

Lake Oswego to Portland

TRANSIT AND
TRAIL STUDY

**Alternatives Analysis
Public Comment Report**
September 2007



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Lake Oswego Transit and Trail Study Alternatives Analysis Public Comment Report

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EXECUTIVE SUMMARY

Introduction

Summary of outreach activities

Public comment period findings

Conclusion

INTRODUCTION

The Lake Oswego to Portland Transit and Trail Alternatives Analysis, begun in the summer of 2005, studied potential transit and trail alternatives in the corridor between Lake Oswego and Portland.

Due to the environmental, topographical and physical constraints of the corridor, and since future roadway expansion is not anticipated, previous planning studies have concluded that a high-capacity transit improvement is needed to provide additional capacity. In 1988, a consortium of seven government agencies purchased the Willamette Shoreline right of way between the two cities for the purpose of future rail transit service. The 2004 Regional Transportation Plan identified the need for a corridor plan for a high capacity transit option, which was the genesis of this Alternatives Analysis.

Existing and future traffic conditions in the corridor are projected to worsen as population and employment continue to grow. The corridor already experiences long traffic queues, poor levels of service and significant capacity constraints at key locations. Travel times in the corridor are unreliable due to congestion on Highway 43.

The purpose of the Alternatives Analysis was to identify a wide range of transit options for the corridor, narrow that list before studying the most promising options and then recommend the best options for further study in an Environmental Impact Statement (EIS)

The Alternatives Analysis takes advantage of partnerships between the cities of Lake Oswego and Portland, Clackamas and Multnomah counties, TriMet, ODOT and Metro. Elected and appointed representatives from each agency participated in the project steering committee while staff participated in technical committees and supported the project advisory committee, which is made up of business owners and residents from the corridor and interest group representatives.

Recommendations by the citizen-based Lake Oswego to Portland Project Advisory Committee (LOPAC) and senior agency staff Project Management Group (PMG) will provide information to the Alternatives Analysis Steering Committee along with input from the public as they recommend which alternatives should move forward into a Draft Environmental Impact Statement. The steering committee's recommendation will be forwarded to participating local jurisdictions for endorsement. The region's Joint Policy Advisory Committee on Transportation (JPACT) will then take the local jurisdiction resolutions and the steering committee recommendation into consideration as it forwards a resolution to the Metro Council for a final decision.

The study offered numerous opportunities for public involvement including: attendance at monthly Lake Oswego Project Advisory Committee meetings (July 2005–July 2007), a corridor and river tour for Project Advisory Committee members (January and September 2006), a community design workshop (May 30, 2006), 12 small group meetings with affected stakeholders (September–October 2006), study newsletters (May 2006 and May 2007), Metro councilor newsletters (June 2007), e-newsletters (April and May 2006; June, July and August 2007), study information on Metro's web site (ongoing), a corridor bus rider survey (January 2007), two open houses (June 2007), a public hearing (July 2007), a 74-day comment period (June 26–Sept. 7, 2007) and meetings with community and neighborhood groups (ongoing).

Through these public involvement and outreach activities, the project made more than 1,200 citizen contacts through submitted comments or by citizen attendance at meetings, workshops and open houses sponsored by Metro. During the public comment period, Metro received 214 public comments.

SUMMARY OF OUTREACH ACTIVITIES

Project newsletters were produced in spring 2006 and 2007 to provide project history, identify study goals, outline alternatives and share information about the Lake Oswego Project Advisory Committee (LOPAC), timeline and public involvement opportunities.

Metro staff and LOPAC members made several presentations to community groups, neighborhood associations, business organizations, interested advisory committees and local governments.

Two Metro Councilor newsletters, sent to constituents around the region, and five e-newsletters contained articles about the Lake Oswego to Portland Transit and Trail Alternatives Analysis and invited participation and public comment.

Postcard invitations were mailed to business and property owners along the proposed alignments as well as interested persons, advocacy groups, neighborhood groups and elected officials to invite participation at the community design workshop held on May 30, 2006. More than 2,000 postcards were mailed in the first week of May 2006. In addition, targeted door-to-door canvassing was done to ensure that property owners were aware of the project and upcoming design workshop. A second postcard was sent to the same groups in May 2007 to invite participation in two project open houses, the public hearing and comment period.

Newspaper advertisements were placed in the Southwest zone of the Oregonian, the Lake Oswego Review, the West Linn Tidings, the Oregon City News and the Clackamas Review in May 2006 and June 2007 to announce project events and invite participation (community design workshop, open houses, public hearing and public comment period).

A media advisory was distributed on June 20, 2007 to appropriate local media. The release included information about the open houses, public hearing and public comment period.

Throughout the process, more than 70 local news stories mentioned the Alternatives Analysis or related efforts, including a local committee appointed within the City of Lake Oswego to review transportation and development options, interest from the nearby City of West Linn, development in the South Waterfront area at the north end of the alignment and more.

A community design workshop with 150 participants was hosted by Metro on May 30, 2005 at the Riverdale Grade School in the middle of the corridor. The purpose of the workshop was to invite the community to learn about the project, explore the viability of a wide range of transit alternatives, identify alignment options for transit and trail in the corridor, and highlight local opportunities and constraints.

Twelve small groups meetings were held with property owners and interested parties in the corridor between Sept. 23 and Oct. 24, 2006. The meetings, including one walking tour, provided an opportunity to share project information and better understand local conditions and concerns. One meeting focused on trail alternatives. In total, 122 people participated.

As a follow-up to small group meetings, staff completed two individual site visits with property owners along the alignment to address specific concerns and look at potential opportunities related to streetcar alignment design.

TriMet, in partnership with Metro, administered a survey of bus riders on Line 35, which currently runs through the corridor, on Jan. 23–25, 2007. The survey included a 75 percent sample of weekday trips and was provided in English (696 respondents) and Spanish (three respondents). The survey

informed project staff about awareness of the Alternatives Analysis, frequency of trips, origins and destinations, transfers, current service and future needs, and riders' transit service priorities.

Two open houses were held in late June 2007 (June 26 in Lake Oswego and June 27 in Portland) to share detailed evaluation results for transit and trail alternatives. Between the two workshops, 215 people attended and 122 comment forms were collected. The open houses featured:

- illustrated stations explaining the project history and timeline, options considered and findings of the study, with project staff (Metro and partners) available at each station to answer questions and explain details
- a video simulation and architectural renderings of transit and trail alternatives in various locations through the corridor
- newsletters and comment cards that offered a variety of ways for interested parties to provide feedback on the alternatives presented and preference for which alternatives should advance for further study.

A public hearing was held before the project steering committee on July 16, 2007. Twenty-one people testified at the hearing, including property owners along the alignment, area developers, a Lake Oswego city councilor, frequent attendees at monthly project advisory committee meetings and interested citizens. Two people provided written comments rather than testifying orally. Some of the information provided at the open house was available again at the hearing, including self-mailing comment cards.

The LOPAC offered public comment time on their agendas at the beginning and end of their monthly meetings throughout the course of the two-year Alternatives Analysis. These comments are reflected in the LOPAC minutes and were taken into consideration by LOPAC as it developed its recommendations.

PUBLIC COMMENT PERIOD FINDINGS

The public comment period ran from June 26–September 7, 2007.

Bus Rapid Transit

Respondents were attracted to Bus Rapid Transit (BRT) by: lower capital costs, more flexibility and ability to integrate/adapt into the existing system, service superior to current buses, perception that BRT would pose fewer impacts and the idea that running on Southwest Macadam Avenue would free up the Willamette Shoreline for a trail.

Concerns expressed about BRT included: high operations and maintenance cost, significant traffic impacts, slower speeds and less reliability than streetcar, greater environmental impacts (pollution, noise, road damage), less ability to attract riders, inability to address existing transit system deficiencies, safety and crime implications, operation in traffic that subjects BRT to the same congestion as cars, and the belief that BRT will not be a sufficient solution in the long term.

Streetcar

Participants were impressed with streetcar's ability to lessen air pollution and minimize environmental impacts, clean and modern vehicle design, smooth ride, scenic views, romantic allure, potential to promote the region's tourism economy, ability to improve development opportunities along Southwest Macadam Avenue and in Lake Oswego. They also liked the compatibility with regional transportation plans; increased emphasis on multi-modal transportation; a safe, more reliable and faster alternative than bus; potential for increased suburban ridership; potential to reduce traffic while providing a fast, comfortable commute; and ability to connect to the existing streetcar system in South Waterfront.

Participants primarily disliked streetcar because of potential impacts to neighborhoods (noise, construction impacts, views, property values) and high capital cost. Some were concerned about the capacity of a single-track system.

Residents attending the Lake Oswego open house favored streetcar operating on the Willamette Shoreline right of way through Johns Landing while residents in Johns Landing strongly prefer it on Southwest Macadam Avenue. A large percentage of respondents preferred a streetcar terminus at the Albertsons site in Lake Oswego. Many who spoke in favor of streetcar offered ideas for consideration in the next phase of study.

Trail

Respondents expressed broad support for some form of trail, but there was less consensus about exactly where and how to construct it.

Open houses

Attendees at the two open houses appreciated the information, maps, charts, visual simulation and redevelopment concept drawings. Staff collected two letters and 122 comment forms that indicated people's preferences on each alternative or combination of alternatives to advance for further study. In addition, project staff and Lake Oswego Project Advisory Committee (LOPAC) members engaged with participants, discussing alternatives and answering questions.

When asked which alternative(s) should advance for further study, respondents indicated strong support for streetcar. Some respondents favored advancing streetcar and BRT while others supported BRT only, and a handful favored no-build.

Public hearing

Twenty-one people testified at the hearing, including property owners along the alignment, area developers, a Lake Oswego city councilor, frequent attendees at monthly project advisory committee meetings and interested citizens.

Eighteen speakers wholly supported streetcar while three supported neither BRT nor streetcar. Of those who supported streetcar, several offered specific suggestions for further analysis.

Those who favored streetcar expressed the following as reasons for their support: reliability, faster travel speed, more efficient service, modern vehicles, higher projected ridership, new capacity in the corridor (Willamette Shoreline right of way), a great connection to the tram and Oregon Health Sciences University (OHSU) campuses (jobs), another transit option in the regional system, new transit connections, less energy impact, less pollution, independence from oil, a safe environment for riders and pedestrians, encouragement for dense development while limiting the amount of parking needed in downtown Lake Oswego. People see the area as a great fit for streetcar and noted that streetcar could lead to a “jewel development” since it will work hand in hand with existing goals and discussions on development for downtown Lake Oswego and the Foothills area, and because it provides tremendous development potential within existing zoning codes.

No one who testified offered support for BRT. Others noted that it shows no significant ridership increase, has high operating cost and gets stuck in the same traffic that automobiles.

Three of those who testified favored neither streetcar nor BRT.

Of those who supported streetcar, most also supported a trail, as did one person who supported neither transit option. The Bicycle Transportation Alliance noted that this corridor is on the organization’s top 10 list of areas where a trail link is critically needed.

Comment cards

Thirteen comment cards were submitted. Nine cards expressed strong support for streetcar as far south as possible and as fast as it can be constructed to increase capacity and limit environmental impacts. One card offered support for streetcar somewhere other than Southwest Macadam Avenue. Two cards expressed concern over potential impacts related to a park and ride facility at Albertsons. Eight cards expressed strong support for a trail as an easier, safer and faster commute route.

Letters

Sixteen letters were received during the comment period. Of those, six were from organizations or groups and the remaining 10 from individuals.

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 the potential to continue a public-private partnership that strengthens economic opportunities and improves transit options.
- **City of Portland Bicycle Advisory Committee** chair Mark Ginsberg and **Pedestrian Advisory Committee** chair David Aulwes each wrote on behalf of their committees in support of advancing streetcar and a trail between Portland and Lake Oswego citing streetcar’s shorter travel time, higher ridership and lower operating cost as benefits. They stressed the need to focus on

pedestrian and bicycle connections all along the alignment and coordination between transit, bike and pedestrian designs.

- **The Bicycle Transportation Alliance (BTA)** executive director Scott Bricker wrote in support of advancing both trail and streetcar for further study. The trail project in this corridor is identified as a top 10 project for BTA and they want to see concurrent study of the two modes and creative thinking on how to make a trail feasible despite challenges identified in the Alternatives Analysis phase.
- **The Southwest Hills Residential League** second vice president Julia Harris wrote in support of a BRT option, perceiving it to be most apt to provide safe walking and bike routes; she also cited the expense of the streetcar option.
- **Association of Oregon Rail and Transit Advocates (AORTA)** strategic planner Jim Howell wrote in support of both streetcar and bus service along the corridor in addition to an east-west transit corridor across the Sellwood Bridge.

The 10 letters from individuals contained the following themes:

- concern about safety of children near the tracks, especially in the middle of the corridor
- questions about the number of riders and the cost of streetcar
- note that the central segment has little or no redevelopment potential and/or that the corridor does not have the density required to support streetcar
- suggestion that a streetcar extension may not reduce auto congestion.

Two writers were opposed to the use of the Willamette Shoreline for streetcar, one opposing its use for even a walking and bike trail.

Two writers believed that a streetcar would not be used by Lake Oswego residents, will not mitigate congestion on Highway 43 and is not worth the expense, indicating a no-build preference.

One writer supported BRT, citing it as more financially feasible.

One writer said Fielding Road would not be a good location for a trail or bike/pedestrian boulevard due to the potential for increased traffic/trespassing, safety issues and possible flooding of the trail. The writer also questioned demand for a trail in this area, preferring a no-trail option without addressing BRT or streetcar.

One writer stated that any plan going forward should include a bike trail option, suggesting a plan along Highway 43.

One writer suggested a new river crossing at Lake Oswego (to Milwaukie) for transit and autos.

One writer was strongly supports streetcar but expressed concern about terminating the line in Lake Oswego, largely due to traffic issues, and suggested continuing to Tualatin instead. Another writer suggested a need for a transit plan south to Oregon City before continuing Alternatives Analysis.

E-mail

Seventy-two e-mail comments were received during the public comment period.

Thirty-four e-mails (almost half) expressed strong support for streetcar between Lake Oswego and Portland as an alternative to auto travel. Of those, 21 e-mails also supported a bike and pedestrian trail through the corridor for the same reason.

Writers favored streetcar because it has the potential to be in a dedicated right of way (Willamette Shoreline) that would improve travel time and reliability while providing a beautiful ride. Streetcar in the Willamette Shoreline is the only alternative that avoids, does not add to and is not very affected by traffic, which many writers noted is getting worse all the time.

Writers also liked streetcar because it is the least costly option over the long term, is quieter and faster, has less environmental impact than buses and will attract more riders than buses. It is convenient for everyone and easier for the disabled and elderly to use. It would support current and future communities and businesses as well as future investment and redevelopment in Johns Landing and Lake Oswego.

Several supporters of streetcar noted a long-term, big-picture view, thinking ahead to an aging population, the need to reduce dependence on foreign oil, use by children and grandchildren and planning for future population and job growth in the corridor.

Of those who support streetcar and/or streetcar and trail, these specific comments were made about streetcar options:

- Creative design could be used to minimize potential impacts in the central segment.
- Especially if the Safeway terminus were selected, but also with other terminus options in Lake Oswego, people could walk and/or bike to transit, possibly even eliminating some auto use.
- Shuttles should be considered to further reduce auto use, especially from Marylhurst or other potentially high-demand areas.
- Connections to Milwaukie via the railroad bridge should be considered long term.
- Nine writers favored streetcar on the Willamette Shoreline through the Johns Landing area. One writer expressed strong concern about eliminating the Johns Landing Master Plan.
- The alignment option through Johns Landing as it is, or in a modified version, could provide a way to traverse the area with fewer impacts than either Southwest Macadam Avenue or the Willamette Shoreline right of way.
- Consider a streetcar stop near Riverdale and Highway 43.
- Consider a streetcar vehicle that can accommodate bikes, especially where trail connections may be difficult or impossible.

Of those who supported streetcar and trail, these specific comments were made about the trail:

- The existing trail should be improved in the Johns Landing area.
- This trail could help Portland reach towards a “Platinum bike city.”
- Coordination with other trail efforts, such as the project at the mouth of Tryon Creek, is critical.

Several writers made specific design suggestions related to fitting a trail into the constrained corridor.

Eleven e-mails expressed strong support for a trail between Lake Oswego and Portland given that it is a beautiful but hard-to-traverse area now. Supporters believe that a continuous, safe route for

bikes and pedestrians would be well used by commuters and for recreation. These writers did not specifically comment on transit alternatives, except one who suggested a connection to light rail in Milwaukie via the railroad bridge.

Nine e-mails expressed support for a streetcar extension from South Waterfront through Johns Landing but not to Lake Oswego. Of those, four specifically mentioned placing the line on Southwest Macadam Avenue. Eight of the e-mails came from property owners or residents in the central segment of the corridor who are concerned about cost, safety (especially for children), emergency access, lack of use and potential impact on property values. One e-mail indicated a lack of support for a trail through the area.

Two e-mails from residents in the central segment of the corridor opposed streetcar because there is no data to prove it would reduce congestion, because they didn't know where people would park to access transit and due to cost, safety (especially for children), lack of use and the cost of potential legal challenges.

Six e-mails were not in favor of streetcar, BRT or trail, mostly due to cost issues but also as a result of potential property impacts, safety and privacy concerns and lack of density in the central segment.

Two e-mails favored BRT. One did so because it was perceived as faster than current bus service, the other because of the potential to connect a route to Lewis and Clark College. One of the e-mails favored a trail.

One e-mail shared thoughts from a meeting of the Old Town Neighborhood Association in Lake Oswego. Some participants favored streetcar, others did not. Most expressed concern over the potential impacts of a park and ride facility at an Albertsons terminus as it is adjacent to their neighborhood. They suggested useful mitigation options and asked that current businesses be retained if/when the site is redeveloped.

One e-mail favored transit and trail in general but did not specify between streetcar and BRT.

One e-mail advocated further study of river transit.

Four e-mails asked questions: one about the make-up of the Project Advisory Committee, one about impacts to the Safeway store if a streetcar terminated there, one about distribution of public comments and one about the assumptions that underlie the analysis of options.

Phone

One comment was provided by phone. The caller acknowledged the difficulty in getting from Portland to Lake Oswego and thought streetcar could help, but expressed concern over potential property impacts and safety issues, especially related to the tunnel and trestles.

Conclusions

Process

More than 1,200 direct citizen contacts were made through a variety of means. These included submitted comments and returned surveys and citizen attendance at meetings, workshops and open houses sponsored by Metro. During the public comment period, Metro received 214 public comments. This has been the most robust public involvement process by Metro for any transit project at the Alternatives Analysis phase of project development.

Recommendations

Streetcar received the strongest support as a high capacity transit solution in the corridor between Lake Oswego and Portland. Commonly mentioned were its ability to attract both riders and economic investment along the route, reliability, faster travel time and environmental friendliness.

Though design questions remain in Johns Landing and at potential terminus locations, and though some only support a streetcar through Johns Landing, streetcar was the clear favorite. Very few saw any benefit in the Bus Rapid Transit alternative and only a handful felt the corridor could do without any improvement.

Also clear was the support for a bicycle and pedestrian connection in the corridor. Though even more questions remain with regard to this design, many people indicated they would personally use a trail or know someone who would, either as a commute route or for recreation.

Public concerns

Several areas have been consistently mentioned as needing further work in the next phase of the process. These include:

- Proximity issues between the Streetcar and Johns Landing condos along the Willamette Shoreline right of way. Residents with these concerns generally supported a Macadam Avenue Streetcar Alignment.
- Proximity issues in the Dunthorpe area where the Willamette Shoreline right of way abuts or bisects individual properties. Residents in these areas generally favored BRT or no-build.
- Concern regarding the safety, legality and effect on property values of a pedestrian trail on the Willamette Shoreline right of way.

PUBLIC COMMENTS

Public testimony

Comment cards

Letters

E-mails

Phone calls



Summary Comments of John A. Charles, Jr.
On the Lake Oswego to Portland Transit/Trail Study

July 16, 2007

- Neither of the proposed transit options (BRT or streetcar) is likely to have very high patronage, and therefore will not relieve congestion on HW 43.
- Since most trips in the affected corridor are by private vehicle, the only solution is one that actually provides more road capacity.
- One cost-effective way to do this would be to convert the publicly-owned Willamette Shore line right-of-way into a HOT lane. This would combine a number of attractive features: tolling (for SOVs), improved transit (BRT), and congestion relief for HW 43. Since paying the toll would be optional, no existing user of HW 43 would be worse off under this alternative, yet those who opted in to the HOT lane would make all other HW 43 users better off.
- Since this option would collect tolls, it automatically has a funding mechanism that would allow construction in the near future.
- If the HOT lane alternative is deemed infeasible, then the second-best solution would be to impose congestion pricing tolls on all lanes of I-5. By improving traffic speeds (and also increasing total facility throughput), that would likely siphon off enough traffic from HW 43 to reduce congestion there without the need for an expensive streetcar or BRT.

Cascade Policy Institute is a policy research center promoting individual liberty, economic opportunity, and personal responsibility. John Charles is President and CEO. Mr. Charles served on the Policy Advisory Committee for Metro's Traffic Relief Options Study from 1996-2000 and currently serves on the Oregon Road User Fee Task Force.



How Portland Downtown Employees Get to Work

	2001	2003	2005
Walk	2%	3%	4%
Bike	3%	4%	6%
Carpool	5%	8%	4%
Bus	25%	25%	23%
Light Rail	20%	15%	14%
Drive Alone	44%	44%	48%
Street Car	1%	1%	1%

Source: Portland Business Alliance, 2006

Three things:

- First, please question the study's assumptions,
- Second, please don't do anything which increases congestion in downtown Lake Oswego,
- Finally, please make a safe and reasonably level path for pedestrians and cyclists between Lake Oswego and the Sellwood Bridge a top priority.

Regarding the assumptions:

- Example: Increase in TriMet ridership over the last 18 years : 34% (1)
 - West Linn and Lake Oswego growth in the next 18 years: 33 - 40% (2)
 - Assumed corridor ridership increase in the next 18 years: 260-480% (3)
- Example: Assumed number of streetcars during peak hour: 5 (4)
 - Streetcars needed during peak hour with assumed ridership: 8 (5)
 - Maximum streetcars per hour the line can accommodate: 8 (6)
- Example: Assumed number of buses during peak hour: 5 (4)
 - Buses needed during peak hour with assumed ridership: 16 (7)
- Example: Number of private vehicle occupants per hour southbound on Hwy 43 during the evening commute: 1260 (8)
 - Number of assumed new riders with streetcar option: 4515
- Example: Assumed streetcar and BRT cost differences are based on projected ridership and TriMet's experience with the two systems. Streetcar technology plateaued, but there is a revolution right now in bus propulsion. If ridership doesn't meet projections or if future buses cost less to operate than today's, then the cost advantage will shift rapidly from streetcars to buses. (9)

The second concern: All three options, as presented, mean increased congestion in downtown Lake Oswego.

Let's assume for now that we agree that increased growth alone means more congestion with the no-build option.

Neither of the other two would significantly reduce Highway 43 traffic. As drivers switch to transit, the road will become less crowded attracting users from other arterials, which as they become less crowded, will attract users of other roads even farther out. The effect will ripple throughout the system. After we reach equilibrium there may be a small measurable improvement in commutes metrowide, but probably not enough for drivers to perceive.

Secondly, without a corresponding decrease in Highway 43 traffic, every peak hour passenger who parks a car near the terminus or gets picked up there in a private vehicle will add to congestion. And because the streetcar should attract the most riders, it would lead to the most traffic. With either build option, we end up with no perceivable improvement on Macadam, but grossly disproportionate congestion in our city's center.

The solution for the streetcar option includes moving the terminus beyond downtown at least to Marylhurst. If this is not feasible, the streetcar option is fatally flawed. For BRT, we'll need to abandon the terminus concept - at least during commuting hours - and continue the buses on the 35 and feeder routes. For both options, we should develop more feeder park-&-ride lots throughout the area, and be prepared to institute severe parking restrictions downtown and in nearby neighborhoods. (10)

Finally, one of the most exciting things to do that's still legal is to walk or bike between Lake Oswego and the Sellwood bridge. But for those of us who don't have a problem with living another day, there is no safe, direct, and reasonably level way for pedestrians and cyclists to travel the route without trespassing. While we can drive or use the bus to get through the corridor, we need something for walking and biking.

- (1) TriMet - TriMet Ridership Statistics, 40KB PDF. October 2006.
- (2) Metro - 2000-2030 Regional Forecast and other sources
- (3) Lake Oswego to Portland Transit and Trail Study June 2007 Newsletter
- (4) Lake Oswego to Portland Transit and Trail Study Public Open House Handout June 27, 2007
- (5) From reference (3) - Streetcar ridership in 2025 = 10,900
 - From Steve Callas, TriMet - 11% of daily ridership during peak hour of 4:30 - 5:30 PM
 - .11 x 10,900 = 1199
 - Assuming that for every rider northbound there are five southbound during the evening peak then 5/6 x 1199 = (999 1/6)1000 southbound riders
 - From www.portlandstreetcar.org/history.php - streetcar capacity as "sardine load" = 140
 - 1000 / 140 = 7.14+ cars; therefore 8 cars required
 - Note: TriMet lists a capacity of only 133 for its larger MAX cars. The "sardine load" appears to be unrealistically high, and therefore more cars would be required which would be beyond design capacity**
- (6) From June 27 2007 open house - streetcars can run as often as every seven minutes (i.e. 8 cars per hour)
- (7) From reference (3) - BRT ridership in 2025 = 8700
 - From Steve Callas, TriMet - 11% of daily ridership during peak hour of 4:30 - 5:30 PM
 - .11 x 8700 = 957
 - Assuming that for every rider northbound there are five southbound during the evening peak then 5/6 x 957 = (797.5) 798 southbound riders
 - From TriMet - Transit Investment Plan - Table 3.2: TriMet's larger buses' capacity = 51
 - 798 / 51 = 15.64+ buses; therefore 16 buses required
 - Note: Larger articulated buses are available, but TriMet tried them before without long term success.**
- (8) I counted southbound traffic on Highway 43 20 yards north of the Terwilliger intersection between 5:57 and 6:27 PM July 14, 2007 and between 4:57 and 5:27 PM July 15, 2007. I separately counted private vehicles with driver only, private vehicles with one or more additional passengers, and commercial & government vehicles as a single group. Results:

	driver only private	multiple occupant private	commercial/government
7/14	422	73	21
7/15	341	77	19

While the majority of multiple occupant private vehicles carried one passenger, I assumed an average of two passengers to allow for those that carried three or more. To estimate peak hour traffic, I doubled the higher of the two (7/14) and rounded to the nearest 10. Please note that Traffic was backed up from B street to one degree or another throughout both periods, and therefore was already at capacity.
- (9) Many transit systems are testing diesel-electric and gasoline-electric hybrid buses. The King County Metro system in Seattle has the largest hybrid fleet in North America (see <http://transit.metrokc.gov/am/vehicles/hy-diesel.html>) TriMet is testing two such buses. According to TriMet's Tony Bryant, the buses are testing well but the \$200,000 premium for a hybrid makes it unlikely that we'll see more on local streets for a while. Also, GM and other manufacturers are working on plug-in hybrid technology. This could be a perfect match with transit buses, particularly here where we have access to BPA and significant renewable sources. Finally, an all electric system is looking more and more plausible. Tesla Motors is selling electric sports cars with a promised 200 mile+ range.
- (10) Saturating the area with feeder based park-and-ride lots is not likely by itself to prevent increased downtown Lake Oswego congestion. Users could avoid the wait for the feeder bus and have a faster trip to the terminus by simply driving to the streetcar/BRT station and parking on a sidestreet. With BRT, there would be less advantage to this response than with the streetcar as commuters would not have a separate wait for the feeder bus if BRT vehicles are extended over feeder lines.

