OUTREACH MATERIALS AND EVENTS**

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Councilor Carlotta Collette, Councilor Robert Liberty  
and Councilor Rex Burkholder newsletters  
Project advisory committee and interested person e-mail reminder  
Dunthorpe mailing



# Carlotta Collette

## METRO COUNCIL DISTRICT 2 NEWS



**METRO**

PEOPLE PLACES  
OPEN SPACES

**Carlotta Collette represents District 2, which includes the cities of Gladstone, Johnson City, Lake Oswego, Milwaukie, Oregon City, Rivergrove and West Linn and a portion of Southwest Portland.**



### A message from Carlotta Collette

This is my first District 2 newsletter, and I'm using it as an opportunity to introduce myself. In future issues, I'll talk more about what Metro is up to. Also in the future, I'll be sending this via e-mail, rather than in the mail. If you want to continue to receive it, please send me your email address. Mine is: [collettec@metro.dst.or.us](mailto:collettec@metro.dst.or.us).

I have been on the Metro Council for just under a month, having been appointed on November 6th to replace Brian Newman. I am honored to accept this appointment and serve you, the citizens of urban Clackamas County. In order to continue to serve you, I filed for election to this position, which means I will run in the May primary.

Let me briefly introduce myself. I was born and raised in Minnesota and moved to Oregon in 1979 to lead RAIN Magazine. Some of you may remember RAIN as a journal dedicated to what we now call "sustainability." As editor, I researched and wrote about successful efforts to provide affordable housing, protect family farms and small businesses, reduce energy consumption, design livable communities and accomplish a wide array of environmental goals.

From RAIN, I moved on to the Northwest Power Planning Council where I worked for 14 years. I helped create local strategies for Oregon, Montana, Washington and Idaho to adopt energy conserving building codes, a Columbia River basin-wide fish and wildlife recovery effort and a regional electric power development plan.

In 2004, I was elected to serve on the Milwaukie City Council after several years as a neighborhood leader and public involvement consultant. At the city, I continued to work with neighborhoods and businesses, focusing on revitalizing downtown and resolving transportation problems. I was Milwaukie's delegate to and co-chair of the Clackamas County Coordinating Committee, which represents the cities and special districts of Clackamas County in policy discussions with the county, the state and Metro.

I also am vice president of the Board of Education for Clackamas Community College.

I bring to Metro, and to you, a deep, lifelong commitment to making our communities wonderful places to live, work and play. Oregon is a progressive state that truly values citizen involvement. Our legislature is considered a "citizen legislature." Goal 1 of our Statewide Planning Goals is citizen involvement.

Citizen involvement is my primary goal as well. As Metro moves forward with plans to accommodate growing populations, we must engage our communities. We need to hear from you – our citizens, business owners, farmers, environmental stewards, educators and local and tribal officials – because our quality of life in this region requires that we get this right. I will try to use this newsletter to keep you up to date on the issues. Help me get the word out.

—Carlotta Collette

## Restoration and enhancement grants open for pre-application

Metro's Nature in Neighborhoods program is now accepting pre-applications for restoration and enhancement grants to protect fish and wildlife throughout the region. A total of \$250,000 is available for projects in the 2008 grant cycle. Projects will enable citizens and communities to enhance water quality or restore, improve or create wildlife habitat.

The grants are open to community, school, faith, non-profit, government and business groups. The only requirements are that projects are within the metro region and applicants match their grant request with outside funding, in-kind services or volunteer hours.

Pre-applications are due Jan. 16. After a panel of reviewers evaluates the submissions, selected pre-applicants will submit a final application due in March. Projects to receive funding will be announced in May.

Free grant writing workshops are being offered for new grant-writers and interested individuals. To reserve a spot at an upcoming session, call Janelle Geddes at 503-797-1550 or email [geddesj@metro.dst.or.us](mailto:geddesj@metro.dst.or.us).

For more information, visit the Metro website at [www.metro-region.org/nature](http://www.metro-region.org/nature).