Macadam–Willamette Dual Alignment Compromise Proposal

Comments for the Lake Oswego Transit Alternatives Analysis Project
Advisory Committee and Steering Committee

Bob Richardson

July 16, 2007

Background

Much discussion regarding the potential for a future streetcar alignment has centered on whether to use the existing Willamette Shore ROW or to construct a new alignment along Macadam Ave. in the Johns Landing area.

The Willamette Shore ROW represents the potential for faster trip times and lower costs, but faces constraints due to existing structures and further walking distances from the main commercial corridor.

The Macadam ROW allows for an alignment closer to the commercial properties and future developments, but would cost more to implement and could result in longer streetcar trip times.

A Potential Solution – The Split Alignment

Summary: Retain the Willamette Shore ROW as a single-track for northbound trains, while constructing a single track on Macadam for Southbound Trains. This creates a streetcar “couplet” similar in configuration to the existing streetcar in NW Portland.

By using the existing ROW for trains traveling in one direction, while constructing just one track along Macadam for trains traveling in the opposite direction, we shift the effective center of the transit corridor westward while incurring far lower trackway costs than placing both tracks on Macadam.

This configuration allows northbound trains, where morning rush hour travel times and schedule reliability are most critical, to use a dedicated, uncongested ROW.

The southbound alignment along Macadam may potentially be constructed in a dedicated lane or median lane. Such a single-lane alignment was recently completed in Eugene for that city’s “Emerald Express EmX” rapid bus service along Franklin Blvd and 11th Ave. This would allow for lower construction costs and faster travel times over a lane shared with automobiles.

The attached maps show where such an alignment might split (somewhere south of Hamilton and North of Boundary, for example), and station locations consistent with past LOPAC proposals.

Note that the distance between parallel stations is quite close – about 100ft in once case (SW Nevada). The furthest distance between a pairing is at SW Boundary, approximately 400ft. This is actually less than the current distance between parallel streetcar stops on NW Lovejoy and Northrup – which are separated by approximately 500ft.

For reasons of cost savings while maintaining excellent travel times, reducing neighborhood impacts along the existing ROW while facilitating Transit-Oriented Development on Macadam, I recommend that a split alignment be seriously considered for adoption.

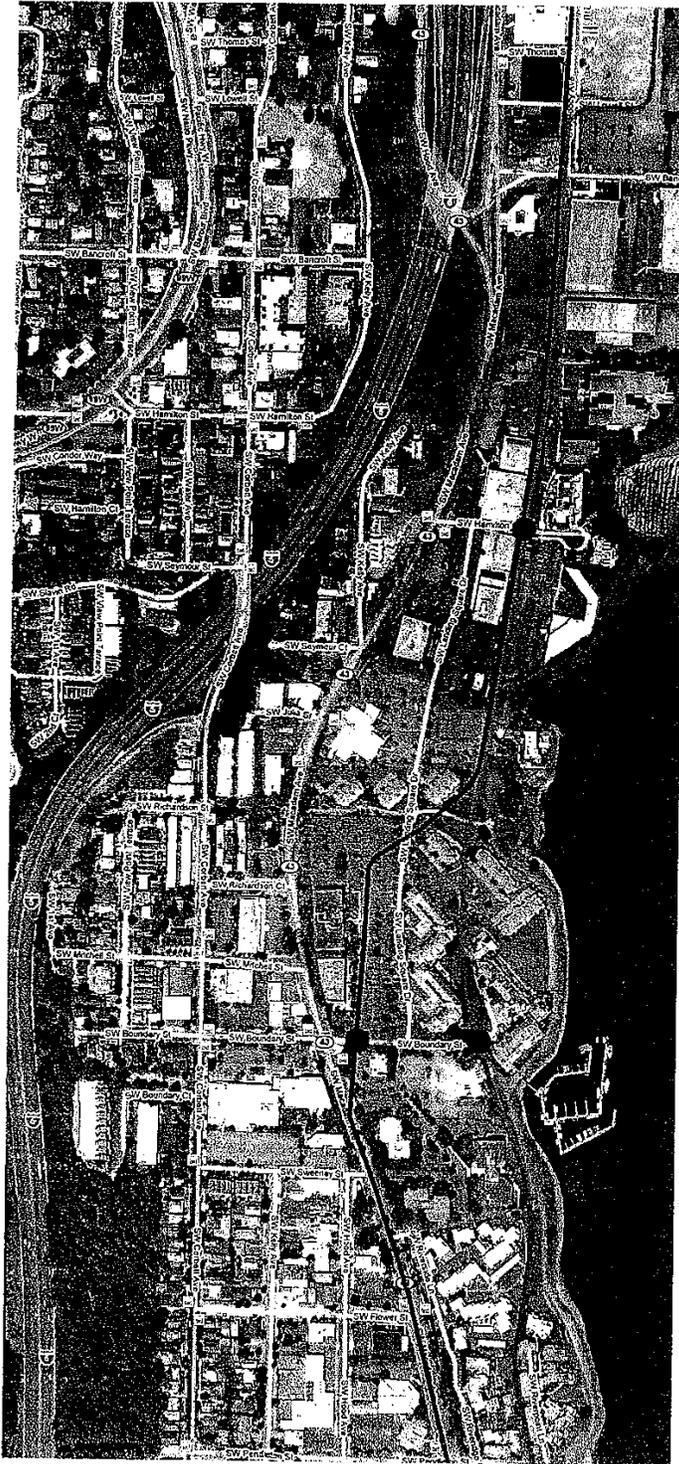
A Further Recommendation – A station at Pendleton

The final map attachment shows that most neighborhood destinations are within a 1,000ft radius of station areas, the equivalent of 4 downtown blocks (and streets). The only exception to this is for destinations in the vicinity of SW Pendleton. For this reason I encourage the committee to consider the addition of a stop at or near Pendleton.

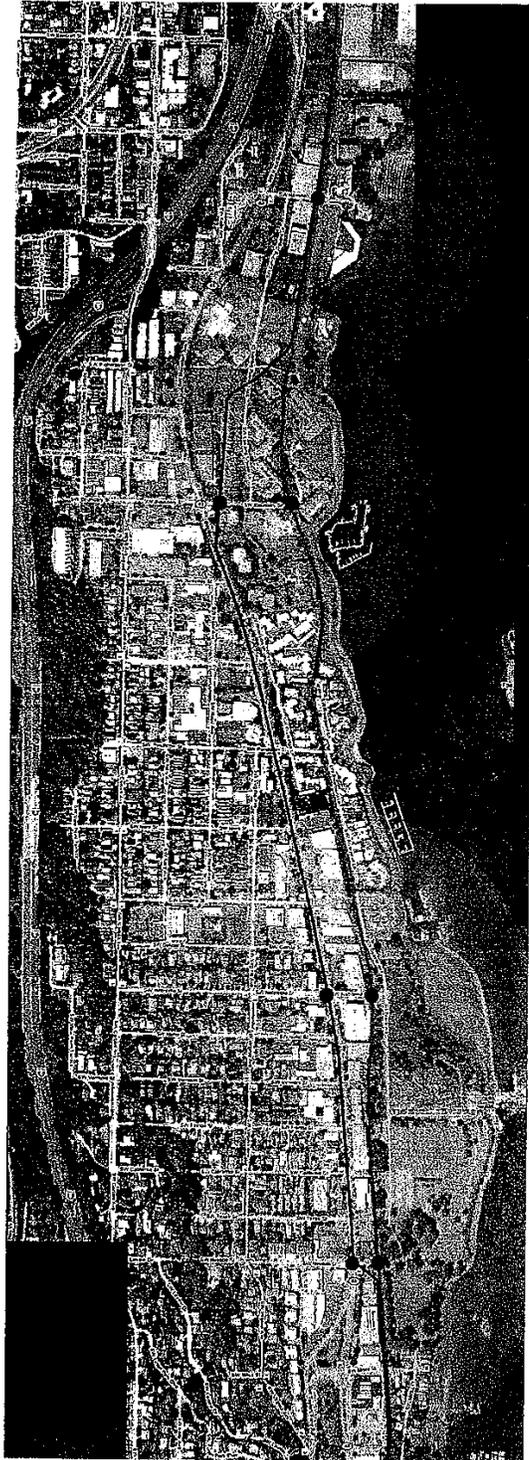
Sincerely,

Bob Richardson
Member, Portland Streetcar CAC

1105 NE 60th Ave
Portland, OR 97213
503-281-0515
bob@peak.org



Split Alignment – Northern Map



Destinations within 1,000ft of Station Area Centers

YOUR OPINION COUNTS - COMMENTS DUE AT METRO BY SEPTEMBER 7, 2007

Your written
comments will be
presented to the
Lake Oswego to
Portland Alternative
Analysis Steering
Committee



METRO
PEOPLE PLACES
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www.metro-region.org

Name Lenney Anderson E-mail Situna@teleport.com
Address 2934 NE 27th Ave City/State/ZIP PDX, OR 97217
Phone number 503-460-0211 Fax _____
Do you want to be placed on the project mailing list? yes no

Comments (please print)

High Capacity Transit trumps Trails.
Streetcar offers the best transit product and
makes use of existing publicly owned ROW

Printed on recycled-content paper. 06161 tsm

YOUR OPINION COUNTS - COMMENTS DUE AT METRO BY SEPTEMBER 7, 2007

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 comments will be
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 Lake Oswego to
 Portland Alternative
 Analysis Steering
 Committee



METRO
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www.metro-region.org

Name Tina + Bill Brown E-mail _____
 Address 10928 SW Collina Ave City/State/ZIP Portland, OR 97219
 Phone number 503-636-2521 Fax _____

Do you want to be placed on the project mailing list? yes no

Comments (please print)

*Traffic on highway 43 is already congested during
 rush hour - and is only getting worse. I
 feel that extending the Portland Streetcar to Lake
 Oswego - ideally as far South as possible, i.e.
 Albertsons - is a perfect + environmental alternative
 way to go downtown.
 Let's keep Oregon a green state - !*

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YOUR OPINION COUNTS - COMMENTS DUE AT METRO BY SEPTEMBER 7, 2007

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 Analysis Steering
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METRO

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www.metro-region.org

Name Mary Anne Cassin E-mail kmpdx@easystreet.com

Address 3541 SW Vermont St City/State/ZIP Portland OR 97219

Phone number 503.245.8465 Fax _____

Do you want to be placed on the project mailing list? yes no

Comments (please print)

The trail connection is essential.

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YOUR OPINION COUNTS - COMMENTS DUE AT METRO BY SEPTEMBER 7, 2007

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Portland Alternative
Analysis Steering
Committee



METRO

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www.metro-region.org

Name Annex Clark E-mail _____

Address 12701 SW Iron Inter Blvd City/State/ZIP Portland, OR 97219

Phone number 503-580-7 Fax _____

Do you want to be placed on the project mailing list? yes no

Comments (please print)

The best long-term solution is to extend the Portland streetcar to Lake Oswego. The plan should include a bike/pedestrian trail.

YOUR OPINION COUNTS - COMMENTS DUE AT METRO BY SEPTEMBER 7, 2007

Your written
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www.metro-region.org

Name ROBERT HALVERSON E-mail HALVEY310COMCAST.NET
 Address 17444 LAKE HAVEN DR City/State/ZIP LO 97035
 Phone number 503-697-4473 Fax _____
 Do you want to be placed on the project mailing list? yes no

Comments (please print)

- 1- NEED THE CAPACITY OF LIGHT RAIL
- 2- IT SHOULD BE SEPARATE FROM MACADAM TRAFFIC, & NOT AT THE EXPENSE OF MACADAM TRAFFIC
- 3 SHOULD BE A PRIORITY PROJECT EXPEDITED TO REDUCE COST AND BAKE CONGESTION
- 4 SHOULD ACCOMMODATE BIKES & PEDESTRIANS
- 5 MUST NOT EXCEED BUDGET

Printed on recycled-content paper. 06161 tsm

YOUR OPINION COUNTS - COMMENTS DUE AT METRO BY SEPTEMBER 7, 2007

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 Lake Oswego to
 Portland Alternative
 Analysis Steering
 Committee



METRO
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www.metro-region.org

Name Wendy Knight E-mail wendyknight@sbcglobal.net
 Address 01607 SW Greenwood Rd City/State/ZIP Portland, OR 97219
 Phone number 503636-9861 Fax _____
 Do you want to be placed on the project mailing list? yes no

Comments (please print)
Future transportation needs between Portland + Lake Oswego can not
be solved by increasing road capacity or running more buses.
We need to utilize the existing rail corridor to get
people out of their cars + into public transportation
that is fast + efficient. Extend the streetcar or MAJ
to Lake Oswego + do it soon to stay ahead of congest,
rising fuel costs, development + energy shortages.
Include a bike lane along the rail corridor to facilitate bicycle
commuting.

Printed on recycled content paper, D6161, 15m

YOUR OPINION COUNTS - COMMENTS DUE AT METRO BY SEPTEMBER 7, 2007

Your written
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 Lake Oswego to
 Portland Alternative
 Analysis Steering
 Committee

Committee



METRO
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www.metro-region.org

Name Mary Lane E-mail _____
 Address 2009 SE Taylor City/State/ZIP Portland, OR 97214
 Phone number 503 238-9517 Fax _____
 Do you want to be placed on the project mailing list? yes no

Comments (please print)

EXTENDING THE STREETCAR FROM PULD TO LAKE
 OSWEGO is a wonderful idea. Anytime we as a
 city can reduce carbon use is a step in the
 right direction. Minimizing traffic flow and
 impacts on zoning properties in relation to
 zoning of bike trail makes this a win-win
 situation for everyone. Thanks for your efforts

ML

YOUR OPINION COUNTS - COMMENTS DUE AT METRO BY SEPTEMBER 7, 2007

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presented to the
Lake Oswego to
Portland Alternative
Analysis Steering
Committee



METRO
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Name Michele McCallum E-mail _____
Address 816 Berwick Ct City/State/ZIP Lake Oswego, OR 97034
Phone number unlisted Fax _____
Do you want to be placed on the project mailing list? yes no

Comments (please print)

We need more mass transit!

rec'd by City of
Portland Ped
Advisory Comm
7-17-07

copy to
website
email

Lake Oswego to Portland TRANSIT AND TRAIL STUDY

YOUR OPINION COUNTS - COMMENTS DUE AT METRO BY SEPTEMBER 7, 2007

Your written
comments will be
presented to the
Lake Oswego to
Portland Alternative
Analysis Steering
Committee

Name Rad Merrick E-mail _____
Address 3627 SE Cooper City/State/ZIP 97202
Phone number _____ Fax _____
Do you want to be placed on the project mailing list? yes no

Comments (please print)

Support Rail alignment / Rail & Trail
as presented



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7-20-07

Lake Oswego
to Portland
TRANSIT AND
TRAIL STUDY

YOUR OPINION COUNTS - COMMENTS DUE AT METRO BY SEPTEMBER 7, 2007

comments will be
presented to the
Lake Oswego to
Portland Alternative
Analysis Steering
Committee



METRO
PEOPLE PLACES
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www.metro-region.org

Name Jack Newlevant E-mail jack@newlevant.com

Address 1904 SE Hemlock City/State/ZIP Portland OR 97202

Phone number 503 236 4920 Fax _____

Do you want to be placed on the project mailing list? yes no am already

Comments (please print)

The west side trail along the river between
Portland and Lake O. would be much easier, safer
& lower for bicyclists than travel on roads. It
would therefore get a lot of people to switch from
using their cars!

Printed on recycled-content paper. 06161 tsm

YOUR OPINION COUNTS - COMMENTS DUE AT METRO BY SEPTEMBER 7, 2007

Your written
comments will be
presented to the
Lake Oswego to
Portland Alternative
Analysis Steering
Committee



METRO
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www.metro-region.org

Name Mary Lynn OBrien E-mail marylynnobrien@comcast.net
Address 17444 Lake Haven Dr City/State/ZIP LO OR 97038
Phone number 503 975 4473 Fax 503 692 4473
Do you want to be placed on the project mailing list? yes no

Comments (please print)

Lake Oswego should be connected to downtown
Portland by extending the Portland
streetcar.
Also include a bike & pedestrian
trail - do it right - it will be
energy efficient for future generations.

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YOUR OPINION COUNTS - COMMENTS DUE AT METRO BY SEPTEMBER 7, 2007

Your written
 comments will be
 presented to the
 Lake Oswego to
 Portland Alternative
 Analysis Steering
 Committee



METRO
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www.metro-region.org

Name Craig Stephens E-mail craigattbi@yahoo.com
 Address 330 Ducham St. City/State/ZIP Lake Oswego 97034
 Phone number 503 582-3129 Work 503 582-3129 craig.stephens@novellus.com
503 636-2633 Fax 503 582-3129 Cell 503 312 4142
 Do you want to be placed on the project mailing list? yes no Already on it.

Comments (please print)

Discussion with neighbors and experts from all backgrounds results in the simple statement that a parking area for transit where the Albertson's parking lot is now is absolutely untenable, it would significantly degrade the liveability of the Old Town neighborhood. The consensus is that it would poorly serve transportation and would actually worsen business downtown. It would be a living nightmare.

Printed on recycled-content paper. 06161 tur

Your written
 comments will be
 presented to the
 Lake Oswego to
 Portland Alternative
 Analysis Steering
 Committee



METRO
 PEOPLE PLACES
 OPEN SPACES

www.metro-region.org

YOUR OPINION COUNTS - COMMENTS DUE AT METRO BY SEPTEMBER 7, 2007

Name: Wanda Taylor E-mail: wanda.taylor ^{@comcast}
 Address: 140 Wilbur City/State/ZIP: L.O. 97034
 Phone number: 636-9211 Fax: —

Do you want to be placed on the project mailing list? yes no

Comments (please print)

- no "flow-thru" traffic in the
Old Town neighborhood.
(Ladd, Wilbur, or Leonard streets)
- No over-flow parking either.

9/7

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Portland Pedestrian Advisory Committee

1120 SW5th Avenue Suite 800
Portland OR 97204

Members

September 6, 2007

David Aulwes

Kelsey Newell

Jim Conklin

Metro

Ali Corbin

600 NE Grand

Kim Cottrell

Portland, OR 97232

Erin Kelley

Re: Lake Oswego to Portland Transit and Trail Alternatives Analysis Project

Doug Klotz

Dear Steering Committee Members:

Jess Laventall

Karen Main

On behalf of the City of Portland Pedestrian Advisory Committee (PAC), I am writing to comment on the options presented as part of the Lake Oswego to Portland Transit and Trail Alternatives Analysis project.

Rod Merrick

Elizabeth
Mros-O'Hara

Bob Robison

Matt Whitney

Rod Yoder

In general, the Committee supports the recommendations of the Lake Oswego to Portland project Advisory Committee (LOPAC) and the Project Management Group (PMF) to advance both the streetcar option and the trail option to the next level of study. In particular, the PAC:

- Believes that a flat, direct, safe bicycle and pedestrian trail in the corridor, separated from heavy traffic on Macadam/Highway 43, would provide a critical link in the regional transportation system, connecting local and regional trails and improving access to the Willamette River;
- Believes that high quality transit in the corridor, with added passenger capacity, increased frequencies and upgraded station amenities, is fundamental to maintain our region's quality of life and provide an effective and convenient connection between pedestrian and transit trips;
- Understands that both a trail connection and a streetcar connection along the corridor have received strong public support;
- Agrees with LOPAC's and the PMG's recommendation to advance for further study both a trail and streetcar connection from South Waterfront to downtown Lake Oswego using the Willamette Shore Line, where feasible and minimizing adverse impacts on adjacent properties;
- Agrees with LOPAC's and the PMG's recommendation to advance the streetcar options over the bus rapid transit option given the streetcar's shorter travel time, increased ridership and lower overall passenger cost;

In doing so, the PAC:

- Encourages Metro, the City of Portland and other jurisdictions as well as advocacy groups and the private sector to continue to refine designs that would make the trail work in the corridor and along the Willamette Shore Line streetcar route or separately, and identify additional funding for design and construction;

Kelsey Newell
September 6, 2007
Page 2

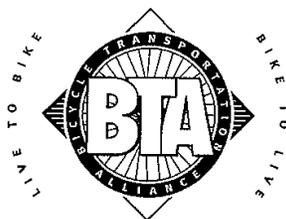
- Believes that efforts should be made to identify cost-effective trail segments that could be designed and built in the near term. In other areas, find suitable substitutes until the trail can be completed;
- Encourages the City of Portland, Metro, and the Oregon Department of Transportation to work to improve the pedestrian environment along Macadam Avenue. Presently, this corridor presents infrequent pedestrian crossings, narrow sidewalks, and high vehicle speeds, among others.

In closing we thank you for your consideration of our recommendations and look forward to the opportunity to comment on future iterations of the alternatives.

Sincerely,



City of Portland Pedestrian Advisory Committee
David Aulwes, Chair



To: Lake Oswego to Portland Project Advisory Committee
From: Scott Bricker, Executive Director
Date: September 6, 2007

TESTIMONY: Lake Oswego to Portland Transit Alternatives and Trail Project

The Multiuse Trail Must Move Forward in the DEIS Planning Process!

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

In 2005 we released our *Blueprint for Better Biking: 40 Ways to Get There* report, informed by over 1,000 surveys of and conversations with cyclists and experts from around the region. The top barrier to bicycling for all cyclists is high-levels of traffic, speeds, and motorists' behaviors. We also identified the Willamette River as the spine of the regional bicycle system, with multiple projects that include trails along and bridges over the river.

The Lake Oswego to Portland Trail project is a critical trail link, identified as a one of our top ten bicycle projects in the region. In this corridor, both cyclists and pedestrians must either brave Highway 43 or go a circuitous, hilly route. The completion of this regional trail project is essential to the regional accessibility plan.

From the outset, the stated purpose of the planning process has been, "to develop a transit project that will meet future travel demands and support local and regional land use plans." Various criteria are being used to evaluate the options, including decreased travel time and congestion, ability to accommodate projected ridership, cost to build and maintain a facility, and potential for economic development.

The two alternatives presented to you are Bus Rapid Transit (BRT) and Streetcar. Yet an integral piece of a successful project is the completion of a continuous, safe pedestrian and bicycle trail. Using the evaluation criteria listed above, it appears that a bicycle and pedestrian trail is a cost-effective way to move people, and may easily be argued to outperform either transit alternative in moving people through the corridor.

The BTA states that the trail project must be moved forward and studied in the DEIS process as an integral alternative with the transit option chosen. The cost of the

OPENING MINDS AND ROADS TO BICYCLING
BICYCLE TRANSPORTATION ALLIANCE PO BOX 9072 PORTLAND OR 97207 503/226-0676 FAX 503/226-0498
WWW.BTA4BIKES.ORG

trail ranges from \$7 to \$65 million. This disparity is so significant, that it must be studied further along with the transit options chosen. Adding the project will ensure the viability of all modal options; options that are not deemed successful can be dropped. Adding a new element in midst DEIS, however, is much more difficult.

Figure 1

<i>Estimate Costs</i>	<i>Trail with BRT</i>	<i>Trail with Streetcar</i>
Segment 1	\$2.2 million	\$7.7 million
Segment 2	\$4.8 million	\$55.3 million
Segment 3	\$3 million	\$2.4 million

Source: *LO to Portland Transit and Trail Alternatives Analysis Evaluation Summary*. 7/9/07

In general the BTA supports the Streetcar alternative as an innovative and effective alternative that supports Metro’s 2040 Vision and moves people. However, figure 1 shows that the Streetcar drives the costs of the trail up significantly, to \$65.4 million. But even with this option, **Segment 1 and Segment 3 are estimated to cost \$10.1 million; in meetings with Metro and other stakeholders, we believe that Segment 2 can be value-engineered and alternatives exist to create phased solutions with bicycle boulevards, but this project must be included in the DEIS in order for this analysis to continue.**

Projected Use / Congestion Mitigation

Research from Alta Planning and Design, one of the nation’s leading bicycle planning firms, indicates that if a trail between Portland and Lake Oswego were on the ground today, approximately 4,000 people would use it each day for commuting or recreational purposes. While Metro staff has not done the projections, past experience and anecdotal evidence from around the region indicate that the trail would experience a significant increase in use in the upcoming years, seeing as many as 6,000-12,000 daily users by the year 2025.

By comparison, the bus has 1,870 riders today and 8,700 projected for 2025. Streetcar is projected to have 10,900 riders each day in 2025. Therefore, a walking and biking rail could meet 50-100% of the travel demand at a fraction of the cost of the other options. It should be strongly considered at least in addition to either option, if not an option on its own.

Travel Time / Efficiency

When we consider the travel time along the corridor, Metro estimates that BRT will take 39 minutes and streetcar will take 30 minutes to get from Portland State University to Lake Oswego. Using the Portland Office of Transportation’s “no-sweat pace” bike distance calculator (10 miles/hour), it would take approximately 35-45 minutes for a slow cyclist to bike from Lake Oswego to Portland. By factoring in walking, transferring, waiting and looking for parking, bicycling compares favorably to both BRT and streetcar in terms of efficiency.

Economic Growth and Development

The high cost of building a streetcar alignment is mitigated by the potential for development that has been identified, and by the federal funding that is available for such projects. What has not been articulated throughout this process is the potential for development along trail alignments. While development varies, a 3.5 mile trail in Vancouver, WA cost \$3.5 million to build and had helped catalyze over \$300 million in private redevelopment along the trail; a pay off of almost 100:1!

Bicycle investments are also good for the economy.

A Wisconsin DOT study estimates bicycling provides \$765-\$835 million in annual economic benefits throughout the state in the form of retail, service, advocacy, distribution and manufacturing jobs in addition to fees from bicycle related tourism and events. Portland's bike industry is estimated to provide 800 jobs and over \$63 million a year to the City.

Bicycle trails also meet Metro's other goals; they reduce costs in road construction and maintenance, healthcare problems, fuel consumption, greenhouse gas emissions, traffic congestion, air pollution and water pollution.

Bicycle trails increase property values along trails, physical and mental health of users, and development related to the bicycling industry and bicycle tourism. Lastly, including a bicycle trail in the adopted plan would also further Metro's call to link the region's parks and open spaces.

Conclusion

The BTA believes that the **trail needs to move forward in the DEIS process in order to more accurately assess the costs, opportunities, constraints, and to ensure that we can build at least Segment 1 and Segment 3 while building the new transit alternative.**

August 31, 2007

11644 SW Greyman Ave
Portland Oregon 97229

Lake Oswego Alternative Analysis

Our children were 2 and 5 years old when we moved here in 1977 - our horse is across from the school.

Through the years children have had a curiosity about the tracks and the tunnel when our boys played with other kids we would hear about trips into the tunnel and walking the tracks - This makes activity on these tracks dangerous for the entire neighborhood, not just homes near the tracks.

The slow tourist trolley should be the maximum activity. It is seasonal and slow.

My grandson attends the International School near the new street cars at South waterfront. This

There is much confusion for drivers along this route - and it was planned to carry the streetcar,

Dunthorpe was not designed to carry this type of traffic. The neighborhood has infilled considerably since tracks were put in. They are over driveway and through yards. A very dangerous development

Gayle Cable
J. Laurence Cable

To All Concerned Parties:

I believe in mass transportation as a social good. Public funding for transportation can be a good investment for the community served. In particular, a streetcar can be valuable in areas of existing or planned high density, with redevelopment potential. An area such as the South Waterfront makes sense.

As a resident of a neighborhood located between the South Waterfront and Lake Oswego, I do not believe a streetcar will benefit my neighborhood. In fact, I believe a streetcar will only damage the community in which I live. There are few potential commuters, and no redevelopment potential. Streetcars whisking through our area will put children at risk and destroy the peacefulness of our community. It is clear from discussions with my neighbors that the vast majority of us do not and will not regularly use mass transit.

The demographic speaks for itself. Most of us living in West Linn, Lake Oswego and points north of Lake Oswego, up to the developing South Waterfront, are accustomed to the flexibility afforded by driving our cars. Most of us do not have jobs which require a set schedule. We are not "commuters", in the traditional sense of the word. The models presented in conjunction with the transportation alternatives analysis are based on overly optimistic ridership projections.

It would be poor public policy to invest limited resources in construction of a streetcar through this corridor. Connecting the South Waterfront to Lake Oswego does not make sense. The 2005 Lake Oswego Community Survey shows a decline in both transit ridership and the number of Lake Oswego residents even considering the use of mass transit, including a streetcar. I project that the facilities planned for the streetcar system, including stops, stations, parking, etc., will sit idle after the novelty wears off. We already have a novelty excursion in the Lake Oswego Trolley. It's in place. It is maintained by volunteers. It costs very little.

The objective of building improved public transportation is to relieve congestion on our roads. The traffic problems on Highway 43, south of John's Landing, will not be alleviated by construction of a streetcar system because the people it is designed to serve will not use it. Public funding for public transportation should be invested in serving those segments of Portland's population which actually NEED it, will WELCOME it and will USE it.

Thank you for your thoughtful consideration.

Elizabeth English

Richard & Janet Geary

1211 S.W. Fifth Ave., Suite 2980
Portland, OR 97204

Tel (503) 226-2179
Fax (503) 226-7820

September 5, 2007

Lake Oswego Alternatives Analysis
600 NE Grand Avenue
Portland, OR 97232

RE: Lake Oswego to Portland Streetcar/Trail Issue

Dear Steering Committee:

We oppose using the Willamette Shore Line (WSL) right-of-way for a streetcar and dedicated bike/pedestrian path from Portland to Lake Oswego.

The affected unincorporated Multnomah County area is almost exclusively single family homes and recreational land, with no commercial zoning or potential for development. The area is not densely populated and offers few potential commuters, but has many school age children whose safety will be at risk near the tracks. The area is currently only impacted by a small summer trolley that runs a few times daily, Thursday-Sunday; the proposed streetcar would run year-round multiple times each hour, crossing yards and quiet residential streets. The existing WSL right-of-way has only one rail line that crosses steep slopes and trestles. Converting this to a two rail line will be exorbitantly expensive for everyone with unclear benefits to most.

It makes no sense to run a street car through this area -- in some cases literally through people's yards.

Sincerely,



Richard and Janet Geary

Portland Bicycle Advisory Committee

Working to Make Bicycling a Part of Daily Life in Portland

1120 SW 5th Avenue, Room 800
Portland OR 97204



September 7, 2007

Kelsey Newell
Metro
600 NE Grand
Portland, OR 97232

Re: Lake Oswego to Portland Transit and Trail Alternatives Analysis Project

Dear Steering Committee Members:

On behalf of the City of Portland Bicycle Advisory Committee (BAC), I am writing to comment on the options presented as part of the Lake Oswego to Portland Transit and Trail Alternatives Analysis project.

In general, the Committee supports the recommendations of the Lake Oswego to Portland project Advisory Committee (LOPAC) and the Project Management Group (PMF) to advance both the streetcar option and the trail option to the next level of study. In particular, the BAC:

- Believes that a flat, direct, safe bicycle and pedestrian trail in the corridor, separated from heavy traffic on Macadam/Highway 43, would provide a critical link in the regional transportation system, connecting local and regional trails and improving access to the Willamette River;
- Believes that high quality transit in the corridor, with added passenger capacity, increased frequencies and upgraded station amenities, is fundamental to maintain our region's quality of life and provide an effective and convenient connection between pedestrian and transit trips;
- Understands that both a trail connection and a streetcar connection along the corridor have received strong public support;
- Agrees with LOPAC's and the PMG's recommendation to advance for further study both a trail and streetcar connection from South Waterfront to downtown Lake Oswego using the Willamette Shore Line, where feasible and minimizing adverse impacts on adjacent properties;
- Agrees with LOPAC's and the PMG's recommendation to advance the streetcar options over the bus rapid transit option given the streetcar's shorter travel time, increased ridership and lower overall passenger cost;
- Agrees with LOPAC's and the PMG's recommendation for the addition of enhanced bus service along Macadam/Highway 43 with improved transit amenities and frequency of service.

In doing so, the BAC:

- Encourages Metro, the City of Portland and other jurisdictions as well as advocacy groups and the private sector to continue to refine designs that would make the trail work in the corridor and the Willamette Shore Line, with the streetcar or separately, and identify additional funding for design and construction;

CITY OF PORTLAND OFFICE OF TRANSPORTATION

- Believes that efforts should be made to identify cost-effective trail segments that could be designed and built in the near term. In other areas, find suitable substitutes until the trail can be completed;
- Understands that there are outstanding legal issues about using the trail exclusively in the Willamette Shore Line. More legal analysis needs to be done before completely eliminating it as an option.
- Encourages the City of Portland, Metro, and the Oregon Department of Transportation to work to improve the pedestrian and cycling environment along Macadam Avenue.
- Encourages the City of Portland, Metro, and the Oregon Department of Transportation to work closely with Portland Streetcar to ensure that bicycle facilities can co-exist with streetcar tracks and stops with safety and ease of use for all modes, recognizing the difficulties the two modes have had in the past and resolving any safety issues presented.

In closing we thank you for your consideration of our recommendations and look forward to the opportunity to comment on future iterations of the alternatives.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Ginsberg". The signature is stylized and cursive.

Mark Ginsberg, Chair

Sam Gruner and Leslie Goss
11811 SW Riverside Drive
Portland, OR 97219

To whom it may concern:

We are writing to express our opposition to the proposed "street car" extension between John's Landing and Lake Oswego.

Route 43 traffic congestion south of Portland is not a problem that ends in Lake Oswego.

Surveys and data that have been brought to our attention thus far fail to demonstrate that this proposed street car extension will mitigate congestion on Rt 43. In fact, we are wondering how passengers getting off of a street car, getting into their cars and driving southbound on Rt 43 from a proposed Lake Oswego terminal/parking garage will do anything other than further congest an existing choke point along Rt 43.

The cost to tax payers for construction and maintenance of this line, the further disruption of traffic flow for LO residents during rush hour and the very significant impact to the neighboring Riverdale community by running a rail line through their yards far outweighs the benefits (projected or actual) of the proposed street car extension.

Until this idea can be approached as part of a cohesive plan orchestrated within the larger scope of Southwest Corridor transportation between Portland and Oregon City, we recommend additional bus service between John's Landing and points south of Lake Oswego along Rt 43.

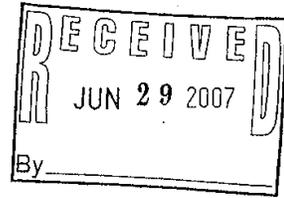
We do not make this recommendation lightly, particularly as residents whose property abuts Rt 43. We are not in favor of the increased noise, roadside run off, and air pollution that are attendant to increased bus service. But, we do support public transportation and recognize this alternative as 1) being less costly to tax payers, 2) being more convenient for our LO neighbors and 3) protecting the current quality of life of our Riverdale neighbors.

Thank you for the opportunity to comment.

Sincerely,

Sam E. Gruner

Leslie O. Goss



Donald S. Harner
1086 E. Creekside Ct.
Sisters, OR 97759
(541) 549-1764
harnermail@yahoo.com
June 25, 2007

LOAA
600 NE Grand Ave.
Portland, OR 97232

Re: Lake Oswego-Portland Transit and Trail Study

Dear Study Group Staff:

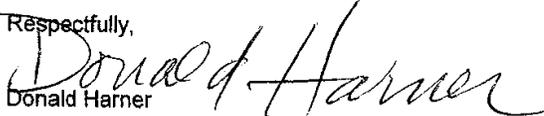
Although my primary residence is in Sisters I live part-time in John's Landing area and I have noted the transportation options bulletin I recently received.

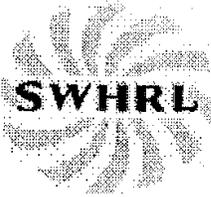
First off, I must acknowledge skepticism of the need for such a great transportation investment in this corridor. I doubt there will be adequate ridership- either commuter or tourist or shopper- for a streetcar/rail line to be economically feasible, and, if not, where will you obtain the subsidy required to develop and operate the system? And I do question the accuracy of the \$0.83 cost per rider figure for the streetcar vs the \$2.52 figure for the bus option. The streetcar cost will be substantially higher than predicted if the number of runs per day are sufficient to meet the "needs" (convenience and timeliness demands) of the riders.

However, using the figures supplied in the bulletin, it would be more financially feasible to develop the bus rapid transit option than the streetcar option and, in the future, should needs change, the bus system could be more readily modified or expanded than could the streetcar. Of course, one must also wonder about the accuracy of projected ridership and cost figures; how do you calculate the bus ridership in 2025 to be just 80% of streetcar ridership or how much faster either system would be vs auto travel ...in 2025?

The river walk along the Willamette Shoreline right-of-way is certainly a popular and pleasant feature now and the creation of the streetcar option would be quite detrimental. Maybe that concern should also be considered in planning our neighborhood's future?

Respectfully,


Donald Harner



Southwest Hills Residential League

P.O. Box 1033
Portland, OR 97207
info@swhrl.org

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July 5, 2007

Kelsey Newell
Lake Oswego-Portland Project
Metro
600 NE Grand Avenue
Portland, OR 97232

Dear Ms. Newell,

Safe walking and bike routes are a prime goal of SWHRL. Therefore, SWHRL supports the Bus Rapid Transit alternative for the Lake Oswego to Portland Project. We encourage LOPAC to put the safety of pedestrians and bikers first. The trail should not go through the tunnel with the streetcar. Nor should pedestrians have to board the streetcar to go through the tunnel. The streetcar alternative is expensive. The Bus Rapid Transit is our preferred option with an emphasis on pedestrian and bicycle safety.

Regards,

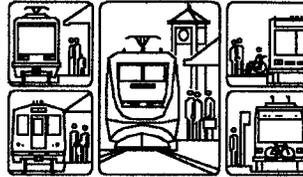
Julia Harris
2nd Vice President
SWHRL

Association of Oregon Rail and Transit Advocates

AORTA • P. O. Box 2772 • Portland, Oregon 97208-2772

Also known as OreARP • Oregon Association of Railway Passengers

Phone & Fax: 503-241-7185 • OregonRail@netscape.com • www.aortarail.org



May 30, 2006

AORTA's Recommendation Regarding the Lake Oswego to Portland Transit and Trail Study

This is a major regional transit corridor and should be served with frequent and reliable public transportation. We recommend two modes of transit in this corridor - buses and streetcars. Neither the Willamette Shore Rail Line nor Highway #43 individually can accommodate a major transit facility like light rail or BRT lanes without extensive land acquisition, but together they can compliment each other to provide reliable, timely, high-capacity service.

The #35 Macadam bus route should continue to operate between Oregon City and downtown Portland, but with much more frequent service over its entire length. It should not be truncated at Lake Oswego because that would force an unnecessary mid-trip transfer for many long distance riders. Bus stops should be enhanced with adequate shelters and pedestrian access. Signal preemption and queue bypasses should be provided where needed in order to maintain reliable bus schedules.

In addition, the single-track rail line should be rebuilt and electrified for fast, efficient streetcar operation with enough passing sidings to allow reliable schedules with frequencies of 20 or 30 minutes. Some of the Portland Streetcars should continue their run south to Lake Oswego without delays or transfers. They should operate express; only a few strategic stops would be required in this segment since local service would still be provided by the #35 Macadam bus route. All grade crossings should be gated for safety and the track should be physically separated from bicycles and pedestrians using a fence or other barrier.

A transfer hub or exchange is needed in Lake Oswego where buses, streetcars and future commuter trains on the P&W commercial rail line can interface. An indoor station with passenger amenities such as a waiting area, public restrooms and coffee shop or restaurant should be provided at this exchange. When transfers can be made quickly and conveniently in a safe and pleasant environment, park and ride facilities are not needed. If made available, they should generate revenue for the transit system.

In order to provide timely, convenient local service to the Lake Oswego area, bus service needs to be reorganized, upgraded and expanded. It should provide all-day, everyday service with no greater than half-hour frequencies, timed to meet other buses and trains at the exchange.

If, after the Beaverton-Wilsonville commuter line is completed, the P&W freight line through Lake Oswego should also be upgraded for passenger service. It could provide fast and convenient transit service between Milwaukie and Lake Oswego and commuter service to Yamhill County. In Tualatin it could make timed connections to the Beaverton-Wilsonville commuter line.

An east-west transit corridor across the Sellwood Bridge is also needed to compliment this north-south streetcar and bus corridor. A bus route between Clackamas Town Center and Washington Square in the Johnson Creek Blvd./Tacoma Street/Sellwood Bridge/Taylor's Ferry Road corridor, with major transfer nodes at both the Macadam and McLoughlin trunk-lines, would provide the beginning of a regional multi-destinational grid system south of downtown Portland. It would cross or connect with 32 other bus routes, the Green MAX line and the Beaverton-Wilsonville commuter line opening up many transit opportunities not available in the current downtown radial system.

If run frequently, cross-town routes that cross many other routes, carry huge numbers of transferring passengers. The two most heavily used bus routes in the TriMet system, the #72 - Killingsworth/82nd Ave. and the #75 - 39th Ave./Lombard, are examples of cross-town bus routes that do not go downtown.

Although this is a study of the Lake Oswego to Portland Corridor, the transit component is part of a larger system and must be considered in that context if it is to provide efficient, convenient transportation for many people traveling to many destinations other than just downtown.

Contact: Jim Howell
503 284-7182
jimhowell89@hotmail.com

BERT AND KATHRYN KRAGES
13652 FIELDING ROAD
LAKE OSWEGO, OR 97034

August 31, 2007

LOAA
600 N.E. Grand Avenue
Portland, OR 97232

Re: Comments on Lake Oswego to Portland Transit and Trail Study

Dear Councilors Burkholder and Newman:

My wife and I have resided on Fielding Road for over fifteen years. Fielding Road encompasses a neighborhood of mixed architecture, lot sizes, and demographics. The high quality and desirability of the neighborhood is evidenced by the fact that there are a significant number of elderly residents who have lived in the neighborhood for forty years or more. In addition, several families with young children reside in the neighborhood. Aside from our personal interest in the quality of the neighborhood, we feel that it is in the public interest to ensure that a safe and well-maintained neighborhood is not allowed to deteriorate. The only real incentive to incorporate Fielding Road into the proposed trail seems to be that it is located parallel to a stretch where the Willamette Shoreline right of way is narrow. The neighborhood does not have any particular attractions that would make it desirable to be used as a public trail. For example, the Willamette River cannot be seen or publicly accessed from Fielding Road. We believe that the public would benefit more by keeping Fielding Road as a livable neighborhood instead of converting it into a dual-use public trail and neighborhood street. Our specific concerns are set forth below.

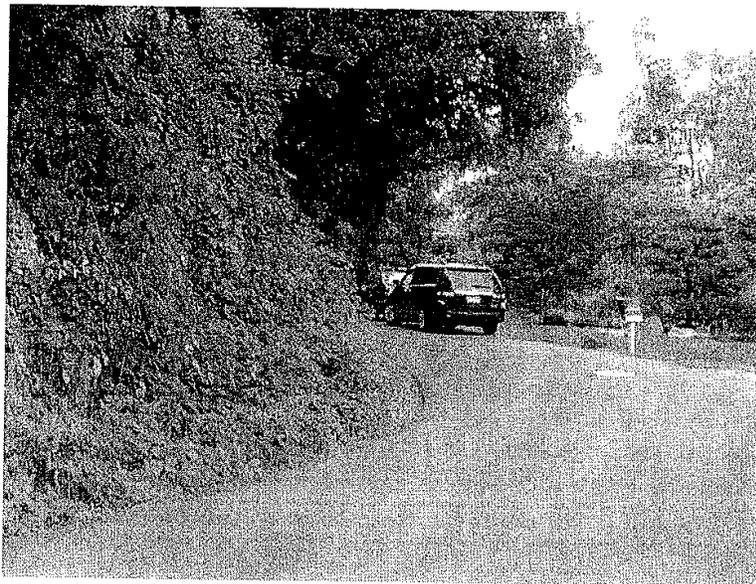
1. Using Fielding Road as a trail would adversely affect the homes in the area to the detriment of the existing neighborhood.

Fielding Road neighborhood could be described as a linear neighborhood because it essentially consists of houses on either side of Fielding Road and does not have homes built on streets parallel to the road. This is important because it means that all the residents would be affected by additional use made of the road. There would be no quiet areas of the neighborhood and the residents could not shield much of their activities from passing users of the proposed trail. Likewise, the neighborhood has no park area where children could play without being exposed to passing users. Increasing the number of transitory visitors would increase concerns about the risk of harm to children and severely impair the opportunity for neighborhood children to engage in recreation or interact with friends. It would also increase the level of disruption to residents in general. Several homes on Fielding Road are located very close to the road and thus would be significantly affected by an increase in pedestrian and bicycle traffic. Similarly, many of the homes face the Willamette River and could suffer from trespassing by visitors seeking access to the river over private property.

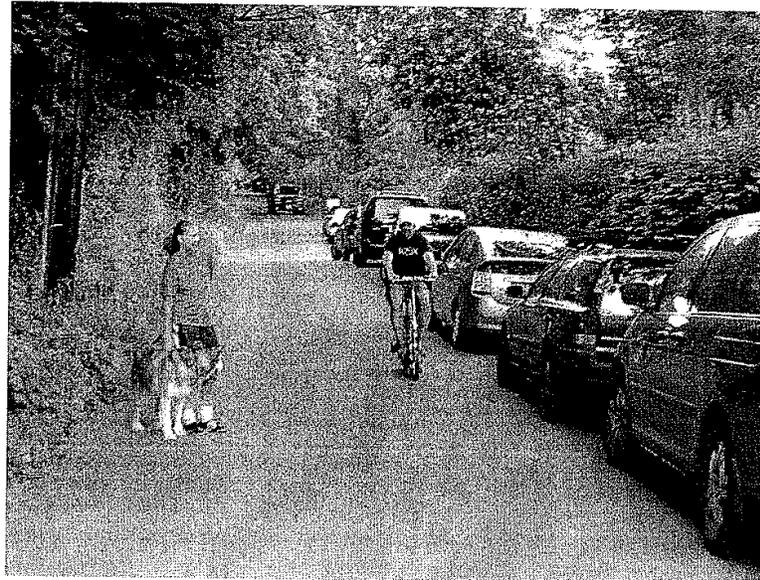
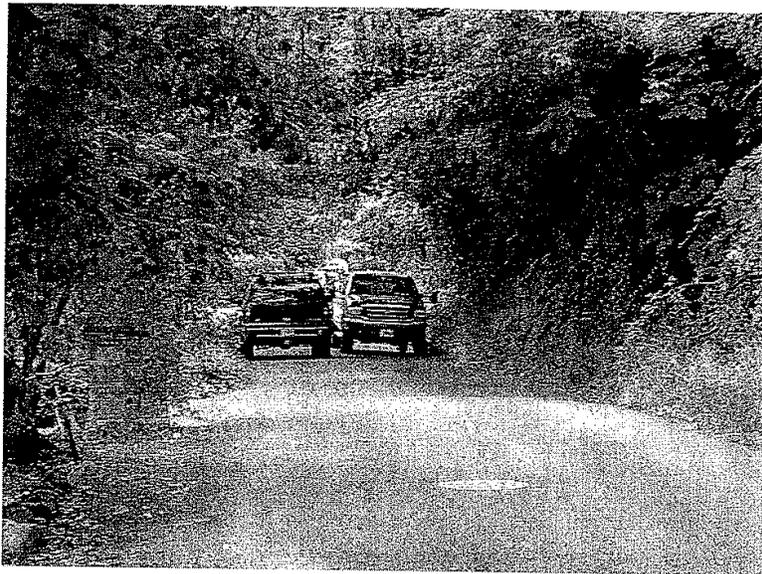
The neighborhood is already affected by significant but tolerable numbers of nonresident motorists who are curious about the neighborhood. Adding a steady stream of pedestrians and cyclists would only add to the traffic on the street and would be disruptive to neighborhood use of the street. Increasing the number of transitory visitors would also heighten concerns about public safety in the neighborhood, make it less desirable, and adversely affect property values. It should also be noted that the parcels within the Fielding Road neighborhood fall within the boundaries of Multnomah County, Clackamas County, and the City of Lake Oswego and that this situation could make it more difficult to summon direct the proper public safety resources in the event of emergencies.

2. Fielding Road would be an unsafe pedestrian and bicycle route.

Fielding Road is a narrow street that for much of its length is essentially a one-lane road. There is a significant s-shaped blind curve north of the intersection with Briarwood Road that would be very dangerous to bicyclists and pedestrians who were not cognizant of the dangers. A particular concern is that collisions between motor vehicles with runners or cyclists who are listening to iPods or other music devices will result in serious injuries at this location. The hazard is exacerbated by the significant number of nonresident motorists who drive down the road to see the neighborhood. These motorists frequently drive at unreasonable speeds and without due regard for possible pedestrians and cyclists on the other side of the curve. The blind curve as viewed from the south is shown in the photograph below.



Other parts of Fielding Road, especially those north of the Briarwood intersection can be particularly treacherous for pedestrians and bicyclists when vehicles are parked on the street because there is very little space left for moving traffic to pass by. Examples are shown in these photographs.



In addition, the intersection of Briarwood and Fielding is another area where there is significant potential for conflict between motor vehicles and pedestrians or cyclists because persons not familiar with the neighborhood tend to proceed through the intersection without due regard for the possibility of incompatible traffic. This intersection is shown in the photograph below.



Another consideration regarding safety is the fact that Fielding Road is subject to flooding. The roadbed was inundated beneath 8 feet of water during the February 1996 flood and much of the road was submerged by over a foot of muddy water during the much smaller January 1997 flood event. Furthermore, the road suffers from seasonal ponding during the winter months, particularly in the area just north of the Briarwood intersection. The ponding is severe enough at times to preclude passage by pedestrians and most motor vehicles. This ponding could present a serious obstacle to transitory visitors who find themselves stranded on the wrong side of the ponded area after a significant rain event. In some cases, it could expose these persons to other hazards if they chose unwise detours to get around the ponded area. Ponding is less frequently seen on the southern portion of Fielding Road but presents a more serious hazard because such ponding covers a deep ditch that would present a drowning hazard to unwary pedestrians or cyclists who might attempt to pass through the ponded area.

3. The proposed trail would likely lead to the return of dangerous and disorderly trespassing onto the Southern Pacific railroad bridge.