## Metro Council invests in revolving fund for affordable housing

In response to the region's growing need for moderately priced housing, the Metro Council voted to invest \$1 million in seed money to create a permanent regional resource for affordable housing. Championed by Metro Councilor Robert Liberty, the Regional Housing Choice Revolving Fund would provide the incentive for a variety of public, private and charitable partners to invest in a \$10-\$20 million partnership to help protect affordable housing in the region. The fund would be managed by an experienced non-profit community-based administrator and governed by a regional board of directors.

Metro's contribution is contingent upon the fund having at least \$10 million in capital,

Metro representation on the governing board, and Council confidence that the funds will satisfy professional standards. Council has set aside a period of two years during which these conditions must be met.

The funds could extend low-interest loans to jump-start the development and preservation of affordable housing in the Metro area. For example, \$1 million could produce 250-350 affordable units every two years and leverage an estimated \$40 million in public and private investments in the housing.

The Housing Choice Fund also would help implement Metro's 2040 Growth Concept by promoting mixed-use, mixed-income patterns of development in regional centers, town centers and transit corridors. In keeping with the Concept, the fund would also promote best practices in green and sustainable design.

## Action scheduled for Lake Oswego to Portland corridor

Metro Council will take public testimony and vote on which alternative to recommend for an Environmental Impact Study to improve transportation between Lake Oswego and Portland at its Dec. 13 meeting.

The alternatives recommended for further study include: streetcar to Lake Oswego; streetcar to the vicinity of SW Nevada Ave. with enhanced bus service to Lake Oswego; enhanced bus service to Lake Oswego along SW Macadam Ave.; and no new transit investments.

Contact Karen Withrow, [withrowk@metro.dst.or.us](mailto:withrowk@metro.dst.or.us) or 503-797-1932 for further information.

### Councilor Carlotta Collette contact information

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## About Metro

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

### Your Metro representatives

Metro Council President  
David Bragdon

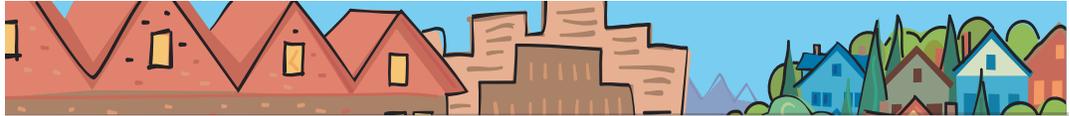
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Carlotta Collette, District 2  
Carl Hosticka, District 3  
Kathryn Harrington, District 4  
Rex Burkholder, District 5  
Robert Liberty, District 6

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# Robert Liberty

## METRO COUNCIL DISTRICT 6 NEWS



**METRO**

PEOPLE PLACES  
OPEN SPACES

**Robert Liberty  
represents  
District 6, which  
includes portions of  
Northeast, Southeast  
and Southwest  
Portland.**



### The 345

Since 2000, the Metro Council has added 20,301 acres to the regional urban growth boundary to accommodate projected growth, as required by state law. That is about 30 square miles.

And since 2000, we have certainly grown. An estimated 126,000 more people lived in Clackamas, Multnomah and Washington Counties by July 1, 2006 than did on April 1, 2000.

About 91% of that growth, about 115,00 people, occurred inside the Metro urban growth boundary (UGB).

And how much of that new population settled in the UGB expansion areas?

Permits for 138 new homes have been approved in all of the expansion areas from 2000 to 2006. Assuming 2.5 persons per home, that comes out to 345 people living in the UGB expansion areas, out of a total of 115,000 new residents.

In other words, over the first six years of the 21st Century 99.7% of the growth occurred inside the UGB in existing urban areas and only 0.03% settled in the areas added to the boundary, to accommodate new growth.

In the last decade (all the years after 1997) Metro has added 23,490 acres to the UGB. Housing for only an estimated 6,500 new residents has been approved in the UGB expansion areas, a negligible share of the total growth inside the UGB during that decade.

There are two obvious explanations for this pattern of development: (1) It's what people want; and (2) No government has found a way to pay for all, or even most, of the cost of the new roads, schools, parks, sewers lines and treatment plants, water lines, and fire stations needed to support development in the expansion areas. In many parts of the region we now have a taxpayer-enforced boundary on urban development because taxpayers in established communities are resisting paying for infrastructure for new development.

The old debate regarding how much land to add at the edge is over; the real debate is how existing communities can grow in ways that complement and improve those places.