Prior to blocking an access drive off of Highway 43 near the Southern Pacific railroad bridge, the bridge was frequented by teenagers during summer nights who engaged in under-aged drinking and generally disorderly conduct. In addition to the danger presented to the teenagers by passing trains and the falling off the bridge, this was an undesirable situation because of the nuisance it caused to the residents of Fielding and Stampher roads. It also placed a demand on local law enforcement services because residents would call 911 to report disturbances, which often occurred in the early hours of the morning. Measures to prevent reopening ready access to the bridge caused by the trail is a concern that will need to be addressed if the proposed trail goes through.

4. Highway 43 presents a reasonably viable alternative to the use of Fielding Road as a trail.

The manner of connecting Fielding Road to the proposed route north and south of the road has not been clearly spelled out in the documents made available to the public at the open houses. However, connections at both ends seem problematic because of the topography and property ownership issues. An alternative that warrants serious consideration is using the northbound shoulder of Highway 43 as the route for passing through this area. The shoulder is very wide through most of the stretch from the Terwilliger intersection up past the intersection with Elk Rock Road. From that point northward, the width of the should becomes very narrow in places because of the topography and guard rail placements. However, it appears feasible to construct sections of the trail by building elevated pathways that would extend from the shoulder over to the edge of the Highway 43 right of way.

5. The question of whether there is a demand for the pathway warrants further consideration.

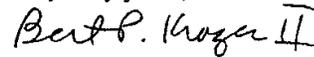
It would be worthwhile to consider whether there is a sufficient demand or need for a pedestrian and cyclist pathway between Lake Oswego and Portland to justify the expense of construction and maintenance. This route of the proposed path encompasses an elevation change of about 250 feet that would likely deter many users. Pedestrians and cyclists would need to be physically fit to cross this section without experiencing considerable discomfort. The typical cyclist would most likely not consider the pathway to be a favorable route for commuting between Lake Oswego and Portland and the distance is too great to make the trail a viable means for supplanting vehicle transportation between the areas in favor of walking. For example, there is trail along Terwilliger Road that connects Lake Oswego to the Collins View and South Burlingame neighborhoods in southwest Portland that is used very little for the purpose of traveling between these areas and most of the recreational use is associated with the Tryon Creek State Park.

Metro Councilors
August 31, 2007
Page 6

The topography of the area between Lake Oswego and the Sellwood Bridge poses significant issues that would not be of concern to projects constructed in areas like the Springwater Corridor. Not only would the topography affect the number of people interested in using the trail in this area, it increases the costs of constructing and maintaining the trail. Therefore, serious consideration should be given to a no-trail alternative in the area between Lake Oswego and southwest Portland.

Thank you for your consideration. Please feel free to contact us should you have any questions.

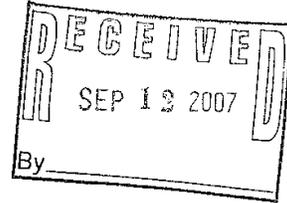
Very truly yours,



Bert P. Krages II

Bob Packwood
11760 SW Riverwood Road
Portland, Oregon 97219
(503) 636-6598

September 1, 2007



Lake Oswego Alternatives Analysis
600 NE Grand Avenue
Portland, Oregon 97232

Gentlemen:

I'm strongly opposed to building a mass transit rail line between Lake Oswego and Portland.

Usually you have to have very high business and residential density to justify a fixed rail system. Lake Oswego is not a high density business or residential city. It is the opposite. It is a delightful, well-managed, well-planned small town. To destroy that feeling by constructing high rise commercial and residential buildings on or close to State Street for the principal purpose of getting enough density to justify rail transit would destroy the very ambiance that makes Lake Oswego so special.

Sincerely,


BOB PACKWOOD

9/4/07
412 Furnace St.
Lake Oswego, OR 97034

Karen M. Withrow
Office of Citizen Involvement
Metro/Lake Oswego to Portland Transit and Trail Study
600 NE Grand Ave.
Portland, OR 97232

Reference: Lake Oswego Trolley Park and Ride

Dear Ms. Withrow:

I am very concerned about having a park and ride parking structure in downtown Lake Oswego. As a member of the Old Town Neighborhood the Albertsons location would have the most negative effect on our neighborhood. That being said I think that making downtown Lake Oswego the end of the line is an ill conceived idea no matter which of the three proposed locations the parking structure is sited on.

I see two possible scenarios taking place. Either people won't use the parking structure and we will have a parking structure sitting empty or it will encourage more traffic into our city and create a bottleneck at rush hour on highway 43. I believe a lot of the riders on Bus 35 are from West Linn or Oregon City. They will be put to the inconvenience of having to get off a bus and on to a trolley. I suspect many of them who don't currently drive will choose to drive at least as far as Lake Oswego. These are people who now just pass through on the bus and don't have a significant impact on traffic.

I have always supported the idea of a trolley or light rail to downtown Portland. I have been on the tourist trolley and the ride is beautiful. I never in my wildest dreams imagined that Lake Oswego would be the end of the line and the parking lot for everyone wanting to take it. I think there needs to be a comprehensive plan of where this is going to go long term. It seems to me transportation should be locked at as a web and trips to downtown Portland which is the hub should be as seamless and convenient as possible to encourage use. Right now there is a rail line running through the city from Tualatin. It would make sense to me to investigate if there is any possibility of continuing the trolley line that way. It would serve more communities and offer patrons more options. I think there needs to be a lot of thought about building parking structures. I think a lot more thought needs to go into this project before people begin to think about building parking structures.

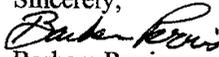
I think there are local officials in Lake Oswego that are encouraging this project because we already have the right of way. This reminds me of a personal experience I had many years ago when I was in a car accident and the insurance company was spending a lot more

money than we would have otherwise in order to use them. I think we need to step back and let go of the attachment to have this particular easement be a trolley route. We need to look at all the options including taking it to the other side of the river and see what makes the most sense.

I can think of a lot of problems associated with parking structures but I can't recall any instances of them having a positive effect on a community. I know in downtown Portland and NW 23rd areas conscious effort was made to not add parking or to limit it in some way in order to encourage people to use mass transit. Lake Oswego has put a lot of effort in the past 20 years into making our downtown look nice and be functional. It would be a shame to undo that work.

Thank you for your time.

Sincerely,


Barbara Perris



July 16, 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

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

RE: Lake Oswego to Portland Transit and Trail Study

Dear President Bragdon,

On behalf of Oregon Health & Science University (OHSU), I am writing to express support for extending the Portland Streetcar line to Lake Oswego.

As you know, OHSU is one of the major partners involved with the development of the South Waterfront District. OHSU is Portland's largest employer and the District is vitally important to allow us to meet future needs for education, patient care and research space within the central city. The proposed streetcar extension to Lake Oswego would play a vital role in building regional transit connections. 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 this 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,

A handwritten signature in cursive script that reads "Joe E Robertson".

Dr. Joseph E. Robertson
President

July 10, 2007

To: LOAA

600 NE Grand Ave
Portland, OR 97232

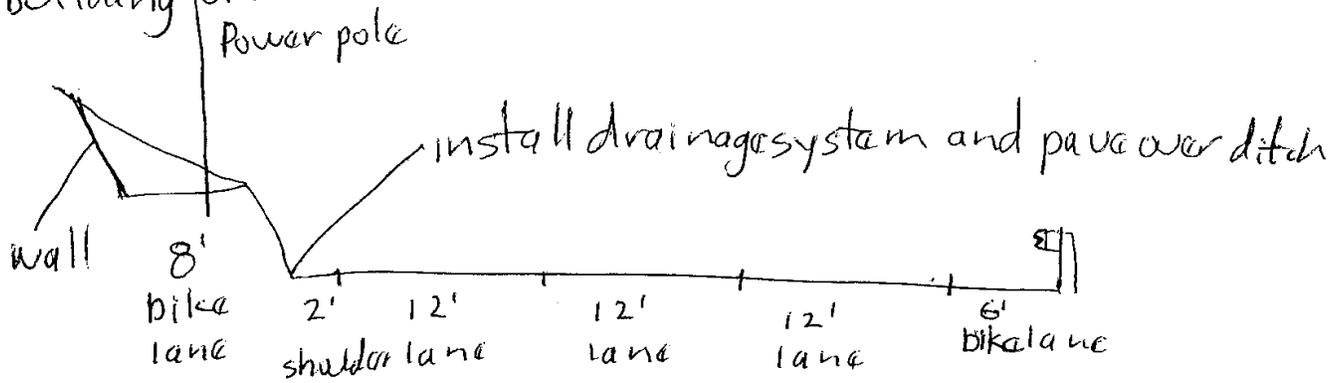
From Fred Sawyer

14725 SE Linden Lane
Milwaukie, OR 97267-1250

The Lake Oswego to Portland Transit and Trail study needs to include a bike trail option that provides 6-foot bike lanes on OR 43 between Terwilliger and the Sellwood Bridge.

Most of OR 43 between Terwilliger and the Sellwood Bridge can be widened on one side of the highway and restriped to provide 6-foot bike lanes. The easy side to widen on varies along this section of highway. Between Elk Rock Road and Greenwood Road the ditch next to the rock wall can be filled in and paved with the installation of a drainage system to provide 44 feet of roadway, enough for 3-12-foot lanes a 6-foot north bound bike lane and a 2-foot south bound shoulder.

South bound a bike lane can be constructed on top of the rock wall by relocating the power poles and building on retain wall.



LAKE OSWEGO ALTERNATIVES ANALYSIS
600 NE GRAND AVE.
PORTLAND, OR 97232

RE: LAKE OSWEGO TO PORTLAND STREETCAR/TRAIL ISSUE

AS LONG TIME RESIDENTS OF THE DUNTHORPE AREA BETWEEN HIGHWAY 43 AND THE RIVER OFF MILITARY ROAD WE STRONGLY OPPOSE THE RECOMMENDATION OF THE PROJECT MANAGEMENT GROUP TO EXTEND STREETCAR SERVICE BETWEEN JOHNS LANDING AND LAKE OSWEGO FOR THE FOLLOWING REASONS:

1. THERE WOULD BE LITTLE OR NO WORTHWHILE BENEFIT SERVING THE QUIET AND STRICTLY ONE-FAMILY RESIDENTS LIVING IN THIS AREA.
2. ALL ROADS IN THIS AREA ARE NARROW WITHOUT SIDEWALKS - SOME ARE LANES BARELY WIDE ENOUGH FOR TWO CARS TO PASS. A TRANSIT STATION IN THIS AREA WOULD BE A TRAFFIC AND PARKING NIGHTMARE AS WELL AS DANGEROUS.
3. STREETCARS AT ANY SPEED THROUGH THIS AREA IN SOME CASES PASSING THROUGH ONES BACK YARDS, WOULD BE EXTREMELY DANGEROUS TO CHILDREN AND PETS.
4. WE HOPE YOU WILL CONSIDER THE LESS COSTLY BUS OR STREETCAR ALTERNATIVES BY-PASSING THE DUNTHORPE NEIGHBORHOOD.
5. GETTING COMMUTORS FROM LAKE OSWEGO TO PORTLAND 18 MINUTES FASTER DOES NOT SEEM TO US A VALID REASON FOR SPENDING EXCESSIVE TAXPAYERS DOLLARS AND CAUSING A NEGATIVE AND DISRUPTIVE IMPACT ON THE RIVERDALE-DUNTHORPE NEIGHBORHOOD.

CONCERNED NEIGHBORS

FORREST AND B. J. SIMMONS
11700 S W MILITARY LANE
PORTLAND, OR 97219

503-636-6250

July 27, 2007

Metro Regional Planning
LOAA
600 NE Grand Ave.
Portland, OR 97232

I have attended most of the Lake Oswego to Portland Transit & Trail Alternative Analysis PAC meetings and based on information gathered would like to submit the following comments.

A consultant stated that a streetcar would satisfy circulation & commuter needs on the west riverbank between Lake Oswego and Portland, using the success of the Portland Metropolitan line as criteria.

In reality, this corridor could more realistically be envisioned as a dumbbell with Urban use in Lake Oswego and in Portland, with a completely different connecting use.

The concept that this would be a practical commuter route is flawed.

1. The need to "single track" at many locations would create a scheduling nightmare.
2. Commuters arriving in Lake Oswego by bus from the south would have to wait for the next streetcar rather than continue towards Portland on the bus, experiencing an unnecessary delay.
3. The expense of hanging a streetcar on the slope between the highway and the river would be extremely high,
4. Much opposition can be expected from homeowners in the high-end Dunthorpe community along the route.
 - a. Life style disruption due to noise and visual blight.
 - b. Introduction of vagrancy and illegal activity that is common at public transportation stations.

Since it appears obvious the streetcar commuter route on the west side of the river is not viable, a suitable alternative would be to construct a river crossing immediately north of Lake Oswego connecting the streetcar to the Milwaukie light rail. The bridge could be both auto and streetcar providing a much needed river crossing. This would relieve heavy peak hour congestion on both SH 43 and Tacoma Street. The need to improve the Sellwood bridge might be eliminated. Since the Lake Oswego bridge would be dual use, highway funds could be secured.

On the subject of funding, references were made during committee meetings that the value of the Willamette Shore RW could be used as local matching money. This would only be true if the right of way is actually used for streetcar alignment. For reasons detailed above it would be naïve to think this would happen. Given the remote possibility this might happen, the expense of constructing this segment would over power any monetary advantage.

The developers along Macadam between the North Waterfront and the Sellwood bridge might petition for streetcar service. If a connection to the streetcar terminus in the North Waterfront is built, it certainly should be directed to Macadam north of the John's Landing dense residential development. This would prevent disruption to residents and allow business access. Unless this happens the project will meet with heavy opposition from homeowners and will lose support of developers along Macadam. Very likely ODOT will voice opposition to placing a streetcar on heavily traveled Macadam unless the bridge north of Lake Oswego is built providing an alternate commuter route.

In summary, the commute between Lake Oswego and Portland can be improved with upgraded bus service as an interim solution until the connection between Lake Oswego and the Milwaukie light rail is built.

Martin V. Taylor
mvtjlt@bsnl.net

From: "Ugo pezzi" <jeanugo@hevanet.com>
To: <trans@metro.dst.or.us>
Date: 8/31/2007 8:41 PM
Subject: Portland to Lake Oswego

Highway 43 is overloaded as it is, at commute time there are significant delays, resulting in fuel waste, pollution -- and consequent health hazards. As it is conformed, highway 43 provides no safe use for bikes.

Similarly, the Sellwood Bridge is in bad shape, must be replaced -- thus needs fewer cars.

I am not sure how 43 could add a streetcar without widening. That may be impossible due to the edges being largely privately held. Will Dunthorpe folks give up the space to safely add a streetcar?

The Shoreline Right of Way is a terrific place for a bike AND pedestrian path. If a streetcar could be added as well, it would be even better.

The idea of a bus gets us nowhere except more pollution and difficult design problems. Where would the stops be on route? On what property? Would a bus slow traffic even more? Likely, yes. Streetcars are virtually silent, produce no air pollution and are far more amenable to handicapped and elderly than busses. Busses lurch and are not as easy as streetcars to enter and exit. Streetcars can accommodate bikes and people -- thus provide one solution even if there is not a bike path or footpath.

Look ahead -- population explosions demand a solution which removes vehicles from 43 and provides alternative paths for non-vehicular travel.

Jean Anderson, Ph.D.

From: "Ron Anderson" <ronwanderson@comcast.net>
To: <trans@metro.dst.or.us>
Date: 8/7/2007 1:49 PM
Subject: Lake Oswego to Portland transit and trail study

I had the opportunity to attend both the Open House on Wednesday 6/27/07 at the US Bank Building in Lake Oswego and the LOPAC presentation at the LOACC on July 31. I personally am in favor of the streetcar mode of transportation. Has the possibility of having the streetcar cross the Willamette and join the proposed streetcar line in Milwaukie, using the existing P&W tressell or even constructing a new one been considered? I realize that the Portland to Milwaukie project is still in the planning stages but it would give residences on both sides of the river an opportunity to meld into a more diversified community. This could also be a benefit, considering the condition and possible future of the Sellwood Bridge, with its possible closure, restricting further the cross river traffic to the I-205/Oregon City bridges or the other closest, the Ross Island Bridge. This could also ease some of the concern of the property owners on the West side of the river. Doing nothing is a "no-brainer" as there is nothing but a continued growth for our area and that south of Lake Oswego in the future. Future projects could link West Linn to the project as well.

Ronald W. Anderson
15951 Quarry Rd. #23
Lake Oswego, OR 97035
(503)-744-0795

From: "andrew
To: <trans@metro.dst.or.us>
Date: 7/9/2007 4:42 PM
Subject: Lake O-PDX streetcar comment

Hi there,

I'd like to throw out my two cents in favor of including a bike and ped trail with the LO-PDX streetcar alignment being considered. In fact, I find it hard to imagine this city declining to make such a solid investment, despite the initial costs, particularly because off-road trails provide such a high level of safety. One of the city's stated goals is to get more people on bikes and out of cars, and many people say that a lack of safe routes prevent them from biking.

In addition, I find it difficult to imagine asking riders to board the streetcar for the ride through the tunnel, unless external bike racks are installed on the cars. If the streetcar is as crowded on this route as it often is downtown, I can foresee many frustrated cyclists waiting in line for a streetcar with enough space for them to fit on with their bike(s). Has this been considered? It seems like the tunnel pick-up and drop-off process might impact travel time adversely, as well.

Thanks for listening.

Andrew
4407 NE 7th Ave PDX 97211
android@riseup.net

--

<http://www.blueruinpdx.com>

"Portland, Oregon. Seattle, Washington. Vancouver, British Columbia. In these three Pacific North-west cities, the progressive power of urban planning is taken very seriously, and concepts like livability and sustainability dominate the local civic culture to such an extent that to visit all three in rapid succession, as I did in October, is to drop in on another country. It's not the United States or Canada, but a more highly evolved combination of the two." Karrie Jacobs, Metropolis

He who binds to himself a joy
doth the winged life destroy;
but he who kisses the joy as it flies
lives in eternity's sunrise
--William Blake

Trans System Accounts - RE: Metro July Planning E-Newsletter

From: "Baucom, Jim" <Jim.Baucom@nike.com>
To: <trans@metro.dst.or.us>
Date: 7/13/2007 10:47 AM
Subject: RE: Metro July Planning E-Newsletter

We should have a streetcar or light rail solution along the highway 43 on the existing tracks. I have ridden my MT bike along these tracks, and it is great. A private rail car plies these rails during tourist season, but it makes more sense to make it part of transit. Where would you put a dedicated bus lane? There is no room. The Sellwood bridge interchange makes it very difficult to relieve congestion. A dedicated bus lane would clog traffic further with little ridership increase.

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

From: trans@metro.dst.or.us [mailto:trans@metro.dst.or.us]
Sent: Thursday, July 12, 2007 4:49 PM
To: Baucom, Jim
Subject: Metro July Planning E-Newsletter

METRO REGIONAL PLANNING E-NEWSLETTER
July 2007

Welcome to Metro's regional planning newsletter, e-mailed periodically to interested persons. Check the end of the newsletter for subscription information.

In this issue:

- * Lake Oswego to Portland Public Hearing and Public Comment Period
- * 2008-11 Metropolitan Transportation Improvement Program (MTIP) meets air quality standards

Public invited to testify and comment on transit and trail options between Lake Oswego and Portland

Should rapid bus or streetcar be considered on Highway 43 and the Willamette Shoreline right of way? Should a pedestrian and bike trail be built between Lake Oswego and Portland?

Testimony on these topics will be taken at a public hearing before the project Steering Committee from 4 - 6 p.m. on July 16. The hearing will be held in the Council Chamber at Metro Regional Center, 600 NE Grand Ave., Portland.

The Steering Committee is made up of elected officials from the cities of Lake Oswego and Portland, Clackamas and Multnomah counties, TriMet, ODOT and Metro. They will take comments on three alternatives or combinations of alternatives that will advance for further study in the next phase of the project. The alternatives include a no-build option, a Bus Rapid Transit line on Highway 43 and a streetcar on the Willamette Shoreline right-of-way, Macadam Avenue or parts of both. The Steering Committee will forward its recommendation to project partners in September and a final Metro Council action is expected in October.

A public comment period for the project opened June 27 and will continue through September 7. During this time anyone can submit comments by:

*Providing testimony before the Steering Committee *Sending e-mail comments to trans@metro.dst.or.us *Recording comments on Metro's transportation hotline: 503-797-1900, option 3 *Mailing comments to LOAA, 600 NE Grand Ave., Portland, OR 97232.

file:///C:/Documents and Settings/Newell/Local Settings/Temp/XPgrpwise/4697584F/MetCenMRC... 7/16/2007

From: "George Bean" <George@capitalwestllc.com>
To: <trans@metro.dst.or.us>
Date: 9/9/2007 2:12 PM
Subject: Portland-Lake Oswego Streetcar/Trail initiative

Dear Friends,

As a resident of Portland and specifically, a homeowner with children residing at 11393 SW Riverwood Road, we are writing to tell you of our strong opposition to the proposed Willamette Trolley right-of-way for a streetcar to Lake Oswego. I cannot emphasize enough the poor viability and legal liability that such an extension of light rail would cause.

While Lake Oswego may benefit from a commercial/retail standpoint, there have been poor results in surveys regarding the value of such a transportation option to the community of Lake Oswego for alleviating commuter traffic. Indeed, the majority of current traffic on Highway 43 emanates from much farther south of Lake Oswego, notably West Linn, Oregon City and areas in Clackamas County. This would speak to the need to bring rapid transit down the east side of the Willamette River to connect these highly populated areas south of Lake Oswego.

Further, between 2003 and 2005, Lake Oswego community surveys showed a drop in ridership of transit riders from 22% to 19%, and those who would ever consider using a streetcar dropped from 47% down to 41%. A streetcar may be a powerful economic development tool in areas of undeveloped commercial and residential land and in urban centers, but not for a well-developed suburban area which prizes its small town feel, feeling of safety and natural beauty.

Additionally and perhaps more importantly, the affected unincorporated Multnomah County area through which you propose a 24-hour rail throughway in a neighborhood of almost exclusively single family homes with many school-age children whose safety will be at great risk near the tracks, below Highway 43. You will be incurring a tremendous municipal liability by running this rail through a neighborhood full of families and quiet residential streets. Currently we are only impacted by a small summer 100-year old trolley which runs on a single track right through the back yards of many homeowners and taxpayers. This single rail line crosses steep slopes and trestles over the Willamette, and converting this to a two-rail line will be both impractical from a planning and land acquisition standpoint, and exorbitantly expensive to build, with unclear benefits to most and almost none to the neighborhood which is impacted by the project... It makes absolutely no sense to run a streetcar through this area and add stations at SW Riverwood and SW Briarwood Roads. Doing so would jeopardize our children's safety most of all.

Regarding cost to taxpayers, the streetcar is estimated to come in at \$150 million just to build, to say nothing of the legal battles which will most surely ensue with affected homeowners situated near or on the proposed streetcar line. There are better, less expensive streetcar alternatives supported by the Advisory Committee and I suggest that you consider these options. Most notably, a future streetcar in Lake Oswego could be connected to the planned Milwaukie Light Rail Line that will also serve West Linn, Oregon City and Stafford areas. Further, though ridership numbers do not seem to warrant transporting Lake Oswego residents via light rail, you might consider a line running down Highway 43 to link up with the planned Macadam-Nevada Street, Portland line. Certainly, this would be much more economically, aesthetically and strategically viable.

Thank you for your time and consideration.

Sincerely,

Joy P. Bean

George L. Bean

Capital West Associates, LLC

P. 503.702.5255

F. 503.342.6304

Trans System Accounts - bike path Lake Oswego to Portland

From: "BERG Francie" <francieb@multcolib.org>
To: <trans@metro.dst.or.us>
Date: 7/18/2007 7:01 PM
Subject: bike path Lake Oswego to Portland

Please do not neglect this important project. Many of us want to bicycle from our homes in the Lake Oswego area and this is the time to make this possible. I, for one, have to drive to Sellwood Park each day and park my car in order to ride to work downtown. I live on Highway 43 and I frequently see people riding their bikes along this unsafe at any speed highway. Let us please have some vision here folks. I feel the bike path is much more important than the streetcar and certainly less invasive to the neighborhoods along the route.

Frances Berg
22 Briarwood Rd.
Lake Oswego, OR 97034

From: "Cynthia Blanchard" <cblanchard@worldnet.att.net>
To: <trans@metro.dst.or.us>
Date: 7/8/2007 6:50 AM
Subject: Portland-Lake Oswego Transportation

Dear Metro Representatives-

These comments are in response to your mailing regarding Lake Oswego to Portland Transit and Trail Study. My vote is for Bus Rapid Transit with Trail:

As a L.O. resident and OHSU employee I drive Hwy 43 and Macadam several times a week. I don't take the bus currently because of the extra commute time due to transfers. Rapid bus transit directly to the tram base would be an enticing alternative. A streetcar does not seem to warrant the additional expense and disruption to the beautiful neighborhood along the river. I am a strong supporter however, of a substantial trail for bikers and pedestrians along the current railway. Bicycling is very dangerous between L.O. and downtown Portland, and a trail would be heavily used for commuting and recreation. The size of the trail should be substantial with good lighting for safety and landscaping to help shield adjoining properties.

The Lake Oswego Transit Center should be located in the Foothills area. The current "Transit Center" by Safeway is nothing more than a bus connection site that dumps parking into the First Addition Neighborhood. The pedestrian accommodations at the site are bleak, and make the sidewalk congested and unsafe. Seating is inadequate. The Foothills area makes more sense in terms of location and future development of the area and the Transit Center itself. Accommodations need to be made for parking, so it does not become a burden on another neighborhood.

Cynthia Blanchard

From: Russell Brownier <russellbrownier@yahoo.com>
To: <trans@metro-region.org>
Date: 7/16/2007 3:38 PM
Subject: Lake Oswego-Portland

In regards to the planning meeting today I would like to urge the committee to find a way to link LK O to Pdx. I have tried to commute on 43 and Tewilliger Blvd but it is very dangerous. We need to get a bridge to the other side of the river or get a bike path on the trolley line. we don't want to ride a bus.
thank you.

Russell Brownier Lake Oswego

Russell Brownier
Barnacle Builds Construction LLC

Help me reach my goals in 2006! See what you can do at <http://www.cvision.org/rider8.html>

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<http://farechase.yahoo.com/>

From: <pdx00632@pdx.edu>
To: <trans@metro.dst.or.us>
Date: 7/13/2007 4:48 PM
Subject: Lake Oswego to Portland Transit

Comments on the Lake Oswego to Portland Transit Options
From Elizabeth L. Burke, 5063 Foothills Dr, #B, Lake Oswego, OR 97034

When we moved to Lake Oswego in 1971, it was a sleepy little town built around the lake. We bought our home on Upper Drive with a view of the main lake for \$26,000. Yes, \$ 26,000. Much has changed since then. Portland has grown dramatically, with many people living in the downtown area. Lake Oswego has also grown proportionately. You don't see many 1-story ranch homes on large lots in Oswego any more. You are more likely to see 2- and 3-story town homes, built 8-12 to an area that once supported 2-4 small homes. I believe the Population Study experts who predict that the population in our Metro area is going to continue to grow, and by large numbers. And they predict that many more people will settle in Clackamas County south of Lake Oswego. Perhaps we would like things to be the way they used to be, but we have to be realistic. We have to plan for many more people. That means housing, jobs, and everything that supports life. That means more transit trips, more delivery and construction industry trucks, more school buses, more emergency vehicles, but hopefully we can plan to keep increased auto traffic to a minimum. This is one reason why I support planning for a streetcar line on the existing Consortium-owned right-of-way. I believe that those who provided the resources to retain this right-of-way were doing so because they foresaw the burgeoning population growth.

The streetcar option on the existing right-of-way provides an additional north-south route between Lake Oswego and points south to Portland and points north. It allows transit to by-pass the bottleneck on Highway 43 that can't be widened because of the terrain. Even bus rapid transit would be subject to the bottleneck.

At hearings I attended, a lot of concern was given to parking near the streetcar terminus. I think many assumed that everyone riding the streetcar would first drive their car from home. But I believe that a lot of people who live near the line would walk to it from Oswego Pointe, from First Addition, from Old Town, and eventually, when the line was extended south, from Maryhurst, Mary's Woods, West Linn, and Oregon City. Perhaps small shuttle buses the kind that transport elderly could circulate throughout the city, particularly during rush hours. I think that if a transportation system is thoughtfully planned and reliable, people can abandon their personal autos. I have managed to do so since 1996 when I lived and worked in downtown Portland, and have continued to do so since I moved back to Lake Oswego in 2003. It's possible to live without a car provided the public transportation system is well-planned and efficient. The benefits to health and pocketbook are enormous.

I support a bike/walking trail in conjunction with the streetcar. Someone suggested that this trail could sometimes veer away from the streetcar tracks and make use of existing paths or streets. This

seems to make sense. I can't see that a trail alone would solve the transit situation, as the very young, the more aged, those needing to carry luggage or other heavy items couldn't depend on biking as their main mode of transportation.

Some were concerned about safety near the streetcar line. I believe homes along the route actually will be safer because of the increased number of "eyes." Isn't it true that criminals prefer to remain unnoticed?

Respectfully submitted,
Elizabeth Burke

From: Lucien & Mary Jo <lucien.maryjo@comcast.net>
To: <trans@metro.dst.or.us>
Date: 7/18/2007 7:12 AM
Subject: Lake Oswego - Portland trail

To Whom It May Concern:

I respectfully request your endorsement in developing a pedestrian/
bicycle trail from Lake Oswego to Portland and concomitantly the
implementation of light rail or other electric powered streetcar
service between these two cities.

Respectfully,
Lucien Burke, MD
2130 Hillside Court
Lake Oswego 97034

From: Martin Butt <mhbutt@comcast.net>
To: <trans@metro.dst.or.us>
Date: 7/7/2007 6:08 PM
Subject: Lake Oswego to Portland Transit and Trail Alternatives Analysis

This email expresses my support for the study.

I especially embrace the concept of using the rail-trolley line between Lake Oswego and Portland for mass transit. If offered, this is a service I would use and our house guests would use. We dislike driving to Portland and find the bus service inconvenient due to the multi stops.

Martin Butt
11122 SW Esquiline Circus
Portland 97219

From: "John Campbell" <campbell@ohsu.edu>
To: <gwenn@baldwinconsulting.biz>, <trans@metro.dst.or.us>
Date: 8/31/2007 12:13 PM
Subject: Streetcar to Lake Oswego

Lake Oswego Alternatives Analysis
600 NE Grand Ave
Portland, OR 97232

August 31, 2007

Gentlepersons:

Extending the streetcar from South Waterfront to John's Landing on Macadam Avenue makes sense; it's a densely populated urban area with plenty of commuters and potential for redevelopment along a streetcar line.

Running a streetcar through the Riverdale/Dunthorp neighborhood on the Willamette Shore Line tracks and miles of single-family homes with small school-age children makes no sense at all, and will put our children at risk.

A future streetcar in Lake Oswego could be connected to the planned Milwaukie Light Rail Line that will also serve West Linn and Stafford. In the meantime, Lake Oswego should increase its bus service or consider Bus Rapid Transit service for the minority of residents who might even consider using public transportation to Portland. This would be less of a burden on taxpayers. Many other transportation projects would take priority such as upgrading our bridges, such as the Sellwood Bridge.

Sincerely a taxpayer and concerned citizen,

Dr. & Mrs. John R. Campbell

John R. Campbell, M.D.
Emeritus Professor of Surgery & Pediatrics
Oregon Health Science University
and Doernbecher Children's Hospital
Home Address 11544 SW Military Lane
Portland, OR 97219-8431
Phone 503-636-7547
FAX 503-636-7547
E-mail campbell@ohsu.edu

From: "Jan Castle" <jancastle@comcast.net>
To: <trans@metro.dst.or.us>
Date: 09/04/2007 9:19 PM
Subject: Streetcar options, Portland to LO

In reviewing the committee's draft report, there is one thing that doesn't make sense. Having the streetcar run up Macadam through the John's Landing area and beyond seems to defeat the whole purpose of the project. If we want to alleviate the traffic load on Macadam by offering the streetcar as a faster option, how can the streetcar go faster if it's stuck in the same traffic that a car would be? I think the streetcar should go on the railroad tracks the whole way. It's only about a half block to the businesses along Macadam, which should provide adequate support for business development. It seems there should be enough space for bike and pedestrian trails through that region, especially since they already exist through most of the area. The RR tracks provide a wonderful view of the river that Macadam doesn't. I would think that would be an additional draw for commuters to use the streetcar.

Unfortunately, I have no suggestions as to how to accommodate the bike and ped. trails through the narrow part going through Dunthorpe. That's one for the engineers. I do think it would be a shame not to at least have a bike trail, considering how popular bikes are in the Portland area. I think the top priority should be the streetcar, because of it's potential to reduce greenhouse gas emissions from cars. Perhaps the bike path could be built out along the highway in the narrow parts. I think the streetcar should use the RR tracks.

From: "Peter Corduan" <CorduanP@CleanWaterServices.org>
To: <trans@metro.dst.or.us>
Date: 06/28/2007 8:44 AM
Subject: Lake Oswego to Portland Transportation Options

I live in SW Portland and am a distance runner. I regularly run along the Willamette waterfront and strongly urge Metro to complete the pedestrian & bicycle trail along the Willamette waterfront (essentially from the Sellwood bridge to Lake Oswego. This completes a strategic loop with Terwilliger Blvd.

I would also like to see the Streetcar extended from the South Willamette waterfront to Lake Oswego. This is a wise investment of our public funds and will, I believe, pay off in improved transportation in the area (as well as lowered pollution).

Thanks for inviting input.

Peter Corduan

From: Karen Withrow
To: Emily and Tom Cummins
Date: 08/30/2007 9:43 AM
Subject: Re: LOPAC Minutes & Recommendation

CC: Leslie Lowe; Ross Roberts
TW,

The LOPAC minutes and recommendation include only a portion of what goes to the project Steering Committee and local jurisdictions for their decision-making process. In fact, they receive a technical recommendation from staff project managers, the LOPAC recommendation and a draft public comment report.

The comment report was not included in the email to LOPAC which you responded to because it is not done yet. The comment period opened July 27 and closes on Sept. 7, 2007. After that, a draft will be compiled for the Steering Committee meeting and updated to provide to each project partner agency prior to decision-making. A final version will be provided to the Metro Council, along with the Steering Committee recommendation and a summary of project partner actions, prior to their final vote on which alternatives to advance for further study.

The LOPAC recommendation does include "Further Comments" that address issues of concern to the committee. This section mentions impacts on properties near the transit and trail alternatives.

If you would like to send comments to be included in the public comment report, you can send an e-mail to trans@metro-region.org or mail a letter to LOAA, 600 NE Grand Ave., Portland, OR 97232.

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

>>> "Emily and Tom Cummins" <cummins11100@comcast.net> 08/29/2007 6:46 PM >>>
I am distressed to read in this report that there were no comments included which were delivered by residents most of whom were opposed to this entire project. WHY WERE THERE NO SUCH REPORTS GIVEN? PLEASE RESPOND? TW CUMMINS.

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

From: <lowel@metro.dst.or.us>
To: <cummins11100@comcast.net>
Sent: Friday, August 24, 2007 2:18 PM
Subject: LOPAC Minutes & Recommendation

Dear Committee Members:

By now you have all had the chance to review the minutes of the last meeting and the final draft recommendation incorporating the amendments made at the last meeting. With the exception of an additional sentence to the minutes requested by Vern Rifer, the Committee has been silent with respect to these items, so I hope my suspicion is correct that the minutes accurately reflect what transpired, and that the changes to the draft recommendation accurately reflect the amendments made at the last meeting

These two items of unfinished business of the committee should be able to be wrapped up by email: 1) Approval of the last meeting's minutes and 2) agreement that the amendments passed at the meeting were accurately reflected in the draft recommendation discussed at the last meeting.

In order to avoid a meeting for these two actions, I am calling on the Committee to approve the minutes, as amended to reflect Vice-Chair Rifer's addition of the following: "Mr. Brandman acknowledged strong public support for a trail and noted concerns exist with the legal and financial

From: "Michael Dahlin" <mdahlin66@hotmail.com>
To: <trans@metro.dst.or.us>
Date: 7/9/2007 9:33 AM
Subject: Portland to Lake Oswego Trail

As someone who lives in Portland and works in Lake Oswego, I would make regular use of a dedicated bike trail connecting the two. I would also support a streetcar or express bus route, although my preference would be for a bike trail. I would even be willing to pay an annual usage fee in order to help defray the maintenance costs for such a trail.

Thank you,
Mike Dahlin

Michael P. Dahlin
3708 SE Washington Street
Portland, OR 97214
503-320-0688
mdahlin66@hotmail.com

<http://newlivehotmail.com>

From: <Andydavis1@aol.com>
To: <trans@metro.dst.or.us>
Date: 8/28/2007 10:14 PM
Subject: Streetcar

To whom it may concern:

I write this letter in opposition to the proposed extension of a streetcar through Lake Oswego. I am a resident on Riverwood Road in Dunthorpe and I have lived here for 16 years. I take great pride in my home, my neighborhood and my community. I purposely chose to live here for the beauty and serenity this neighborhood provides.

I am in total opposition to a streetcar running through our neighborhood for many reasons. First is the safety issue that would effect many children, pets and elderly people in the area. I am greatly concerned about the safety of the residents.

It has been shown statistically that the percentage of transit riders dropped between 2003 and 2005 in the Lake Oswego area. A streetcar can be beneficial in dense, urban areas with many commuters who would actually ride this mass transit, but that does not describe Dunthorpe and Lake Oswego.

I believe there are other alternatives that can and should be considered in an attempt to connect Portland and Lake Oswego. For example, a streetcar makes sense on Macadam from South Waterfront to SW Nevada Street in John's Landing.

Please do not destroy the neighborhood and community that I call home.

Please do not hesitate to contact me for further discussion on this topic.

Respectfully submitted,

Andrew J. Davis
Resident on Riverwood Road

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From: Judy Davis <jwdavis@hevanet.com>
To: <trans@metro-region.org>
Date: 8/8/2007 10:04 AM
Subject: Transportation Options Lake Oswego to Portland

We favor the street car and trail over the bus rapid transit. The street car would provide an alternative to adding more traffic to Highway 43 and be more attractive for commuters.

The street car loop along A Avenue and Fifth is not necessary at this juncture.

Judy Davis and Jack Kysar
17617 Arbor Lane
Lake Oswego, OR 97035

From: kathi o'neil <default@portlandpicks.com>
To: <trans@metro.dst.or.us>
Date: 9/7/2007 5:40 PM
Subject: Street car

O

To whom it may concern,

We oppose using the Willamette Shore Line (WSL) right-of-way for a streetcar and dedicated bike/pedestrian path from Portland to Lake Oswego.

1. the LO commuters would not use it.
2. it would be a waste of tax payers money.
3. it would threaten our feeling of safety and small town feeling
4. most families that live south of the sellwood bridge into lake oswego have young children and this would be dangerous. It is neighborhood communities with single family homes.
5. a streetcar can be a powerful economic development and redevelopment tool in areas with undeveloped commercial and residential land. That describes Portland, but not Lake Oswego and the area in between.
6. While Lake Oswego and Portland might each benefit from a streetcar, they do not need to be connected especially at significant cost and little benefit to the area in between.
7. It makes no sense to run a streetcar through this area in some cases literally through people's yards (scary!) and add transit stations on SW Riverwood and SW Briarwood Roads.
8. again, you'd build it and NO ONE would use it

The streetcar would cost taxpayers up to \$150 million just to build. There are better, less expensive streetcar alternatives supported by the Advisory Committee:

A streetcar makes sense on Macadam from South Waterfront to SW Nevada Street in John's Landing:

A future streetcar in Lake Oswego could be connected to the planned Milwaukie Light Rail Line that will also serve West Linn and Stafford. In the meantime, Lake Oswego should increase its bus service or consider Bus Rapid Transit Service for the minority of residents who might even consider using public transportation to Portland.

Please do not do this. There is no benefit and much much to lose.

Thank you for your consideration.

Best regards,
Kathi O'Neil Dordevic

From: "Chris Dussin" <ChrisD@osf.com>
To: <trans@metro.dst.or.us>
Date: 9/4/2007 5:08 PM
Subject: Streetcar to Lake Oswego

To whom it may concern,

I am writing to express my opposition to the idea of extending the streetcar from South Waterfront to Lake Oswego. I am a long time Dunthorpe resident and my parents owned a house on Riverwood Rd which bordered the tracks. Once the Willamette Shore line tracks were made available to the trolley line it was not possible to leave the children outside in the front yard unattended. Even at the modest speed of the trolley passing by the house you could feel the vibration inside and were faced with a lack of privacy.

All of that aside, for me it comes down to common sense, is this a logical solution for everyone? I can only conclude that a reasonable person would walk those tracks and see that a streetcar traveling at high speeds sometimes only 30 feet from the edge of someone's home would be creating a dangerous situation for all. It is my hope that the Steering Committee will look for a safer and more logical solution to this issue.

Sincerely,

Chris Dussin

Trans System Accounts - Transportation Options for Lake Oswego

From: Ninth Street <ninthst@hotmail.com>
To: <trans@metro.dst.or.us>
Date: 7/24/2007 9:20 PM
Subject: Transportation Options for Lake Oswego

Dear Decision Makers,

I want to add my strong support for a Streetcar Option. I have followed the progress of this study by attending several open houses and reading available material online.

We have to plan for what will be best for our future needs. With the decline of oil at the same time we have increasing world wide demand for oil, alternative transportation will become a life saver for those communities that had the foresight to plan for it.

Future development will locate near the Streetcar and create more pedestrian friendly communities. We will all benefit from a better quality of life that will be fostered by the Streetcar communities, like Foothills, along its path to Portland. My wife and I would like to move to Foothills someday and be a part of that great new transit friendly community.

I also support a pedestrian trail, but hope it can be done by sharing both the right of way with the Streetcar and where that is not feasible, sharing a lightly used road. I really think the tunnel is the most important link for a bike path along this corridor. I did in the past commute by bike from Lake Oswego to Portland and know first hand how terribly dangerous the hill on Highway 43 is. During the time I was bike commuting to Portland I met people in the Johns Landing area that expressed a desire to bike to Lake Oswego. The existing routes are either too dangerous or too steep for our aging legs.

The Streetcar Option is the right choice, and also please find a way to provide a safe pedestrian route to Portland along this corridor.

Thank You,

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

(Thirty-one year resident of Lake Oswego)

From: "eric english" <english@resolutioncounsel.com>
To: <trans@metro.dst.or.us>
Date: 9/7/2007 10:45 AM
Subject: Streetcar letter

To Whom it may concern:

I am writing in response to a proposed construction of a streetcar line connecting the South Waterfront to Lake Oswego. I am opposed to an extension of the Streetcar beyond the Sellwood Bridge/John's Landing area.

While I am a firm proponent of mass transportation, I do not support using public funding for any project that does not, and cannot be justified for a limited community.

The goal of mass transit, is just that - to promote, and provide for, the masses to use transportation in a cost efficient manner and reducing congestion and pollution.

Extension of a streetcar line beyond the Sellwood Bridge/John's Landing area is not an effective means of reducing congestion or pollution.

The demographics of those "supposedly served" by this extension are far from any which are likely to use the streetcar.

The facilities currently contemplated for the streetcar system, including stops, stations, parking, etc., will either not be used (thus putting into question the real costs of required condemnation and resulting payments to current property owners) or be avenues and additional sites of crime.

It would be bad public policy to invest limited Public funding for public transportation which should be invested in serving those segments of Portland's population which actually would benefit from it. Both the I-5 corridor and east of the Willamette River are far more suited for addressing the goal of mass transportation.

Commuters currently use Macadam because of the congestion on I-5 and I-205. The heavy use of the Sellwood Bridge/John's Landing area is also attributable to the MAIN arteries feeding in and out of Portland. Addressing PRIMARY arteries and the communities which feed into and out of

those arteries are the appropriate places to use federal funding.

I would encourage the current proponents of this extension of light rail to DEMONSTRATE WITH ACTUAL STUDIES OF WORKING SYSTEMS the demographic and cost justifications associated with SUCCESSFUL mass transit before they "invest funds to pander to local politicians, commercial developers and private interest groups".

If it looks good but is unjustified by numbers, it is not an appropriate use of limited funds.

Respectfully,

Eric O. English

11639 S.W. Riverwood Rd

Portland, OR 97219

From: "Bob Erickson" <vre333@comcast.net>
To: <trans@metro.dst.or.us>
Date: 8/27/2007 9:45 AM
Subject: Streetcar from Portland to Lake Oswego

Why haven't you made a SERIOUS analysis of using the Willamette River as the highway for this project. The "road" (river) already exists from Portland all the way to Oregon City. Road maintenance would be infinitesimal compared to a concrete highway. It is likely that right-away purchases to widen highway 43 would be materially higher than the purchases involved in river use, because highway 43 runs through some of the most expensive property in Oregon.

May I suggest that you present us with a COST analysis of this proposal, which could be done by organizations that have familiarity with type of transportation, as well as would have an financial in such a proposal.

Use of the Willamette River was suggested months ago, but no SERIOUS response has been forthcoming. If I am mistaken about your previous efforts in this regard, please let us know what the estimated costs were.

Respectfully.

V. Robert Erickson
11831-A SW Riverwood Road
Portland, OR 97219

CC: Lake Oswego Alternative Analysis, Baldwin Consulting LLC

Leslie Lowe - Willamette Shore Line Streetcar Proposal

From: <j.field@deepphotonics.com>
To: <trans@metro.dst.or.us>
Date: 8/25/2007 4:59 PM
Subject: Willamette Shore Line Streetcar Proposal

Gentlemen,

I am writing to voice my opposition to using the Willamette Shore Line right of way for a streetcar and dedicated bike/pedestrian path from Portland to Lake Oswego. A streetcar can be a valuable transportation option for dense urban areas with a large commuter population. While this describes Portland but is less likely for Lake Oswego, and certainly not the area in between. In Lake Oswego surveys have shown a decline in transit ridership from 22% TO 19% between 2003 & 2005.

While Lake Oswego and Portland might each benefit from a streetcar, they do not need to be connected...especially at a significant cost and little benefit to the area in between:

The affected unincorporated Multnomah County area is almost exclusively single family homes and recreation land, with no commercial zoning or potential for development.

The affected unincorporated Multnomah Count area is not densely populated and offers few potential commuters, but has many school age children whose safety will be at risk with a streetcar running year round, multiple times each hour, crossing yards and quiet residential streets. I worry that the streetcar would run 15 feet from our house in very close proximity to my children and pets.

The streetcar would cost taxpayers nearly \$150 million just to build. There are better and less expensive streetcar alternatives:

A streetcar makes sense on Macadam from South Waterfront to SW Nevada Street in John's Landing.

A future streetcar in Lake Oswego could be connected to the planned Milwaukee Lite Rail Line that will also serve West Linn and Stafford. In the meantime, Lake Oswego should increase its bus service or consider Bus Rapid Transit service for the minority of the residents who might even consider using public transportation to Portland.

The money would be better spent on infastructure projects like the Sellwood bridge repair that serves many more passengers per day than the proposed streetcar.

Running a street through miles of single-family homes with small school age children makes no sense and will put our children at risk.

Sincerely,

James Field
11801 SW Riverwood Rd.

file://C:\Documents and Settings\lowe\Local Settings\Temp\XPGrpWise\46D2F51EMetCe... 8/28/2007

From: "Lisa Fisher" <Lisa.Fisher@cushwake.com>
To: <trans@metro.dst.or.us>
Date: 9/7/2007 10:45 AM
Subject: Lake Oswego Alternatives Analysis

CC: <randy_fisher@psmf.org>

Dear Metro,

I am writing to you as a concerned resident and taxpayer in a neighborhood with serious potential of being effected by the proposed streetcar. I oppose the use of the Willamette Shore Line as a right of way for the streetcar from Portland to Lake Oswego. I see no benefit to those of us most directly impacted by the extension, it appears converting to a two rail system would be extremely costly and unclear on who benefits most.

Allowing the streetcar to extend from Portland to LO, only pushing the problem into downtown LO, those commuters using hwy 43 still face severe congestion getting to Stafford and West Linn. It seems to me that a likely solution would be to construct a streetcar in LO that could be connected to the planned Milwaukie Light Rail that will serve West Linn and Stafford. In the meantime, LO should increase its bus service or consider Bus Rapid Transit Service for the minority of residents who might even consider using public transportation to Portland.

Sincerely,

Lisa A. Fisher
11745 SW Riverwood Road
Portland, Oregon 97219
503-970-0124

From: "Kristian and Jeanne Foden-Vencil" <thfv5@gmail.com>
To: <trans@metro-region.org>
Date: 9/10/2007 9:28 AM
Subject: Lake Oswego to Portland streetcar -- public comment

To whom it may concern,

I'd like to recommend the creation of a streetcar line between Lake Oswego and Portland -- as opposed to a streetcar and bus system.

I'm a resident in the Dunthorpe area and live just one house away from the tracks. I would use the streetcar system and -- so long as the trains don't run too fast or too loud -- I think it would be a great addition to the city.

For the sake of our atmosphere, our soldiers and our pocket books, we need to do everything possible to break our habit of relying on cheap foreign oil.

Yours sincerely,

Kristian Foden-Vencil
11808 SW Riverwood Road
Portland, OR 97219

From: <rfontes@att.net>
To: <trans@metro.dst.or.us>
Date: 7/2/2007 12:37 PM
Subject: Lake Oswego - Portland Transit Study

Here are four comments/suggestions reached after attending last week's LO open house.

1. The projected growth in ridership is unbelievable. The study suggests a nearly four fold increase in the no-build scenario alone. From where will all these people be coming? The rate of growth in LO is slowing, mostly limited to infilling, workers commute to work sites outside of Portland, and the population is aging. While West Linn is growing more rapidly and has much more potential space for expansion, new development is well away from TriMet and new residents are very dependent on their cars. It just doesn't seem likely that thousands of people would use their cars to get to a point on the 35 or 36 to wait in the rain for a bus that will take 27 minutes longer (by the study's reckoning) than if they just finished their trips in their own vehicles.

Will you please make available the underlying assumptions that you used to arrive at these figures?

2. The operating cost projections of BRT v. Streetcar are inaccurate, or at least misleading.
a. One cost criterion concerns the fact that significantly more passengers can be transported in a single streetcar set operated by one motorman than can be transported in a bus with one driver. Except at peak hours, both types of vehicles would be operating at much less than capacity. So if the streetcar were to retain this advantage it would have to operate at a much less frequent schedule. Otherwise the cost savings would be minimized.
b. It appears that the BRT alternative assumes diesel powered buses and therefore suffer a significant cost disadvantage to electrically powered streetcars. Developments in alternative power systems for street vehicles are proceeding at a phenomenal rate. Two areas in particular could well have a transforming effect on transit bus systems.

It's now possible to buy a kit to convert a Prius into a "plug-in" hybrid and General Motors is committed to producing such vehicles in the very near future. Tesla Motors is marketing an electric sports car with a 200 mile range on a single charge. A transit bus provides an ideal platform for either of these technologies with a combination of a high percentage of stopping/idling, short roundtrips rarely exceeding 40 miles, and the possibility of high voltage automatic charging stations at route terminals. TriMet is in the exceptionally fortuitous position of having access to BPA power and with a grant or two from DOE and/or DOT could be a leader in the switch from diesel.

Now obviously you don't have hard numbers here, but these developments rate at least a line or two in the final report.

3. It would be a mistake to have a large 400 space park-and-ride in the heart of Lake Oswego. It should be moved farther out. One possibility would be the Maryhurst area. Another would be out on Stafford, Rosemont or even Salamo near the West Linn city hall. This second set of locations would mean the creation of a new TriMet route but just might attract more commuters while costing less both in money and in damage to the center of LO.