That, not urban growth boundary expansions, should be the primary focus of Metro's new look at the region's 2040 plan.

*– Robert Liberty*

## Carlotta Collette appointed to Metro Council

The Metro Council voted unanimously to appoint Carlotta Collette as Councilor for District 2 at its Nov. 6th meeting. District 2 covers most of urban Clackamas County, including the cities of Gladstone, Johnson City, Lake Oswego, Milwaukie, Oregon City, Rivergrove and West Linn. It also includes a portion of Southwest Portland in Multnomah County.

Collette replaces Brian Newman who resigned in October. Eleven residents of District 2 applied for the open position. Collette's term will run through Jan. 5, 2009. There will be an election in 2008 to fill the remainder of the term, from January 2009 to January 2011.

Collette was elected to the Milwaukie City Council in 2004. She has managed her own communications consulting business and worked for 14 years on the staff of the Northwest Power Planning Council.

District 6 Councilor Robert Liberty welcomed Councilor Collette as "an energetic advocate for sustaining and revitalizing the region's communities and downtowns".

## Metro-supported projects receive awards

Two of Metro's projects recently received recognition.

Multi-Housing, a national publication focusing on news and analysis of events related to the multi-housing industry, chose The Crossings at Gresham Station as the 2007 Annual Design Excellence winner for Transit-Oriented Design. The Crossings combines retail, residential and office activities to create a high-density and mixed-use community. Located near the Gresham Civic Station light rail station, the development encourages the use of transit and promotes urban living.

The Oregon Downtown Development Association selected Milwaukie's North Main Village as the 2007 Pioneering Award winner in its Physical Improvements category. The project, supported by Metro's Centers program, features a rain garden and landscape features to manage storm water.

## Restoration and enhancement grants open for pre-application

Metro's Nature in Neighborhoods program is now accepting pre-applications for restoration and enhancement grants. A total of \$250,000 is available.

The grants are open to a variety of groups. Projects must be within the metro region and applicants must match their grant request with outside funding, in-kind services or volunteer hours.

Pre-applications are due Jan. 16. Selected pre-applicants will be asked to submit a final application due in March. Funding will be announced in May.

Free grant writing workshops are offered. To reserve a spot at an upcoming session, call Janelle Geddes at 503-797-1550 or email [geddesj@metro.dst.or.us](mailto:geddesj@metro.dst.or.us).

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Contact Karen Withrow, [withrowk@metro.dst.or.us](mailto:withrowk@metro.dst.or.us) or (503) 797-1932 for further information.

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Phone	(503) 797-1543
E-mail	<a href="mailto:stockere@metro.dst.or.us">stockere@metro.dst.or.us</a>
Web	<a href="http://www.metro-region.org">www.metro-region.org</a>

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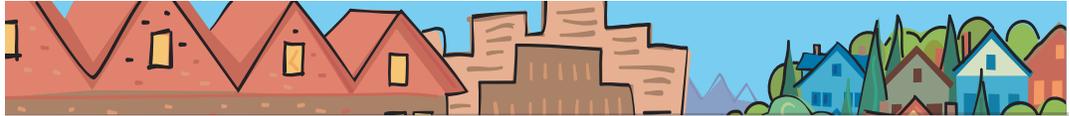
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Rex Burkholder, District 5  
Robert Liberty, District 6

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# Rex Burkholder

## METRO COUNCIL DISTRICT 5 NEWS



**METRO**

PEOPLE PLACES  
OPEN SPACES

**Rex Burkholder**  
represents District  
5, which includes  
Northwest Portland,  
North Portland,  
Northeast Portland,  
downtown Portland,  
a portion of  
Southwest Portland  
and a portion of  
Southeast Portland.



### A message from Rex Burkholder

#### The Challenge of our Generation

While we are faced with many challenges, such as a misguided war in Iraq, rising poverty levels in the U.S. and increasingly unaffordable health care, arguably the greatest threat we face is invisible. Carbon dioxide is an odorless, invisible gas we exhale with every breath. But a couple of centuries of using coal, petroleum and natural gas to fuel our society have upset the delicate balance of the earth's climate.