4. We currently do not have reasonably safe and level pedestrian/bike public right-of-way between Lake Oswego and Portland. It really needs to be a high priority

Thank you for the opportunity to comment on the proposals,

R A Fontes
PO Box 144
Lake Oswego, OR 97034

From: "Gerald" <gdfox@qwest.net>
To: "Richard Brandman" <BrandmanR@Metro.dst.or.us>
Date: 08/27/2007 12:14 PM
Subject: LOPAC Recommendation: John's Landing Master Plan Alignment (MPA)
Attachments: WSR, John's Landing Alignment Review.doc

CC: "Dave Unsworth" <Unsword@trimet.org>, "Ross Roberts" <Roberts@Metro.dst...
Richard,

I just got through reading the draft LOPAC recommendation and David Jorling's cover memo dated August 24th 2007. I was particularly concerned to read that "the (LOPAC) committee pressed Richard Brandman to exclude the "Macadam Master Plan alignment" from the staff recommendation. He (Richard) stated staff was not recommending that alignment to the Steering Committee".

I have only attended some of the LOPAC meetings, and have no particular standing in the LO Corridor project. However because of my past involvement in this corridor, and my status as a corridor resident, I do feel an obligation to explain my concern over the risk of prematurely rejecting one of the more promising options for this very difficult and controversial segment of the corridor:

When the John's Landing development was first proposed, in the mid 1970's, Portland required the developers to provide space for a future transitway through the development, either along the existing railroad, or on some other alignment. A few years later, the developers proposed an alternative alignment that became known as the Master Plan Alignment (MPA), or sometimes the "Johns Landing detour". A summary of the convoluted history of the MPA is attached to this memo.

The subsequent development of John's Landing provided space for the MPA. Most of it is currently occupied by landscaping or surface parking. Over the years, when the John's Landing segment of the Willamette Shore Railway was discussed, the MPA was generally understood to be the developers' preferred alternative to the existing rail alignment, to be resolved at some future time. Some rather heavy-handed designs were developed for the MPA for the original westside in 1978, and later for South/North. More recently, the removal of planning conditions from some projects in Portland may have clouded the exact status of the MPA.

Suddenly, LOPAC is recommending that the existing rail line, and an alignment on Macadam be the only rail alignments to be studied through the John's Landing segment. This could have disastrous consequences.

The existing rail line is already publicly owned, and already dedicated to rail use. It would be the fastest and least costly alignment to upgrade for streetcar service, and with single track, would have roughly the same footprint as the existing line. There are considerable opportunities for mitigation and landscaping. Without going into the history and details here, there are also enough problems and opposition to this alignment to put its feasibility in doubt, and to promise certain litigation if it is selected.

The Macadam alignment actually consists of several alternative configurations, all of which would place streetcar tracks in the existing travel lanes of Macadam. Some version of this alignment is strongly advocated by John's Landing interests, as it puts the rail project outside John's Landing. The existing rail alignment would be used for a trail, but this also may be litigated. So far as I know, there has yet to be any detailed study of the Macadam alignment and its impacts. And I suspect that significant problems await discovery. For instance:

- Putting streetcars in the Macadam roadway will reduce the capacity of the street, particularly at stops. This is not consistent with the need to preserve or expand corridor roadway capacity, or accommodate regional growth.
- Streetcars will prevent some of the traffic following the existing traffic signal progression, further reducing traffic capacity.
- The streetcar will be caught in the same congestion as traffic, particularly during peak periods, when

the streetcar is most needed, resulting in reduced ridership and increased operation costs..

- Macadam is a faster and busier street than other streetcar streets. Traffic typically moves at 35 to 40 mph. The rails in the pavement will reduce pavement friction, increasing accident rates, particular rear enders at streetcar stops, and from sudden lane changes. Motor cycles will be at particular risk.
- Streetcar stops in the Macadam median will be miserable places, particularly on rainy days, and will offer little protection if vehicles skid on the rails. The proximity of the platform face to the track lane (about 4.3 feet) already causes frequent platform strikes on the downtown tracks.
- The construction impacts for utility relocation and track construction will be severe, and of extended duration. I am not aware that anyone has considered this yet.

Consequently, as the DEIS progresses, and more information is developed, the advantages perceived for the Macadam alignment may become less attractive. Widening the ROW of Macadam could resolve some of these problems, but at what cost? Perversely, one consequence of excluding the MPA at this stage might be renewed enthusiasm for the existing rail alignment !

The MPA alignment. As part of the current Transit and Trails Study, preliminary alignment plans were drawn up for entire corridor, including the alternatives through the John's Landing segment, one of which was the MPA alignment. These plans showed just the original proposal for the MPA, but did not address any of the modifications that could remove, or at least mitigate most of its adverse impacts. My understanding for the reason for this was that the current study was meant to simply identify the initial alignments, and that more detailed study and mitigation would follow during the next, DEIS/PE phase of the work. However if the MPA is prematurely discarded, this further study will never occur ! And if it is revisited after being discarded, there will undoubtedly be accusations of "bad faith", and enhanced acrimony with the community. So what are some of the impacts and potential mitigations ?

- Impact: The north end of the MPA passes through the Heron Pointe condos. Mitigation: Space was provided for the MPA alignment when these building were approved. The alignment can be mitigated by lowering the grade. There are also alternative alignments that could be investigated. These are the only residential buildings that might experience significant impact along the MPA.
- Impact: The alignment passes through the BP John Building's parking lots. Mitigation: An alignment in Landing Drive would avoid the parking lots, and also improve the crossing of Boundary Street.
- Impact: The Boundary Street crossing is in the approach to the Macadam/Boundary Street intersection. Mitigation: Move the crossing to the Landing Drive Intersection.
- Impact: The MPA would remove parking at the Willamette Shore and River Ridge condos. Mitigation: With single track, and possibly some curb adjustment along Macadam, the parking could be maintained.
- Access to the commercial properties south of Pendleton is obstructed by the MPA. Mitigation: The alignment could be modified to pass behind these properties.

It should also be noted that the MPA serves Macadam almost as well as the Macadam alignments, probably with fewer impacts, and would leave the existing rail alignment available for the trail

Sorry to be so long winded, but I though I ought to show you that there really was substance to this matter, and it may be critical to the whole corridor. As you can see, the issues have hardly begun to be investigated or discussed in public. It would be most unfortunate if the MPA was to be discarded prematurely, and additionally would be considered an act of bad faith by LOPAC if they were to think that the MPA was no longer on the table.

I trust you will distribute this memo to the appropriate parties. (David Jorling ?)

Let me know if I can be of further help.

Gerald

Willamette Shore Railway

John's Landing Segment –A Backgrounder

8/1/01

Introduction

In 1987 a Consortium of local governments purchased the Willamette Shore Railway to preserve it for future transportation purposes. A segment of that line passes through the John's Landing Development. As a condition of approving that development in 1974, the City of Portland had required the developer to provide a corridor for a future transitway through the development, using the existing rail line, or other location. A 1978 revision to the John's Landing Master Plan redefined the transitway alignment to detour away from the railroad. However subsequent development of the detour alignment for parking and access was such that its use for a transitway would cause very significant impacts to the development. Meanwhile, the railroad continued to operate freight trains along the railroad alignment through the development until 1984, after which, in 1987 a recreational trolley service began, using the existing tracks; a service that has continued to the present day.

Improvement of the transitway through John's Landing was studied on several occasions; as part of the Westside Project, as part of the South/North Project, and as part of the City's Streetcar program. In 1994, as part of the City's revisions to the zoning code, the 1974 transitway condition was reaffirmed, and the alignment was defined as the existing trackway. This had the effect of releasing the detour alignment for redevelopment, and removing the uncertainty as to whether the rail line was going to be moved, and what conditions would trigger such a move. Not surprisingly, these changes have caused some confusion, particularly among existing property owners.

A Chronological Account

The John's Landing Master Plan, (1974, revised 1978.)

In the early 1970s an area along the Macadam corridor waterfront, between Macadam and the River, and between SW Seymour and SW Dakota Streets became the subject of a redevelopment project generally known as John's Landing. The goal of this project, to be built over a number of years, was to convert an area of redundant industrial uses into high-end condominiums, apartments and commercial space.

At about the same time, the Portland region began to explore a new direction in its transportation policies, seeking ways to curb expansion of the highway system and encourage alternative modes of transportation. This resulted in the withdrawal of the Mount Hood Freeway, and other major new roads from the regional transportation plan, and substitution of arterial street improvements, land use policies to reduce traffic

carrying freight, remained intact. However, as the development progressed the land designated for the detour alignment became a major component of the circulation and parking system, to the extent that constructing the transitway would have severely impacted the development. Ownership of the detour ROW presumably remains with the adjoining properties, and would need to be purchased or condemned.

The 1980's

In 1985 the City adopted the Macadam Corridor Design Guidelines, which were intended to establish guidance and standards for future development in the corridor. It also reiterated the need to preserve the potential for LRT in the corridor, referencing the detour alignment with a map, and establishing setback requirements along that alignment. The supporting studies by City staff emphasized the need to maintain a rail right-of-way through the corridor, and to leave the rail connections in the Corridor "as is", possibly a reference to the existing rail line which by then was no longer in service, and was being considered for purchase by the city. The region still had no experience of light rail, as the first MAX line though under construction, did not open till September 1986

In 1984, the Southern Pacific ceased freight operation on the railroad between Portland and Lake Oswego, and sought to dispose of the tracks and right-of-way. In 1986, a group called the "Portland Friends of the Willamette River Greenway" tried to acquire the line to preserve it for public use. Following protracted negotiations, a Consortium of local governments was organized to acquire the line intact, and rename it the Willamette Shore Railway. In order to prevent the line from deteriorating into a nuisance, and to maintain title to those segments that were rail easements, a trolley service was established between Portland and Lake Oswego, operated by the Oregon Electric Railway Historical Society, a local trolley museum. Besides ensuring continuance of the ROW easements, the trolley also ensured continued entitlement to the grade crossings and associated private crossing agreements, which would have been very difficult to re-establish if lost.

SP vs Cummins

Between 1984 when freight service ceased, and 1987, when a demonstration of trolley service began, the tracks were paved over at a number of grade crossings. At one location the property owner refused the SP's request to remove the obstruction. SP filed a complaint in Multnomah Circuit Court, resulting in SPTC vs. Cummins. The "Association of Unit Owners of the Landing Condominiums", and the "John's Landing Owners Association", and certain other property owners sought to intervene in this case against the SP.

The judge ruled in favor of the SP, and ordered removal of the obstruction, and, in Clause 4 of the Judgment, ordered "Defendants are now and hereafter permanently enjoined and restrained from obstructing, blocking, delaying or otherwise interfering in any manner with use by Southern Pacific Transportation Company or the City of Portland or their

right-of-way. However Ordinance 158139 of 1986, which is apparently the authority for Chapter 33.550 shows the LRT on the detour alignment. It is not clear how this conflict occurred, nor what implications it may have. Ordinance No 158139 is attachment 5 to this paper.

Streetcar 2000 Study

In 2000, Tri-Met staff made a new study of the Willamette Shore Railway to determine the feasibility and cost of improving the WSR as an extension of the City's streetcar from Riverplace to Lake Oswego. Unlike earlier studies that had assumed double track alignments, developed as a major light rail route, this study assumed that much of the WSR, including the segment through John's Landing could remain as single track, since the line would run only as far as Lake Oswego. The new track would be in the same location as the existing track, and fit within the existing right-of-way with space left over for some additional landscaping or mitigation. Service would be operated by streetcars which are similar in size to the existing trolley/generator sets, and at lower speeds than is typical on LRT. This proposal is still awaiting consideration.

Attachments

- 1) City of Portland Ordinance No 138036
- 2) 1978 Master Plan Revision for John's Landing, and revised transitway map
- 3) Southern Pacific vs. Cummins, 1987: Judgment
- 4) Title 33, Planning and Zoning : 33.550 Macadam Plan District
- 5) City of Portland Ordinance No 158139

Gerald D Fox
8/1/01

From: Karen Withrow
To: Fred Granata
Date: 08/30/2007 6:20 PM
Subject: Re: LOPAC Recommendation & Project Schedule

Fred,

Thank you for your email and I'm sorry to take awhile to respond. We have some staff changes and I just recently received a copy of your email.

I wanted to let you know that the citizen committee has several regular bus riders as members. Two live in or near Lake Oswego and one lives more in the center of the alignment. Of the two from the south end, one regularly commutes to work using the bus and has for years. The other is retired but used the bus to commute while still working and still uses it for recreational or other travel. The one from the central section uses the bus and/or walks almost exclusively.

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

>>> "Fred Granata" <fred@sgranata.net> 08/09/2007 5:59 PM >>>

My comment: I don't know the composition of this committee and did not even know of its existence until about one month ago. I wonder how many of its members are elitists who almost never ride the bus. Were any of the members of the committee ordinary citizens, such as I, who ride the bus from Lake Oswego to Downtown almost every weekday?

Fred Granata
----- Original Message -----
From: <Newellk@metro.dst.or.us>
To: <fred@sgranata.net>
Sent: Thursday, August 09, 2007 3:07 PM
Subject: [SPAM] LOPAC Recommendation & Project Schedule

> LOPAC RECOMMENDATION & PROJECT SCHEDULE
>
> Dear Lake Oswego to Portland Transit and Trails Alternatives Analysis
> Interested Parties,
>
> Attached is the LOPAC Locally Preferred Alternative (LPA) recommendation
> and project schedule. The recommendation has been updated since the July
> 31, 2007 LOPAC meeting to include committee votes submitted by e-mail.
>
> If you have any questions, please do not hesitate to contact me, Kelsey
> Newell, by phone at (503) 797-1756 or by e-mail at
> newellk@metro.dst.or.us.
>
> Thank you,
>
> Kelsey Newell
> Administrative Secretary
> Metro Planning
> newellk@metro.dst.or.us
> (503) 797-1756
>
> ----- End of message -----
> 03:06:47PM;09-Aug-2007;0016546;00181683

Trans System Accounts

From: Beatrice Hedlund <beahedlund@earthlink.net>
To: <trans@metro.dst.or.us>
Date: 7/15/2007 11:21 PM
CC: Joel & Wilma McNulty <wil_jo_2@msn.com>

My husband and I would like to see bicycle and pedestrian trails between Lake Oswego and Portland. An electric powered streetcar would be our preference rather than a rapid bus service.

Thank you,

Bea and John Hedlund
240 SW Birdshill Rd
Portland, OR 97219

From: Norma Edythe Heyser <grandnorma@bigplanet.com>
To: <trans@metro.dst.or.us>
Date: 06/23/2007 8:02 AM
Subject: Re: June 2007 Metro E-Newsletter

PLEASE GIVE US A TROLLY, WALK/BIKE TRAIL TO PORTLAND. I AM IN MY SEVENTIES AND MY VITAL ELDER FRIENDS AND I WANT TO GET OUT OF OUR CARS (IT IS TOO SCARY TO DRIVE FOR US) . WE WOULD RATHER WALK ALONG THE BEAUTIFUL WILLAMETTE RIVER THAN AROUND SOME ASFALT TRACK. PLEASE, THIS WILL BE A HUGE GIFT TO THE FUTURE - OUR CHILDREN CAN GET THEIR LEGS BACK (THIS ONES THEY ARE LOSING IN THEIR PUSH CARTS AND THE BACK SEATS OF THEIR PARENT'S CARS. NORMA HEYSER PETERSON
On Jun 22, 2007, at 4:15 PM, trans@metro.dst.or.us wrote:

- > METRO REGIONAL PLANNING E-NEWSLETTER
- > June 2007
- >
- > Welcome to Metro's regional planning newsletter, e-mailed
- > periodically to interested persons. Check the end of the newsletter
- > for subscription information.
- >
- > In this issue:
- >
- > * Lake Oswego to Portland Open Houses and Public Hearing
- > * Bike There!
- > * Tips for Beating High Gas Prices
- > * Let's Talk Trash
- > * 2035 Regional Transportation Plan
- > * Vancouver BC Study Tour Recap Event July 11
- >
- > *****
- > Public invited to discuss options to improve transportation between
- > Lake Oswego and Portland
- >
- > Should rapid bus or streetcar be considered on Highway 43 and the
- > Willamette Shoreline right of way? Should a pedestrian and bike
- > trail be built between Lake Oswego and Portland? These and other
- > questions will be considered at an open house meeting to discuss
- > ways to improve transportation between Lake Oswego and Portland.
- >
- > After defining a wide range of transit and trail alternatives,
- > Metro staff analyzed several options before three committees – one
- > comprised of citizens, another of technical advisors, one of
- > elected officials – narrowed the wide range to a few that best
- > address transportation needs in the corridor.
- >
- > One of three alternatives or combinations of alternatives will
- > advance for further study in the next phase of the project. They
- > include a no-build option, a Bus Rapid Transit line on Highway 43
- > and a streetcar on the Willamette Shoreline right-of-way, Macadam
- > Avenue or parts of both.
- >
- > The open houses will follow a flexible, drop-in format so residents
- > can arrive at any time and spend as much time as necessary talking
- > with staff or reviewing maps and materials. A feedback form will
- > allow Metro to capture written comments. Open houses will take

From: "Houser, Doug" <Doug.Houser@bullivant.com>
To: <trans@metro-region.org>
Date: 8/28/2007 10:20 AM
Subject: Lake Oswego Alternatives Analysis

My wife and I are very concerned that the proposed Willamette Shoreline streetcar could cause serious safety problems for children in our neighborhood and be very hurtful to the value of property between Lake Oswego and Portland.

I think it makes good sense to have the streetcar go to Johns Landing, which is becoming a densely populated urban area with high rise condos. It makes no sense to run a streetcar past Johns Landing. The cost of an extension of a streetcar all the way to Lake Oswego, not only in tax dollars, but also in real costs to the homeowners between Lake Oswego and Portland, does not justify any streetcar between Lake Oswego and Johns Landing.

Thank you for your consideration of these thoughts.

Doug and Lucy Houser
11621 SW Military Lane
Portland, OR 97204

Douglas G. Houser
Bullivant|Houser|Bailey PC
888 S.W. Fifth Avenue, Suite 300
Portland, OR 97204
mailto:doug.houser@bullivant.com
direct dial: 503.499.4415 - fax: 503.295.0915
http://www.bullivant.com
Seattle . Vancouver . Portland . Sacramento . San Francisco . Las Vegas

"Bullivant.com" made the following annotations on 08/28/07, 10:20:07

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=====

Trans System Accounts - Comments on Lake Oswego to Portland Transit and Trail Study

From: Greg Johnson <gregj01@mac.com>
To: <trans@metro.dst.or.us>
Date: 7/7/2007 12:10 AM
Subject: Comments on Lake Oswego to Portland Transit and Trail Study

Hello,

I just wanted to quickly voice my opinion on the options being considered for the Lake Oswego to Portland transit options. As a former full-time and current temporary resident of Lake Oswego I am strongly in favor of the Streetcar option for the following reasons:

Enhances the Businesses and Communities of John's Landing and Lake Oswego

The Streetcar enhances the neighborhoods it passes through because of its 'romantic' appeal and friendly accessibility which encourage ridership. This friendly and appealing look and feel will bring people to the communities and businesses which would not have ridden the bus to the same locations. Additionally, the addition of the Streetcar to John's Landing and Lake Oswego would improve the appeal and image of both neighborhoods, leading to more residential demand and commercial demand, benefiting local businesses. The Streetcar would enhance and improve the communities it passes through, as it does in the Pearl and South Waterfront today.

Avoids, does not add to, and is not affected by traffic

The streetcar would provide an effective means of commuting to Downtown which avoids much traffic by travelling much of the distance separate from road traffic.

Cost and Ridership

According to your study, the Streetcar appears to be the lowest long term cost option. I am confident the higher up-front costs would be worth-it for the additional riders, improved neighborhoods and benefitted businesses along the line in John's Landing and Lake Oswego.

Finally, your study also concludes that the ridership of the Streetcar would be much larger in the long-term. This surely must be one of our most important goals here.

The bus option would only be a minor improvement on an existing system which is proven to be ineffective at encouraging people to use public transport between Lake Oswego and Portland. The Streetcar not only offers improved ridership and lower long term costs, it also benefits the neighborhoods it passes through by providing the catalyst for great urban renewal, which will benefit local businesses and communities tremendously.

Thank you,
 Greg Johnson
 1335 Chandler Road
 Lake Oswego, OR 97034

From: "Mark Johnson" <mark_johnson@instantiations.com>
To: <newmanb@metro.dst.or.us>, <burkholderr@metro.dst.or.us>
Date: 07/16/2007 4:38 PM
Subject: LOPAC comment

CC: <sofichk@metro.dst.or.us>, <porterfielda@metro.dst.or.us>
Metro Council,

As a citizen, business professional and avid cyclist in the southwest Portland community, I am writing to urge you to support including a walking and bicycling trail in the Lake Oswego to Portland corridor plan. Unfortunately I was unable to testify in person today at the public hearing because of a business trip that took me out of town.

As I understand it, the two main alternatives before you are Bus Rapid Transit and Streetcar. In my view an integral piece of any successful project would be a continuous, safe pedestrian and bicycle trail as part of the desired end results. From my independent research and discussion with knowledgeable transportation people in the community, it appears that a bicycle and pedestrian trail surpasses the ability of the two alternatives to reduce congestion along the corridor.

Research that I've reviewed (Alta Planning and Design) indicates that if a trail between Portland and Lake Oswego were available today, approximately 4,000 people would use it each day for commuting or recreational purposes. Given Portland's current phenomenal growth trajectory with cycling alone, I would wager that number is a conservative estimate and would likely double in the next few years.

If you fail to include a walking and bicycling trail in adopted plans for the corridor, you will have missed a huge opportunity to connect the region for people of all modes and one that I would personally use on a regular basis. Therefore I strongly urge you to support a plan that includes a walking and bicycling trail.

Thank for the opportunity to comment.

Sincerely,

Mark Johnson

Vice President

Trans System Accounts - Comments on Transit & Trail Options Between LO and PDX

From: "Sarah-Lynda Johnson" <sarahlynda@gmail.com>
To: <trans@metro.dst.or.us>
Date: 7/13/2007 2:07 PM
Subject: Comments on Transit & Trail Options Between LO and PDX

I would like to voice my support of building better public transit links between Lake Oswego and Portland.

I reside in the Sellwood neighborhood, and drive across the Sellwood Bridge and down Macadam daily to my job at Marylhurst University. My husband, a student at Marylhurst, busses from Sellwood either via Macadam or the back route, via Oregon City.

The driving commute takes about 20 minutes during off-peak traffic time. The bus commute takes about 1.5 hours.

Both my husband and I have attempted to commute by bike to Marylhurst, but riding on Macadam is totally unsafe. Commuting from Sellwood requires an extremely athletic sprint through the River View cemetery, to Terwilliger at the top of the hill, and back down through Tryan Creek.

Adding a bike and pedestrian lane to the Willamette Shoreline right of way would help us a great deal! I support this over, or in addition to, a dedicated bike lane along Macadam, simply because the hills on Macadam require too much skill and endurance to tackle as an average commuter.

I also **fully** support the construction of a streetcar either along Macadam or on the Willamette Shoreline right of way. Marylhurst University (not to mention PCC Sylvania, and Lewis and Clark) students and employees need a faster, more ecological way to travel between Portland and Lake Oswego. A streetcar extension will solve this problem. Lake Oswego residents must be tired of enduring the traffic along Macadam at peak hours. Wouldn't adding the streetcar as a commuting option make sense for them?

--Sarah-Lynda Johnson

file://C:\Documents and Settings\Newell\Local Settings\Temp\XPgrpwise4697872FMetCenMRC... 7/16/2007

From: "KAZEN Sonya B" <Sonya.B.KAZEN@odot.state.or.us>
To: <trans@metro-region.org>
Date: 06/25/2007 12:18 PM
Subject: OR 43: Willamette Shore Trolley for Streetcar

I think utilizing the existing Willamette Trolley right of way for a streetcar would be the least costly option, as well as least disruptive to traffic operations on OR 43 and the Sellwood Bridge, which are extremely overloaded right now. (I live up hill off of Terwilliger and see the traffic backing up all the way to Barbur Blvd. sometimes.)

The deeds to the properties located along the rail right of way clearly show the rail line. So the possibility of its use for rail service was disclosed to all property owners at the time of their purchase. There are design elements which could be employed for the streetcar to reduce impacts to adjacent properties. And they could always build fences...

Sonya kazen

From: "Reuel Kurzet" <rkurzet@hotmail.com>
To: <trans@metro.dst.or.us>
Date: 7/12/2007 8:24 PM
Subject: Portland--Lake Oswego Transit Options

Should rapid bus or streetcar be considered on Highway 43 and the Willamette Shoreline right of way? Should a pedestrian and bike trail be built between Lake Oswego and Portland?

Yes and Yes, Great ideas to encourage practical, useful, sustainable transit options between Portland and Lake Oswego.

Reuel Kurzet

MSN Latino: el sitio MSN para los hispanos en EE.UU. <http://latino.msn.com/>

From: "Gerry Langelier" <langeler@ovp.com>
To: <trans@metro.dst.or.us>
Date: 8/26/2007 12:59 PM
Subject: Light rail between Lake Oswego and Portland

Dear Metro representatives,

We are writing to ask you not to proceed with any plans for introducing light rail along the old Willamette Shore right-of-way, beyond a potential sensible extension to the John's Landing area from the South Waterfront.

There are both safety and economic reasons to make other choices to improve mass-transit in the area.

Safety:

SW Riverwood Road is a dead end with the old Willamette tracks crossing the road. There are about 20 homes on the river side of the tracks. Both during construction, and then after light rail would be implemented, any blockage of the road could have life-threatening consequences for residents here.

Imagine a stalled light rail train blocking the crossing on SW Riverwood. An ambulance or fire truck would have absolutely no alternative way around to respond to an emergency call. I believe that in essentially all other light rail locations in the Metro area, there are at least some secondary routes that could be used - but not on SW Riverwood. The same holds true for certain individual homes in the area, where the tracks cross their driveways. Those homes would become inaccessible at various times to emergency vehicles. Lives could be lost.

A second issue, with much more certain risk, is that to neighborhood children. Again, current light rail tracks in greater Portland do not tend to run right across driveways, and/or right through the back yards of residents with small children. We all know there is a natural attraction for kids to train tracks. Having an active, rapidly moving rail system literally feet away from homes would not pass any common sense test for safety. If you were to implement light rail through our neighborhood, you would be putting our children in mortal danger.

The economic issues are far less emotional, but equally real. There is simply no way the traffic projections we have seen make sense for this route. If adjusted for reality, and then compared to the cost of the project, the numbers do not make sense.

We urge you to strongly consider the other alternatives on the table:

1. Perhaps extend the light rail from South Waterfront to Johns Landing
2. And either in conjunction with that, or in place of that, create an attractive express bus service on Macadam (Rt. 43) connecting West Linn and Lake Oswego to the light rail in Portland.

If you really feel light rail is the answer, then put the light rail along Macadam, where residents have already handled the safety issue of high speed traffic by keeping their distance from the thoroughfare.

Thank you.

Best regards,
Gerry & Kim Langelier
11522 SW Riverwood Road
Portland, OR 97219

From: Karen Withrow
To: Craig Larson
Date: 09/05/2007 5:11 PM
Subject: Re: Lake Oswego to Portland Transit and Trail Study

CC: Amelia Porterfield; Brian Newman; Robert Liberty; Ross Roberts; Wake...
Craig,

Thank you for repeating your questions related to the Lake Oswego to Portland Transit and Trail Study. I apologize that your original request did not receive a timely response. As we have had some recent changes in our administrative staff support structure, your questions just came to my attention today.

With the conclusion of the public comment period, we will immediately prepare and share a Public Comment Report with project decision-makers including the Steering Committee, local jurisdictions and the Metro Council. Public comment is taken into consideration throughout the process via public meetings, the community-based project advisory committee and public comment as well as during the recommendation phase.

To respond to your question about what will be done to offset the economic impact to properties that border the proposed route, this is something more fully addressed as the project progresses.

As currently proposed, the project alternatives are based on a very limited amount of conceptual design, less than five percent. The next stage of study, an Environmental Impact Statement (EIS), will advance alignment design to a higher level and then evaluate potential project impacts in detail, things like water quality, noise and vibration, visual and other potential effects. The results of this evaluation will provide the project with the information required to better understand potential property impacts.

A project always strives to avoid impacts or minimize them but in some cases mitigation may be required. A variety of mitigation strategies are available depending on the type of impact. Throughout the EIS process, property owners and the public will be invited to engage in the project and will be informed through newsletters and public events.

Timing for initiation of the EIS has not yet been finalized but will be discussed by decision-makers along with the project recommendations from the Project Advisory Committee and Project Management Group (staff).

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

>>> "Craig Larson" <c.r.larson@comcast.net> 09/01/2007 11:36 AM >>>
Dear Councilors,

Last month I asked the folks conducting the Lake Oswego to Portland Transit and Trail Study a few questions. I have not received a response. So I ask you, my representatives, the same questions. Please review my correspondence below where I asked these questions. The need to address these matters is relatively urgent in that the window for public comment ends on September 7, 2007. My support for the Willamette Shoreline alternative depends on what kind of plan regional governments have to address the points I have raised. Additionally, please let me know if the Metro Transit and Trail study group responds to public input or even considers it. The lack of response has led me to wonder.

Thank you for your time.

Craig Larson, P.E.

Emailed to Metro through their on-line webform on August 16, 2007.

Address:

http://www.surveymonkey.com/s.aspx?sm=gq_2bxDdS_2bfLD4yuSMMI0E6A_3d_3d

I support mass transportation development as it is responsible public policy for reasons of social benefit and ecology. I am a civil engineer and own a condominium less than 25 feet from the Willamette Shore rail line.

What does Metro plan to do to offset the economic impact to properties that border the proposed route? Over the last year we have tried to sell our Condo and found two buyers who accepted our offer on separate occasions. In each case the buyers backed out of the sale because of the current Metro sponsored discussion of the Willamette Shore alternative. We purchased our property years ago in consideration of the non-development assurance obtained during the original construction of the complex. This assurance stated that a commuter rail line would not use this route. Now we can't sell our property because of the studied alternative is in direct conflict with this non-development limitation.

We have already suffered an economic impact just because Metro is evaluating this as an alternative. We will certainly suffer further impact if the Willamette Shore route is selected. The peace and serenity of our park like setting would be permanently destroyed should this rail line become viable. Please let me know what Metro will do to compensate those grossly affected by the current evaluation and future construction, should that occur.

Craig Larson

5150 SW Macadam Ave

Portland, Oregon 97239

503-380-5634

An additional note I added remarking about the bias of the survey:

The survey above has a clear bias. Please note the use of the language in question 10 above: "...connect through the very constrained center section." It would be fair if you also mentioned the adverse impact to livability to nearby condos that boarder the rail right-of-way.

From: Glenn <glenn@easystreet.com>
To: <trans@metro.dst.or.us>
Date: 06/25/2007 1:21 AM
Subject: Portland - Lake Oswego Feedback

Right now, Metro is looking at the Portland - Lake Oswego project as one giant project. I think this needs to be looked at as several stages of construction.

What we need to consider right now is what can be done right now to improve things with much less cost.

There is an existing trail that goes almost to the Sellwood Bridge called the Willamette Greenway trail. The pavement is bad in places, but it once connected Waterfront Park with the Sellwood Bridge, before various construction blocked this route.

Today, this can be reconnected with relatively little cost because the right of way for the trail is pretty much already there without doing much of anything to the railroad line.

The existence of this trail makes me wonder about the need to add a second trail beside it in the John's Landing area. It seems more sensible to just expand the width of the existing trail and improve its routing in a few places.

The railroad line should not be used for a trail from Willamette Park northward. There are too many driveways and small streets that pose a hazard. The existing Willamette Greenway trail is as close to the river as possible, and only conflicts with auto traffic where it is absolutely not possible to do anything else.

The existing paved trail from Lake Oswego to Tryon Creek State Park is nowhere near 15 feet wide, and I seriously question if this width is vital to the function of the trail. The existing Willamette River Greenway trail is only about 4 feet wide in many places, and that is probably too narrow, yet it seems to work OK so long as bicyclists and pedestrians are polite to each other.

If the trail needs to be 15 feet wide, it would be better to extend the Willamette Greenway Trail first as a narrow trail, and then widen the trail as use proves necessary. Right now, the use just isn't there to justify such a width.

Right now, this trail ends by running into a driveway near the Sellwood Bridge, and simply ending. On the other side of this driveway, there is a gravel right of way that could be used to extend this trail further south. Extending this trail southward to the Sellwood Bridge, and getting bike traffic off of Highway 43, could be done right now if you wanted to.

I think that Metro has really missed out on a great opportunity with the railroad line. Right now Moody Avenue is completely torn up, and the Portland Streetcar is using the old right of way that the Willamette Shore Trolley used only a few short years ago. If someone had just had the foresight to keep that last 200 feet of track in service and build a

connection between the two, streetcar service from Portland to Willamette Park could have started this fall. Unfortunately, due to a rather severe lack of vision, this last 200 feet of track was removed this past year, and so even to get service to Willamette Park will now require an expensive rebuild of this last 200 feet of SE Moody street.

After these stages are built ("Vintage Trolley" extension to Willamette Park operating in conjunction with Willamette Shore Trolley, and extending the Willamette Greenway Trail to the Sellwood Bridge, then it is time to extend the trail:

1. to Powers Marine Park. This will require some considerable effort to get around the driveway and the railroad line that are already there. However, once past the driveway, there is an existing gravel road / trail that is already in Powers Marine Park. This could be used with little modification as-is for the trail.

After Powers Marine Park, the routing becomes much more difficult. For that, you will definitely need to carefully consider your options, but up until that point, the decision process seems fairly clear.

In terms of putting the streetcar line in Macadam Avenue, this doesn't seem like this would be a good idea due to the reduction in speed as the streetcar comes into conflict with auto traffic. The slower route along the river that doesn't have as much traffic trouble seems far superior.

I still think Metro is severely missing out on all the potential that exists in the existing railroad line from Lake Oswego to Portland via Milwaukie. Amtrak can get, and regularly does get, passengers from the Oregon City Amtrak station to Portland Union Station in less time than you are planning for the streetcar between Lake Oswego and Portland. Even without adding any additional speed, trains will be able to move from Lake Oswego to Milwaukie to Portland Union Station far faster than what you are planning on this route. Therefore, this route really needs to be treated as a secondary route, with the primary traffic from Lake Oswego going via Milwaukie. The only problems you have on that line are the division territory between Portland & Western and Union Pacific, and moving the dispatching division point to Lake Oswego would take care of that problem.

- Glenn Laubaugh

Kathleen Mazzocco

From: "Kathleen Mazzocco" <kmazz@comcast.net>
To: <mcci@metro-region.org>
Sent: Saturday, August 04, 2007 8:51 AM
Subject: Lake Oswego Streetcar

Dear Transmetro,

I am delighted to learn the streetcar will arrive in Lake Oswego! When? The sooner the better. Please let me know ETA! Just make sure there is enough parking for those of us who have to drive to the streetcar.

Why not put a streetcar shuttle in place as well?

The traffic on all roads is only getting worse, destroying a key part of the livability of the area. Plus, we have to do our part to reduce emissions and CO2.

Thank you.
Kathleen Mazzocco
4846 SW Red Wing Way
Lake Oswego, OR 97035



8/4/2007

Trans System Accounts - Proposed streetcar between LO and Portland

From: "Johanna McCormick" <annahjmc@gmail.com>
To: <trans@metro-region.org>
Date: 7/29/2007 11:38 PM
Subject: Proposed streetcar between LO and Portland

After reading Brian Newman's letter in the July 26 Lake Oswego Review, and his request for the community to give input, I thought I would do so. I am a new resident to Lake Oswego, but in the last month have already used the bus to travel to Portland six times. I would be quite happy to take a streetcar instead. Of course, being new to the area, I admit I am not savvy about facts and figures----this is just an emotional reaction. Perhaps the cons far outweigh the pros. I would like to understand more about this.

But, without a doubt, my first reaction is most favorable.

Regards,
J. McCormick
Glenmorrie Drive
Lake Oswego

Trans System Accounts - Bike and pedestrian trail between Lake Oswego and Portland

From: "Wilma McNulty" <wil_jo_2@msn.com>
To: <trans@metro.dst.or.us>
Date: 7/15/2007 10:50 PM
Subject: Bike and pedestrian trail between Lake Oswego and Portland
CC: "Wilma McNulty" <wil_jo_2@msn.com>

Dear Decision Makers: We strongly support bicycle and pedestrian trails between Lake Oswego and Portland. An electric powered streetcar would be our preference rather than a rapid bus service.

Sincerely,

Wilma and Joel McNulty
4100 Coltsfoot Lane
Lake Oswego, OR 97035

file://C:\Documents and Settings\Newell\Local Settings\Temp\XPgrpwise\469AA4A8MetCenMR... 7/16/2007

From: "Edward Newbegin" <ENewbegin@waderain.com>
To: <trans@metro.dst.or.us>
Date: 9/7/2007 4:30 PM
Subject: Lake Oswego Streetcar

I am writing this letter in opposition to the proposed streetcar from Lake Oswego to Portland. I have lived on Military Rd for the past 26 years and am very familiar with the traffic situation on Highway 43. Surprisingly the traffic on HWY 43 moves very well in the morning but jams up in the evening because it is bottlenecked in Oswego. But I would guess that more people go by my house on HWY 43 in 20 minutes than would ride on a streetcar in 24 hours.

My major question which I would like you to answer is where are people going to park their cars when they ride the streetcar? How do they get to the street car? They certainly aren't going to walk as most residents live several miles from the end of the line which I understand is the Albertson's parking lot. And maybe they will ride bikes but this seems unlikely to me. And a bus- wait for the bus- wait for the streetcar again not likely. So do you expect all of them to park in the Albertson's lot or on the streets of Oswego. Even if the Albertson's lot were entirely dedicated to street car parking it wouldn't hold very many cars. The idea is basically flawed because there is no way for people get to the streetcar line- it is very inconvenient and consequently it won't succeed. Your money would be better spent on figuring out how to improve the flow of traffic through Oswego in the evening.

It is evident that you have already made up your minds like all of the other light rail additions in Portland and you are only going through the motions of public input. If you really want public input why don't you take a poll of the citizens in the area and find out what they think. Private companies would never proceed with a project like this without a thorough evaluation of the customer needs. But this won't give you the answer you want to hear, but a poll would inform you of the reality of the situation rather than your planner's utopia.

Ed Newbegin

02304 SW Military Rd.

Portland 97219

503-692-5353

From: <RonoCorp400@aol.com>
To: <trans@metro.dst.or.us>
Date: 8/27/2007 10:42 AM
Subject: Streetcar Route

I am opposed to extending the streetcar line past S.W. Nevada in Johns Landing. The expense involved and disruption are not justified by potential usage.

Robert H. Noyes Jr.

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<http://discover.aol.com/memed/aolcom30tour>

From: nick orfanakis <gorfanak@yahoo.com>
To: <trans@metro.dst.or.us>
Date: 07/04/2007 5:36 PM
Subject: Lake oswego trolley

I am writing to encourage the trolley plan over the other two alternatives. The Max has confirmed that people will use this system over the individual auto and buses. The experiment has been run in Many of our major cities with extensive subway systems and throughout Europe. The data you present of lower operating cost and substantial development potential are compelling. We loose money delaying. You have my enthusiastic support.

Nick Orfanakis
18650 SW Stafford
Lake Oswego, OR

Shape Yahoo! in your own image. Join our Network Research Panel today!
http://surveylink.yahoo.com/gmrs/yahoo_panel_invite.asp?a=7

From: "Dave Pagni" <d.pagni@comcast.net>
To: <trans@metro-region.org>
Date: 8/4/2007 11:39 AM
Subject: Streetcar to Lake Oswego

Anyone who is a veteran of I-5 or 217 knows that ANY relief to the clogged roads will be very welcome. As we create the "build out" in West Linn and Lake Oswego to honor our urban growth boundary commitments and welcome more smokeless industry and office buildings along Kruse way and Boones Ferry, the thousands more transients on the roads will make our region as bad or worse than Seattle. we simply NEED mass transit that will help relieve this mess. If taxes are required, so be it. As citizens, we need to support the fabric of our society..roads, mass transit, water, sewers, infrastructure repair, police, schools...the things that rugged individualism can't do. Let's get real and start a meaningful mass transit system to the SW suburbs now!

Dave Pagni
503-372-9281
Lake Oswego

From: "SURESH" <sparanjpe@colorx.com>
To: <trans@metro.dst.or.us>
Date: 9/5/2007 7:22 PM
Subject: oppose right of way of Willamette Shore Line for a street car and dedicated bike and pedestrian path between Portland to Lake Oswego consideration

I oppose very much right of way of Willamette Shore Line for a street car and dedicated bike and pedestrian path from Portland to Lake Oswego. Percent of transit riders are continuing to go down significantly and street car project is likely cost a quarter billion dollar just to build (probably more with inflation). More market research needs to be done to justify if potential use can justify the immense cost of building the improvement for using street car between Lake Oswego and Johns Landing. Street car makes sense on Macadam from South Waterfront to SW Nevada Street in John's Landing.

Street car does not make sense through single family residences in the unincorporated Multnomah County area and creating hundreds of dangerous Street car crossings between Lake Oswego and Johns Landing.

Furthermore, using Willamette Shore Line for dedicated bike and pedestrian path is not a legal use of the tract.

:-)

Suresh C. Paranjpe, Ph.D. Engineering
11150 SW Riverwood Road
Portland, OR 97219
503-387-3777; Fax: 503-387-3778
Cell: 503-539-1262

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From: Clara Porter <drporter@teleport.com>
To: <trans@metro.dst.or.us>
Date: 9/4/2007 11:43 PM
Subject: Street car

I am a long time resident living on Riverwood Rd. I am probably one of very few residents who ride the bus into Portland and always drive to Lake Oswego. I have observed that people who do take the bus in either directions are students or service people in the community. Since I am past 80 and live near the end of Riverwood, I drive into Lake Oswego to catch the bus into Portland as do matinee theater goers and shoppers, or whatever, and park nearby. I, personally, park in Safeway's lot rationalizing it to be my chief grocer and I do my shopping there before or after my venture into town, thus saving time, parking fees, traffic congestion, gas and pollution.

I live on the bank of the river and rarely ever hear the little trolley and doubt that the streetcar would affect me at all, but I side with my neighbors who oppose its construction. Its cost for such little use seems such a waste. I would favor a bicycle trail or a hiking route in place of the railroad tracks. Good shelters at bus stops might be an incentive for more people to ride the bus. Have you ever waited for a bus in the wind and rain, or for that matter in the hot sun? It's not pleasant!

Who knows? A good bicycle trail may take a few more cars off the road!

Clara Porter

From: "Carol Radich" <caradich@hotmail.com>
To: <trans@metro-region.org>
Date: 7/28/2007 3:10 PM
Subject: streetcar extension Lake Oswego

We would like to take this opportunity to express our support of a streetcar extension to Lake Oswego (and beyond if possible?). We use public transportation whenever possible: bus 43 to work downtown, MAX to the airport, streetcar to eat or shop in the Pearl, etc. The traffic congestion on Highway 43 is terrible and could certainly be at least partially alleviated by a streetcar extension to downtown LO. The convenience of the streetcar should entice more commuters to take public transportation.

Being bike enthusiasts, we would also LOVE to have bike access from downtown Lake Oswego to the Sellwood Bridge. Best of all would be a bike path along the existing trolley line. Biking highway 43 is extremely dangerous (we attempt it only on Saturday or Sunday AM) and the only current alternative is using Tryon Creek Park and Terwilliger.

Good luck!!!!
Carol & David Radich
669 Ellis
Lake Oswego
97034
503 636 8703

Don't get caught with egg on your face. Play Chicktionary!
http://club.live.com/chicktictionary.aspx?icid=chick_hotmailtextlink2

From: "Robin Riker" <rikerr@riker-riker.com>
To: <trans@metro.dst.or.us>
Date: 9/9/2007 11:53 PM
Subject: Lake Oswego to Portland Transit options

A streetcar running between Lake Oswego and to the South Waterfront area is the best option. The appeal of the streetcar will far surpass the draw of BRT. In addition BRT could always be added at a later date if conditions required it. It is of paramount importance to incorporate provisions for pedestrians and bike commuters into the plan right from the start. If the challenges in Segment 2 prohibit providing for foot/bike traffic the entire length of the ROW the foot/bike paths should extend as far as possible.

If a decision is made to only implement segment 1 as a first phase then it should extend south to the Sellwood Bridge to provide for future transit connections east over the bridge.

In Segment 1 (the north section) running the streetcar along the WSL ROW would provide the most dependable and fastest transit times. The drawbacks are less commercial development, less privacy between some condominiums, and determining a path for bike commuters would be more challenging. Alternatively running the streetcar along Macadam provides for better commercial development and increased privacy for the condominiums but the streetcar will be subject to traffic congestion on Macadam. While using the WSL ROW would be a great option for bike commuters the legal issues surrounding this use of the ROW are unclear.

In Segment 2 (the middle section) the streetcar could run on the existing WSL ROW is the clear solution. The tunnel, trestle bridge, and closeness to some of the Dunthorpe homes are the biggest challenges facing the streetcar in this area but shouldn't be allowed to stop the process. Although handling pedestrians and bike traffic would be more complicated in this segment it is a serious requirement that needs to be handled in some way. It will be even more difficult to add provisions for pedestrians and bike traffic later in a separate project. If no way can be found to allow for pedestrians and bike traffic in Segment 2 then provisions should be made to handle those users with a special streetcar designated for bikes, dogs, baby strollers, etc. Segment 2 could be a "free fare zone" to encourage bike/foot traffic to bridge the gap in bike and pedestrian trails. The proposed streetcar stops in the area do not include a stop for the houses west of the light at Riverdale/Hwy 43. Even if a stop was possible it would take minimal resources to provide a foot/bike path north from the Riverdale light to the Sellwood Bridge.

In Segment 3 the streetcar would best serve Lake Oswego with the Albertsons Terminal option. The Albertsons option serves the most people and stimulates the most commercial growth without negatively impacting street traffic in Lake Oswego. Providing for pedestrians and bike commuters is easy in this

area. The streetcar should stay off of Hwy 43/State street, "A" street and "B" street since running on the surface streets in Lake Oswego would add to the congestion rather than relieve it.

Robin Riker

Riverdale neighborhood resident

Trans System Accounts - Comment on transit and trail options between Lake Oswego and Portland

From: "RISHER Wes" <Risher.Wes@deq.state.or.us>
To: <trans@metro-region.org>
Date: 7/16/2007 3:15 PM
Subject: Comment on transit and trail options between Lake Oswego and Portland

For the record,

I recently viewed the visual simulation of the BRT and Streetcar transit and trail options between Lake Oswego and Portland. From the visual simulation I learned that one of the options for a Lake Oswego streetcar terminus was to have it dead-end it at the Albertson's. This option is senseless and a poor investment of our transportation dollar.

The *Hwy 43 Trolley/Foothills terminus* or the *Ave A and 1st Street loop (Safeway loop)* are both much more preferable to the *Albertson's terminus* as they do not forestall possible future extensions. Communities do exist further south on Hwy 43 like West Linn and even Oregon City. Metro should not invest in an alignment that terminates with so little present or future value; do not select nor build the *Albertson's terminus* option.

Regards,

Wes Risher

work: 503-229-5092
home address: 6840 SW 7th Ave., Portland, OR 97219
wrisher@easystreet.com

file://C:\Documents and Settings\Newell\Local Settings\Temp\XPgrpwise\469B8B8CMetCenMR... 7/19/2007

Trans System Accounts - Lake Oswego to Portland Multi-Use Trail Public Comment

From: "Phillip, Maile and Ella" <stumptown@speakeasy.net>
To: <trans@metro.dst.or.us>
Date: 7/8/2007 12:48 AM
Subject: Lake Oswego to Portland Multi-Use Trail Public Comment

The stated purpose of the LOPAC process has been "to develop a transit project that will meet future travel demands and support local and regional land use plans."

Research from Alta Planning and Design, one of the nation's leading bicycle planning firms, indicates that if a trail between Portland and Lake Oswego were on the ground today, approximately 4,000 people would use it each day for **commuting** or recreational purposes. While Metro staff has not done the projections, past experience and anecdotal evidence from around the region indicate that the trail would experience a significant increase in use in the upcoming years, seeing as many as 6,000-12,000 daily users by the year 2025.

By comparison, the bus has 1,870 riders today and 8,700 projected for 2025. Streetcar is projected to have 10,900 riders each day in 2025. Therefore, a walking and biking rail could meet 50-100% of the travel demand at a fraction of the cost of the other options. It should be strongly considered at least in addition to either option, if not an option on its own.

When we consider the travel time along the corridor, Metro estimates that BRT will take 39 minutes and streetcar will take 30 minutes to get from Portland State University to Lake Oswego. Using the Portland Office of Transportation's "no-sweat pace" bike distance calculator (10 miles/hour), it would take approximately 35-45 minutes for a slow cyclist to bike from Lake Oswego to Portland. By factoring in walking, transferring, waiting and looking for parking, bicycling compares favorably to, both BRT and streetcar in terms of efficiency.

The high cost of building a streetcar alignment is mitigated by the potential for development that has been identified, and by the federal funding that is available for such projects. What has not been articulated throughout this process is the potential for development along trail alignments. While development varies, a 3.5 mile trail in Vancouver, WA cost \$3.5 million to build and had helped catalyze over \$300 million in private redevelopment along the trail; a pay off of almost 100:1!

A Wisconsin DOT study estimates bicycling provides \$765-\$835 million in annual economic benefits throughout the state in the form of retail, service, advocacy, distribution and manufacturing jobs in addition to fees from bicycle related tourism and events. Portland's bike industry is estimated to provide 800 jobs and over \$63 million a year to the City.

If nothing else - build the bike ped trail as a "phase one" project and add the bus or street car at a later date.

Dedicated Bike routes should be safe for people of all ages and abilities, and work as true connections within the region. If the Metro Council decision on this corridor fails to include a walking and bicycling link between the cities, we will have squandered the opportunity to build the facility that will best serve the current and future citizens of the region in the upcoming years.

Thank you,

Phillip Ross
 4554 NE Alberta Ct.
 Portland, Oregon 98218

From: "Laura Rybowskiak" <lrybowskiak@gmail.com>
To: <trans@metro.dst.or.us>
Date: 9/5/2007 3:25 PM
Subject: PDX/LO Transportation

I am for a trolley/tram/rail line between LO and PDX. I think Albertson's is the best option for a transit mall. The current trolley barn area just doesn't seem able to support the parking needed, unless there was room to expand (the recycling place, maybe...I read business was dwindling there due to curbside recycling). If there was sufficient room, then this would be better than Albertson's.

Additionally, Metro, ODOT, City of PDX and City of LO are working on a project at the mouth of Tryon Creek. Please coordinate efforts with this group. Hopefully, the culvert under 43 will be replaced, returning the road over the creek to a bridge. It would behoove all spenders of taxpayers' money to have both projects coordinated so nothing has to be redone.

Laura Rybowskiak
761 Briercliff Lane
Lake Oswego, OR 97034-1641

From: Bob and Corinna Sack <campbellsack@mac.com>
To: <withrowk@metro.dst.or.us>
Date: 08/30/2007 8:00 PM
Subject: Old Town Neighborhood Meeting
Attachments: Part.001

CC: McGuire Jeannie <mcguire15@hevanet.com>, Jane Heisler <jheisler@ci.osweg...
August 27, 2007

Karen M. Withrow
Office of Citizen Involvement
Metro/ Lake Oswego to Portland Transit and Trail Study
600 N.E. Grand
Portland OR 97232

Dear Ms. Withrow:

I wish to thank you for initiating a special meeting, held on August 15th, with our neighborhood, regarding the proposed location of a Lake Oswego-to-Portland streetcar terminal, and an associated Park-and-Ride facility, in the adjacent Albertson's shopping center. As you know, about 20 people were able to come to the meeting and share their thoughts and feelings about this proposal. Many ideas were brought forward and discussed.