Recent reports from the world's scientific community tell us we have at most a few short decades to reduce our production of CO<sub>2</sub> dramatically. The Intergovernmental Panel on Climate Change concluded that emissions must be reduced 80 percent by 2050 to avoid dramatic consequences of global warming. Here in Oregon, the Governor and State legislature responded by setting targets to reduce greenhouse gas emissions to 10 percent below 1990 levels by 2020 and to 75 percent below 1990 levels by 2050.

Almost 40 percent of our CO<sub>2</sub> emissions come from our cars and trucks. Improvements in gas mileage and good land use planning will help a lot - giving us about a 12 percent drop in emissions. However, population growth will erase those gains without further action. The good news is that we can improve mobility while reducing CO<sub>2</sub> emissions (Environmental Defense). Yet this will require us to change some of our expectations and behaviors. Cities around the globe are using tolling to reduce traffic congestion and reduce emissions as well as to raise funds to improve alternatives to driving. "Congestion pricing" is when road tolls are varied by time of day and location in order to reduce congestion at peak hours and free up capacity for freight movement. This typically means higher fees at rush hour and lower or no fees at night. For example, Stockholm, Sweden saw 25% reduction in traffic, congestion and pollution almost overnight when it charged a toll to drive into that city. Revenues generated went to make road, transit and cycling improvements. London, Oslo and Singapore also have congestion pricing and are seeing similar results. New York City and San Francisco are considering programs. Here in the Portland area, the Columbia River Crossing project, if built, would use tolling both to pay for the new bridge as well as to increase reliability and reduce congestion.

In the long run, people must be able get what they need in their own neighborhood, and walking and cycling are attractive and realistic options. We know this works: in traditional neighborhoods in this region, people drive less than half as much as in sprawling neighborhoods built for the car. New developments in Gresham, Hillsboro and Milwaukie prove that with the right design, people can and will, and actually prefer, to leave their car at home. Metro's Get Centered program promotes projects that revitalize community centers that are vibrant, walkable and sustainable. More on sprawl versus compact design and the relationship to climate change can be found at the website of the Northwest-based Sightline Institute.

We also must make sure our streets are safe for all people to walk and bike. Schools need to be located in neighborhoods, and sidewalks, bike paths and bicycle lanes need to be on all streets. It shouldn't be a dangerous adventure to cross the street.

Part of this region's response to our generational challenge is redesigning our transportation system so that people don't need to drive for everything. We've been helped by many of you over the last two years to answer such questions as "What do we want to achieve with our \$600 million annual investment?" The Regional Transportation Plan now includes goals relating to Health, Safety, Environment, and Economic Competitiveness and Prosperity, in addition to the more traditional goals of Efficient Transportation and Increasing Choices. We are still not where we need to be to meet Oregon's Greenhouse Reduction goals but we are making progress. I believe we can improve mobility, and our quality of life, while lessening our impact on this special planet we inhabit.

Best of wishes for the New Year!

— *Rex Burkholder*

## **Metro Council appoints Carlotta Collette to represent District 2**

The Metro Council unanimously voted to appoint Carlotta Collette as Councilor for District 2 at its Nov. 6th meeting. Collette replaces Brian Newman who resigned in October. Eleven residents of District 2 applied for the open position.

Following the vote, Collette formally resigned her position on the Milwaukie City Council to which she was elected in 2004. She was also appointed in 2005 and elected in 2006 to the Clackamas Community College Board of Education, of which she currently serves as vice-chair. Collette has managed her own communications consulting business and worked for 14 years on the staff of the Northwest Power Planning Council.

District 2 covers most of urban Clackamas County, including the cities of Gladstone, Johnson City, Lake Oswego, Milwaukie, Oregon City, Rivergrove and West Linn. It also includes a portion of Southwest Portland in Multnomah County.

Collette's appointment will run through Jan. 5, 2009.

## **2008 Nature in Neighborhoods restoration and enhancement grants open for pre-application**

Metro's Nature in Neighborhoods program is now accepting pre-applications for habitat restoration and education grants. A total of \$250,000 is available in the 2008 grant cycle. Projects chosen for funding will enable citizens and communities to enhance water quality or wildlife habitat for this generation and those to come.

Community groups, businesses, non-profit organizations, school groups, neighborhoods, government agencies and service groups are eligible to apply. Projects must be located within the Metro jurisdictional boundary, and applicants match their grant request with outside funding, in-kind services or volunteer hours.

Pre-applications are due Jan. 16. After a panel of reviewers evaluates the submissions, selected pre-applicants will submit a final application due in March. Projects to receive funding will be announced in May.

Free grant writing workshops are being offered for new grant-writers and interested individuals. To reserve a spot at an upcoming session, call Janelle Geddes at 503-797-1550 or email [geddesj@metro.dst.or.us](mailto:geddesj@metro.dst.or.us).

For more information, visit the Metro website at [www.metro-region.org/nature](http://www.metro-region.org/nature).

## **Metro Council action scheduled on transportation improvement options for Lake Oswego to Portland corridor**

The Metro Council will take public testimony and vote on which alternative to forward for an Environmental Impact Study aimed at improving transportation between Lake Oswego and Portland at its Dec. 13 meeting.

The alternatives recommended for further study include: streetcar to Lake Oswego; streetcar to the vicinity of SW Nevada Ave. with enhanced bus service to Lake Oswego; enhanced bus service to Lake Oswego along SW Macadam Ave.; and no new transit investments.

If you have questions about the schedule or decision-making process, please contact Karen Withrow at [withrowk@metro.dst.or.us](mailto:withrowk@metro.dst.or.us) or call 503-797-1932.

## Metro-supported projects receive awards

In September, two of Metro's Transit Oriented Development (TOD) and Centers Program projects received recognition - The Crossings at Gresham Station and North Main Village in historic downtown Milwaukie.

Multi-Housing, a national publication focusing on news and analysis of events related to the multi-housing industry, chose The Crossings at Gresham Station as the 2007 Annual Design Excellence winner for Transit-Oriented Design. The Crossings combines retail, residential and office activities to create a high-density and mixed-use community. Located near the Gresham Civic Station light rail station, the development encourages the use of transit and promotes urban living.

The Oregon Downtown Development Association selected North Main Village as the 2007 Pioneering Award winner in its Physical Improvements category. The project, which features a rain garden and landscape features to manage storm water, has brought town homes, condominiums, apartments and commercial/retail space to downtown Milwaukie.

Metro's TOD and centers program provides public investment, vision and technical expertise to assist developers in building urban and pedestrian focused environments in our communities. Such development results in communities with higher percentages of transit use, walking and biking, and lower percentages of automobile use - modeling Metro's 2040 Growth Concept by helping the region to grow up rather than out as a way to preserve farm and forest land.

### Councilor Rex Burkholder contact information

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E-Mail [sofichk@metro.dst.or.us](mailto:sofichk@metro.dst.or.us)  
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Metro Council President David Bragdon

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Kathryn Harrington, District 4  
Rex Burkholder, District 5  
Robert Liberty, District 6

Auditor  
Suzanne Flynn

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**From:** "Jennifer Tuerk" <tuerkj@metro.dst.or.us>  
**To:** "Jennifer Tuerk" <Tuerkj@metro.dst.or.us>  
**Date:** 12/12/2007 4:14 PM  
**Subject:** Materials for 12/13 Metro Council Action on Lake Oswego Transit and Trail Project  
**Attachments:** Council DEIS Alternatives 12-13-07.pdf; Council DEIS Alternatives 12-13-07 redline.pdf; LOAA Resolution as Amended 12-11-07 redline.pdf; LOAA Resolution as Amended 12-11-07.pdf

Good afternoon,

In preparation for tomorrow's Metro Council action on transportation improvement options for Lake Oswego to Portland corridor, attached please find the Council's revised Resolution and its attachments. The documents reflect the December 11 Metro Council work session discussion and outline the alternatives (recommended by the Council) for further study in the Draft Environmental Impact Statement (DEIS), actions to advance a bicycle and pedestrian trail in the corridor, work program elements to refine streetcar alignments through Johns Landing, and steps to secure funding for the DEIS.

The Metro Council meeting begins at 2 p.m. and the Council will take public testimony and vote on which alternatives to forward into a DEIS. There are other agenda items prior to this one on the agenda but there is not a time certain for the public hearing. It is recommended that interested parties arrive by at least 2:30 p.m. If you have questions about the schedule or decision-making process, please contact Karen Withrow at withrowk@metro.dst.or.us or call 503-797-1932.

Sincerely,

Jenn Tuerk

Jenn Tuerk  
Administrative Specialist  
Metro Planning  
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**From:** "Jennifer Tuerk" <tuerkj@metro.dst.or.us>  
**To:** "Jennifer Tuerk" <Tuerkj@metro.dst.or.us>  
**Date:** 12/10/2007 1:26 PM  
**Subject:** 12/13 Metro Council Action on Lake Oswego Transit and Trail Project

REMINDER: Metro Council action scheduled on transportation improvement options for Lake Oswego to Portland corridor

The Metro Council will take public testimony and vote on which alternatives to forward into a Draft Environmental Impact Statement (DEIS) aimed at improving transportation between Lake Oswego and Portland at its December 13 meeting. The Council will consider the November 19, 2007 Steering Committee Recommendation that includes recommendations on DEIS alternatives; actions to advance a bicycle and pedestrian trail in the corridor; work program elements to refine streetcar alignments through Johns Landing; and steps to secure funding for the DEIS.

The alternatives recommended to the Council by the Steering Committee for further study in the DEIS include:

- 1) A No-Build Alternative
- 2) An Enhanced Bus Alternative using SW Macadam/Highway 43
- 3) A Streetcar Alternative, with various terminus and alignment options;

Lake Oswego full-length terminus options include the Albertsons and Safeway sites  
Potential streetcar alignments through Johns Landing include SW Macadam, the Willamette Shore Line railroad right of way, or a combination of the two that could include all or part of the Johns Landing Masterplan alignment (a refinement study is proposed to continue work on these alignments prior to the start of the DEIS)  
Short terminus options include: 1) a temporary Johns Landing terminus in the vicinity of SW Nevada Street en route to an eventual Lake Oswego terminus, known as the Minimum Operable Segment, and 2) a permanent terminus in Johns Landing with no extension to Lake Oswego  
The DEIS work would be led by Metro and would begin in late 2008 and conclude in early 2010 with the selection of a single locally preferred alternative to be advanced into Preliminary Engineering and a Final Environmental Impact Statement. If you have questions about the schedule or decision-making process, please contact Karen Withrow at [withrowk@metro.dst.or.us](mailto:withrowk@metro.dst.or.us) or call 503-797-1932.

Sincerely,

Jenn Tuerk

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**METRO**

November 15, 2007

Dear Riverwood Road property owner,

Thank you for your interest in the Lake Oswego to Portland Transit and Trail Alternatives Analysis project.

We recently met some of you at the homes of Elizabeth English or the Howisons for a meeting to discuss the project. Metro appreciates you taking the time to think through and talk with us about the idea of a future streetcar along the Willamette Shoreline right of way.

As you may know, the evaluation of alternatives began in June 2005 and many ideas have been considered. Evaluation results so far indicate significant potential for the value of transit in the corridor but we know that there are concerns that still need to be addressed.

At this stage of the process it is not uncommon to have these outstanding questions or issues that will require cooperation and creative thinking from all sides. As a result, we are available for an additional meeting or two to identify your issues and to answer questions.

Regarding the issues mentioned thus far, these will be evaluated in detail during the Draft Environmental Impact Statement (DEIS) analysis, the next stage in the project, which is expected to begin in January 2009. The DEIS process also identifies possible tools, techniques and design solutions to address identified concerns.

As the DEIS evaluation of alternatives is completed, results will be shared with the public and will inform the community and the project Steering Committee as they decide whether, when and how to advance the project beyond the DEIS. I hope that you are on Metro's project mailing list and that you and your neighbors will remain involved as the analysis of options continues.

If you would like to host and/or attend a meeting, please contact Karen Withrow at [withrowk@metro.dst.or.us](mailto:withrowk@metro.dst.or.us) or call (503) 797-1932 by Tuesday, November 20<sup>th</sup>. Meetings will be scheduled prior to the December 13<sup>th</sup> Metro Council meeting during which they will consider this project.

Sincerely,

Ross Roberts  
Transit Program Director  
Metro Planning



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