A variety of opinions were expressed, but in regard to the following points, there seemed to be a strong consensus among the people in attendance at the meeting:

1. As an alternative to locating a Park-and-Ride at the Albertson's shopping center, we would like Metro to consider a placement near Marylhurst University with frequent shuttle service to the streetcar terminus. This placement would intercept traffic well before it reaches the Lake Oswego congestion, would be a boon for West Linn residents, and takes advantage of the relatively open, undeveloped land along that section of Highway 43. The shuttle would also provide a transportation link for the residents of Mary's Woods retirement community; many of these elderly people are unable to drive..
2. If the Albertson's proposal is carried out, a plan to protect the neighborhood from increased traffic must be in place. Specifically, the short segment of Durham Street that descends from Leonard into the Albertson's shopping center needs to be eliminated. This will remove the option of cars coming through our residential streets (on Durham or Leonard) to get to a Park-and-Ride facility. There may be other measures required to mitigate this problem. Although the short segment of Durham should be eliminated, there was general agreement that pedestrian access should be maintained.
3. Unless measures are taken to prevent it, our neighborhood streets will become a virtual Park-and-Ride when the Albertson's facility overflows. To prevent this will require signs posted short-term parking only (e.g., 3 hours) for non-residents, and parking stickers for cars belonging to Old Town residents. To be effective, this program will require enforcement by the Lake Oswego traffic police.

4. Currently, the Albertson's shopping center is a very active commercial area with a variety of businesses. In addition to the grocery store, there is a hardware store (the only one in at least a five-mile radius), a florist shop, exercise facility, toy store, and a number of small restaurants and other businesses. Needless to say, this convenient shopping area is an integral part of our neighborhood. Any redevelopment of the area should retain these businesses. It would be a major loss for our neighborhood if these businesses were to leave.

5. We are very supportive of Tri-Met converting to clean (now available) fuels for their fleet. This will improve the air quality, not only for our neighborhood, but for the whole region (see attached comment).

After the meeting, Jeannie McGuire, the OTNA Board Chairperson, polled board members for their opinions (not all were in attendance at the meeting). The overall concept of a streetcar termination at Albertson's, associated with a Park and Ride facility, received mixed reviews from the Board members. In summary, several were strongly opposed to the streetcar (or any new development), one member was strongly in favor of locating the Park and Ride at Marylhurst (with connecting shuttle service), and some members thought a Park and Ride at Albertson's could be attractive if it were done well; for example, like the parking structure at Lakeview Village. Jeannie will encourage individual members of the board to communicate their feelings directly to Metro. Because the board did not deliberate regarding this proposal, there is no official Old Town Neighborhood Association Board position.

As we understand it, there will be additional opportunities for community input if the LOPAC recommendations to Metro are approved, leading to an environment impact study. We look forward to being included in that process.

We would appreciate it if you would please pass these points on to the relevant decision makers.

Sincerely,

Robert Sack
208 Durham Street
Lake Oswego OR 97034

From: "Peter Seaman" <peter.seaman@pcc.edu>
To: <trans@metro.dst.or.us>
Date: 8/31/2007 2:27 PM
Subject: L.O. TO PORTLAND TRANSIT PROPOSAL

Good day:

I've been attempting to follow the work of the Lake Oswego to Portland transit group for about a year. I understand they have recommend three options, but none of the three is to allow a street car or train to run on the current Willamette Trolley (old Southern Pacific) ROW. I don't understand this decision at all. The key advantage of trains is having a dedicated ROW. Put the streetcar or light rail on the street, and you've basically got a much slower car stuck in the same traffic as the other cars.

I'm curious about what prompted the committee to avert their eyes from this obvious solution. Was it neighborhood opposition? (wealthy homeowners not wanting the streetcar or train to pass too close to their houses?). Is it the Elk Rock tunnel? (needing to be widened and therefore not considered a viable option). Is it the need for dedicated and expensive bridges to be built along the WSL ROW? (while highway bridges could support a streetcar now).

Seems to me that putting a streetcar or train on the old SP ROW is still the best long-term decision, but maybe I don't see the major obstacle. I wish someone could enlighten me. Thanks. - Peter

Peter Seaman

34 Aquinas Street

Lake Oswego, OR 97035

From: brianshaffer <tshaffer24@comcast.net>
To: <trans@metro.dst.or.us>
Date: 8/29/2007 3:36 PM
Subject: Streetcar opposition

Hello,

I am writing to inform the Streetcar Steering Committee that Dr Brian Shaffer and Mrs Tina Shaffer are both strongly opposed to running the new streetcar line into Lake Oswego through the Dunthorpe neighborhood, and support the alternative of running the streetcar through to John's Landing on Macadam Ave. It seems that with the high number of small school age children in the Dunthorpe neighborhood, running a streetcar puts these children walking to school of their friends' houses in danger, and is therefore clearly not a viable option. Thank you for your time.

Sincerely,
Mrs. Tina Shaffer

From: michele shapiro <parridesign@yahoo.com>
To: <trans@metro.dst.or.us>
Date: 8/3/2007 8:13 PM

RE: Transportation to Portland from Lake Oswego

We are a five person family all of bicycling age and would like to see a pedestrian and bicycle path all the way from Lake Oswego to Portland. What wouldn't be acceptable to us is a path on 43. I have seen so many near fatal accidents by motorists brushing their teeth, talking on the phone etc while driving. We would use a separate path along the train line similar to the spring water trail but on this side of the river. We frequently drive to sellwood and then bike from there.

A street car that would allow bicycles would also be helpful for the days we cannot bike and would like to get into the city without traffic and congestion.

Michele Shapiro
18325 Crestline Drive
Lake Oswego, OR 97034
503-636-6280

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From: Barbara Spears <BLSPEARS@EASYSTREET.COM>
To: <trans@metro.dst.or.us>
Date: 8/31/2007 10:36 AM
Subject: Lake Oswego Alternative Analysis

Dear Sirs,

This letter is to express my objection to the proposed streetcar to run between Lake Oswego and Portland. The government should not be spending our tax money in this way. It is a waste of money and it will do no good. I live close to Lake Oswego, between the two cities, and I do not know of a single person who would be willing to use the streetcar for transportation. It is clear to me that a good deal of the traffic tie up in Lake Oswego in the evening is due to people driving to the West Lynn area. This will do nothing to alleviate this problem. Please do not waste our money in this way.

Barbara Spears
01551 SW Military Rd
Portland, OR 97219

From: Robert Spurlock
To: Roberts, Ross; Withrow, Karen
Date: 08/06/2007 10:34 AM
Subject: Dunthorp resident in support of streetcar

CC: Monberg, Brian; Winter, Caleb
Hello Karen and Ross,

I'm the RTO intern and I wanted to email you guys on behalf of my friend Paul Duden who is a long-time Dunthorp resident and supporter of the streetcar. He asked me to give him the name and address of someone at Metro to whom he can send a letter in support of the project. Paul says that most of his friends and neighbors support the project, but that it's a more vocal minority who oppose it. Should I have Paul send his letter to one of you? I will also let him know that the public comment period runs until Sept. 7.

Thank you,

Robert

From: craig stephens <craigattbi@yahoo.com>
To: <trans@metro.dst.or.us>
Date: 7/14/2007 5:53 PM
Subject: citizen input for LO to Portland transit re bike path

CC: <craigattbi@yahoo.com>

The plan for transit is shaping up to include multiple transit options, bus, train and bike with the last being a) the most affordable b) the easiest to implement and c) needed a long time ago by bikers and would be bikers but d) likely precluded and certainly neglected in the mix. The most likely scenario is to be buses and light rail with the latter on the existing trolley line and the bike path along the light rail as an expansion of it.

So what is wrong with that, sounds reasonable, right? For starters the rail line is not expandable everywhere, certainly not in the tunnel. So it is impossible and it is clear that it is not seriously being considered.

I would like to propose the following solution: Build the bike path starting now and use creative thinking. At Elk Rock where the tunnel is located and where the old train trestle was, consider a floating deck out from the cliff (think I 90 for a floating highway and bike path) far enough to avoid falling rocks but no so far as to interfere with boats, easy at this location.

The ramps would need to pivot up and down with the level of the river like any ramp going to a floating structure. I suggest the bike path have a (green) roof and wire cable sides to make sure no one can catapult into the river.

Along the route, where it is narrow, I propose elevated bike path, again covered, height above the light rail. This just requires the beam anchor along the rail path and ensures no interaction between the train and the bikers and requires no right of way expansion into properties that would not want expansion.

Further I suggest that of all the transit methods, the bike path can be implemented immediately with less money and is the most sustainable. No drivers, no filling stations, little maintenance, no fares, no pollution and if this is covered it could be used year round and would be far safer than the notorious route now. Most bikers go all the way around by Tryon Creek rather than risk death on 43.

Then, with a little more imagination this path could join up with the path that goes to West Linn by getting the bike path through LO and George Rogers Park and up the hill. So everyone is happy.

If the light rail is \$150 million est. and the bus is going in the hole at \$8 million a year and has a lot of controversial diesel issues, couldn't someone at least take a serious look at doing the bike path to alleviate the traffic?

Thanks,
Craig Stephens
330 Durham St.
Lake Oswego

Park yourself in front of a world of choices in alternative vehicles. Visit the Yahoo! Auto Green Center.
http://autos.yahoo.com/green_center/

From: "Stephens, Craig" <Craig.Stephens@NOVELLUS.com>
To: "Karen Withrow" <withrowk@metro.dst.or.us>
Date: 07/31/2007 12:54 PM
Subject: RE: Meeting Reminder & Agenda: 7/31/07 LOPAC

Karen

Thanks very much! I hope it (bike trail) receives consideration to the point where it becomes a reality and I definitely think it would get a lot of support because of the intense interest in the Portland area.

I still know human nature and if there is a train in the tunnel and there is no money to open the tunnel to the outside or to widen Hwy 43 or to have a covered "sky and river" elevated bike/walking trail AS A PRIORITY then there probably will not be one eventually by default.

You know if we send everyone to Europe to take a look-see at how things will be in the future with higher population density and energy limitations and smart planning, that would probably get us past the tipping point on a lot of this stuff. Plus we would all have a good time!

I am talking by eMail with a guy in Sweden where they accepted the winning design for a covered bike trail and built it. They have weather issues in Sweden too apparently. And Sweden has no oil and no nuclear so there is an incentive toward Green. I think Europe has figured a lot of these things out already, we might not need to reinvent the wheel.

As far as the transit station and parking lot bringing business to downtown Lake Oswego, there is a lot of precedent that says it will not. I think that Lake Oswego is barking up the wrong tree. Speaking for myself and my wife, we shop in downtown LO because we live in Old Town and support a lot of the businesses there. But having a transit station at Alberson's has a good chance of our deciding to move away from that. And our patronage would tend to follow us. So the transit station, like many built in the Portland area and across the country might drive out patronage.

I was looking at the area near Marylhurst over the weekend and it does seem perfect for a transit station and parking. It would be very convenient for lots of folks and easy access and excellent traffic relief. Not so with the transit center at Albersons or anywhere else downtown. Check out the congestion for the Farmers Market to get an idea. Lines of people trying to turn into the parking areas. There is no easy way to address the traffic parking issue for cars from State St. Combine the Farmers Market traffic with the commuter traffic and you have what it would be like!

Thanks,
Craig

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

From: Karen Withrow [mailto:withrowk@metro.dst.or.us]
Sent: Tuesday, July 31, 2007 10:06 AM
To: Craig Stephens
Cc: Kelsey Newell
Subject: RE: Meeting Reminder & Agenda: 7/31/07 LOPAC

Craig,

I will keep your comments for the record. And, just so you know, I really think that the bike trail will continue to receive consideration. Many people have expressed their personal support for it, organizations like Bicycle Transportation Alliance and others have urged support and there is much creative thinking going on among the project team about how to make it work. The details of an alignment may not be figured out for awhile but that doesn't mean that it can't continue to advance for further evaluation.

Karen

>>> "Stephens, Craig" <Craig.Stephens@NOVELLUS.com> 07/27/2007 6:15 PM >>>

Thanks Karen

I will skip to the bottom line for me. I would like to try to have everyone think about a bike trail and not bump it off the project! It would mean less traffic and, if the Albertson's giant parking extravaganza goes forward, as it looks like it will, and there is a lot of overflow into our neighborhood for parking, as is inevitable, every biker that is accommodated is one less car traveling down State in our area (if there is a bike lane to join up with West Linn) and one less person parking. And if someone can bike to the transit station from Pallasades or West Linn and put their bike on the bus or light rail, same thing.

So I am thinking that bike lanes are inexpensive, are sustainable, are maintainable at low cost and are healthy and should be given priority above all else but are not. If you look at that tunnel you will see that there needs to be some heavy pondering and my bet is that Metro will give up on the bike lane the same way they gave up on widening Hwy 43. One is about as doable as the other. I hope not. I will keep the faith but I just want to ask you to please consider the bike lane as sacrosanct. And bike lanes to the transit station. Which would be automatic if the transfer station were at Mary's Woods or Maryhurst.

Thanks again,

Craig

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

From: Karen Withrow [mailto:withrowk@metro.dst.or.us]

Sent: Friday, July 27, 2007 5:42 PM

To: Craig Stephens

Cc: Kelsey Newell

Subject: RE: Meeting Reminder & Agenda: 7/31/07 LOPAC

Craig,

Thank you for your thoughts. There has been much thought about how a trail might fit along with a rail line in the tunnel. At this point in the process, we do not have to have all the answers, however. This stage of study focuses on initial decisions about mode (bus or streetcar), alignment (on or off the Willamette Shoreline right of way or other local streets), and terminus (trolley barn, Safeway, Albertson's). Further study, an Environmental Impact Statement, will follow the current effort and result in more detailed recommendations about the specific of a route and design challenges like the rail and trail in the area of the tunnel. The ideas you've provided have been and will continue to be evaluated.

Karen

>>> "Stephens, Craig" <Craig.Stephens@NOVELLUS.com> 07/27/2007 3:11 PM >>>

Thanks, Kelsey!

Just as a comment that I see as a show stopper until or unless it is addressed, how will a trail negotiate the tunnel with a train, light rail or otherwise? I have made a suggestion, but no response so I am guessing it was considered impractical. It had to do with taking the trail first up over the tunnel on each end then down to the river in the middle on a pontoon like Seattle has done over Lake Washington. There is room on the river to do this, there used to be a train trestle there in the old days.

I don't think anyone would consider blasting out the tunnel so there is an open flat area to the cliff but maybe they are?? Not sure how the neighbors would feel about that but I guess it is possible.

So has anyone given this any thought at all and if so what conclusion if any? I see this as a show stopper for the light rail and the trail living together in harmony until or unless someone addresses the issue with a plan or a strategy or at least a possible solution or two are put on the table.

Is it just me??

Thanks,
Craig

I encourage whoever is involved in planning to go look at this from the North end, short walk. Then you will see what I am talking about! No trail can go in this tunnel with a train. Maybe bats but not humans.

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

From: Newellk@metro.dst.or.us [mailto:Newellk@metro.dst.or.us]
Sent: Friday, July 27, 2007 2:45 PM
To: craig.stephens@novellus.com
Subject: Meeting Reminder & Agenda: 7/31/07 LOPAC

MEETING REMINDER & AGENDA

What: Lake Oswego to Portland Transit and Trails Alternative Analysis PAC Meeting
Date: Tuesday, July 31, 2007
Time: 5:30 p.m.
Place: Lake Oswego Adult Community Center, 505 G Avenue, Lake Oswego

The meeting agenda is attached for your review.

Thank you,

Kelsey Newell
Administrative Secretary
Metro Planning
newellk@metro.dst.or.us
(503) 797-1756

--- End of message ---

02:44:31PM;27-Jul-2007;0016546;00179611

From: "Stephens, Craig" <Craig.Stephens@NOVELLUS.com>
To: "Karen Withrow" <withrowk@metro.dst.or.us>
Date: 08/23/2007 2:21 PM
Subject: RE LOPAC Citizen Input

CC: "Hawkins, Jeff" <Jeff.Hawkins@novellus.com>, "Kelsey Newell" <Newellk@me...
Karen

Thank you again for providing the insight to our meeting for the Old Town Neighborhood Association, as you definitely did, concerning the Hwy 43 corridor transit long term improvement plan.

After hearing the legal requirements on the trolley line as to their being used as same or they will no longer be available for use for transit, after hearing the constraints of the people that live along the trolley line as to no impact on their neighborhood such as any expansion might cause, and after hearing the conclusion that highway 43 cannot be widened, I feel I should address what I briefly mentioned at the end of the meeting relative to a bike and pedestrian path. I want to point out that a bike and pedestrian path have some pluses that should be kept in mind:

- 1) Green. No diesel fumes, almost no use of energy resources.
- 2) Safe. Light rail and buses kill people who get in the way but people and bikes seldom kill people in their way.
- 3) Maintenance is millions of dollars less per year.
- 4) Livability of residents near such a path can be unaffected with any reasonable approach. It can even be thought to be enhanced to have a jogging and pedestrian path, even for wealthy senior residents that are unlikely to ever take or need public transportation.
- 5) Initial cost is \$150 to \$200 M less.
- 6) A 400 car parking garage is no longer needed. No parking garage is needed. On either end. Bikes can start where you start, end where you want to go and be stored virtually anywhere.
- 7) Instead of pollution that can cause 100 to 200 premature deaths per million, the health of users is improved.
- 8) These happen to be the number one goals of Portland, Oregon, the Western States, Lake Oswego and large parts of the civilized world. Reduction of carbon emissions and wasted energy and it improves the traffic congestion on Highway 43 which was the stated goal of the project.

I know you know all that but at some point all these projects seem to devolve into projects to produce more parking spaces. We have to shift out of that paradigm I think. Take a look at any of the projects going on from George Rogers Park improvements to the Highway 43 improvement to all of the TriMet projects and notice the time and energy given to determining how to provide enough Parking! I think we need a good whack in the head every time we start talking about Parking!

My proposal is just this: Make paths for bikes on each side of the trolley tracks, north on right, south on left. Pedestrian path between the tracks. Lights in the tunnel. A cover with lighting underneath the roof if possible for all weather use and no glare to nearby residents. (This one is optional of course but it does provide a place for the wires for the lights in the tunnel. And by the way, stucco on the tunnel walls would be nice in case someone hits them.)

Marked crossings at streets, possibly with a light manually activated for safety. Once in a while the RR Historical Society would shut down the paths and slowly drive the trolley down and back as they do now so the legal requirements are met.

If the numbers in the Oregonian, and these numbers are roughly verified by those who ride their bikes downtown from LO now, are even roughly correct and there is roughly a 10 percent increase in bike ridership per year, and of course this would be accelerated as gas becomes more expensive, the traffic on Highway 43 (or the Pauling Highway as we might want to call it) is ameliorated. And note the cost and livability difference in the 8 items. Enough would be saved to build the Sellwood Bridge and have a light rail, bike and pedestrian crossing in parallel with it too!

So that is it. And there is really no reason to wait until 2010. A truck with some asphalt and guys with shovels could start anytime. And then the structure and wiring moved in with modules (no hammering to bother residents) and we are ready to become the bike envy of the US.

On another subject. I notice that Highway 43 has lane edge striping from Lake Oswego to the Sellwood Bridge and beyond. In places the striped area is very narrow, but it is marked. From Lake Oswego to West Linn there is a well-marked bike lane. But State Street has no marking at all and there seems to be room on the East side for a bike lane if not just a simple lane edge marking and there is no parking there so why is this? People say that Lake Oswego has no say because it belongs to ODOT but why would ODOT mark every part of Highway 43 but State Street in Lake Oswego? Do you know? You can see what I am getting at. We could have a marked bike lane along State Street. Since it is already used that way by bikers it seems that it could not hurt and it would give visibility and encouragement if not safety to bicyclists. And for auto drivers our fear of hitting someone means that this would help us avoid that catastrophe. Why is there no lane marking there? Who could I talk to try to get at least consideration of doing this?

Again, thanks very much,
Craig

From: "Stephens, Craig" <Craig.Stephens@NOVELLUS.com>
To: "Karen Withrow" <withrowk@metro.dst.or.us>
Date: 08/31/2007 3:43 PM
Subject: RE: RE LOPAC Citizen Input

Thanks, Karen! I have to tell you that your insight and ability to field all of these questions is amazing. I have looked at these things I am suggesting and similar situations in Portland. Relative to the latter I noticed on the east side of the Hawthorne Bridge a painted-out section between a lane that merges going straight and a right turn exit lane (going east) that makes it clear that the traffic going forward is to be in one lane. This would be good on the bridge over Oswego Creek going south so the merge is clear as to who is in the correct lane. This relates to the possible creation of a left turn lane going north for people turning onto McVey and a separate light for them with two other lanes going forward. I am certainly no expert in this but I would point out that in addition to adding a left turn light signal, traffic engineers could probably make the intersection at McVey, State and Green less confusing and therefore safer while they are at it. I suspect no one has looked at this for over 20 years.

Putting a left turn signal for turning onto Green from State, after looking at this from all angles, still looks like a good idea for all concerned. It appears to have a good cost/benefit tradeoff and it could be done at any time with very little effort.

And the bus/bike lane and the bike path on the sides of the train line, all these look like things that could easily be done with no harm and a lot of good. These things are very much in line with the goals. The big problem with these suggestions is that they don't solve a lot of the problem. But they are in the right direction and they solve some of the problem and they don't cost much. So, yes, I would very much appreciate your forwarding.

Thanks again!!
Craig

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

From: Karen Withrow [mailto:withrowk@metro.dst.or.us]
Sent: Friday, August 31, 2007 3:28 PM
To: Stephens, Craig
Subject: RE: RE LOPAC Citizen Input

Craig,

...and thank you for your ever-thoughtful comments.

Because they are so detailed, I am going to forward copies to a couple of our partners (ODOT, Lake Oswego) so they can read your suggestions directly. These are things they will want to be thinking about over time as it relates to continuing study of the corridor between Portland and Lake Oswego and/or other projects they are planning on in the areas you've mentioned.

I will also keep a copy of this email, along with some others from you in order to capture your comments as part of the official comment

record.

Thanks,
Karen

p.s. I'll also forward to TriMet as it relates to cleaner buses.

>>> "Stephens, Craig" <Craig.Stephens@NOVELLUS.com> 08/30/2007 8:38 AM
>>> >>>

Karen

Yes, that helps and it is right on as far as assessment from what I can see. Now for the butts....

I have to think that since the traffic is in one lane coming from West Linn that it cannot be too constricted by having one lane a little further, one block with no other traffic entering. I am dubious that having one lane of traffic extend one block further, past the park, and this is all I would ask for, would cause any problem. And it would not be blocked, just marked as multiple use. And the cost is just some paint to put a bicycle icon and a bus icon on the lane and some Botts Dots to give people a heads-up that they are entering a one block long mixed use lane so there could be buses and/or bikes in it too.

As far as both points about turning left onto Green, going into the park from the south, they are right on. First, that would involve no changes other than the traffic light. Second, traffic lights cost more than you or I earn in a year. Regardless of that fact, somehow there are a lot of them around. And they are all these big expensive elaborate type, suspended in the over the road, not the petite and attractive kind they use in Paris combined with the even smaller one at exactly the right location and height for bicycles and motorcycles and pedestrians. But somehow ODOT and all the other entities managed to get the money for the traffic lights in the first place so it cannot be outside the budget.

The big issue with George Rogers Park and the surrounding neighborhood (Old Town) and the City of Lake Oswego is that the goal is to get people to enter at Green and park on Green and not on Ladd. Ideally there would be a humungous sign over the road at Green like an arch that had an arrow like Oaks Park pointing East saying "George Rogers Park". And Ladd will become one way and narrow as part of "Phase V", all to get people to park on the Green St. side. But of course if people cannot turn at Green, they will turn at Ladd. Then they will park in Old Town on Durham or anyplace they can park and allow two feet for people to pass. Take a look sometime when there is something going on.

There is a light at Wilbur. It seems to work OK. Turns are accommodated. It can't be THAT hard or expensive, can it? I think there are about the same number of cars from Middlecrest as there are from Green, people go to the parking for the Lakeridge theater on Middlecrest and people go for the parking on Green, or some of them do. I did a count last night and there were far more people using Green than using Middlecrest. Using Green to park when going to George Rogers Park is the whole idea of Phase V of the park. It is the main goal. So it would just help everything work well together. Please mention this to

your friend at ODOT.

One other little thing is that the safety of this intersection relative to collisions could be improved with small changes. Some dots marking the merge going south on the bridge would help people know the preferred lane to merge to, right now it is what we call in my world of electronic controls, "a race condition". Race conditions create collisions.

And speaking of theory, I think that one lane with controlled speed can actually be faster than chaotic two lanes. The main reason for two lanes that I notice going north from the intersection is to accommodate the backup queue at the light at Wilbur.

My main point is that it would help the community enormously to have ODOT work with the entrance to George Rogers Park at Green and the impact to traffic would be negligible. Yes it would require new traffic signals and some thought about the intersection traffic flow but there are three or four years to think about that.

=====

And I still would like to see thought given to immediately making the existing parallel to Hwy 43 trolley line bike and pedestrian compatible. Low cost (even for the deluxe covered version with lighting in it) and high payoff for improving the transit. Please make sure this citizen's input is somewhere in the stack.

=====

By the way I note that Trimet is allocating a million dollars for Diesel Emissions Reduction Technology in CMAQ (air quality?) funds for 2008. I hope they will commit to a date for full conversion to filtration like King County (Seattle) Metro who have set 2010 for 100% clean diesel with filtration. Please encourage them to commit to 100% by 2010 and/or let me know who the key people are to advocate such a commit.

They are also spending 9.4 million on debt service. You would think they would quit buying and running buses and get busy with getting bike and pedestrian paths set up and going so they could REDUCE bus service, wouldn't that be more cost effective?

And in case I did not mention it before, after talking to neighbors and to knowledgeable people about the impact of a parking structure, I would like strongly express my opinion that a parking structure downtown is absolutely intolerable. It has not worked out well anywhere it has been done and it would not serve the Lake Oswego "village" concept. In fact it would go a long way toward destroying it.

Thanks very much for all your clear and insightful responses!, Craig

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

From: Karen Withrow [mailto:withrowk@metro.dst.or.us]

Sent: Wednesday, August 29, 2007 5:16 PM
To: Stephens, Craig
Cc: Hawkins, Jeff
Subject: RE: RE LOPAC Citizen Input

Craig,

In addition to conversation with Metro planners, I was at a meeting today with someone from ODOT and had a chance to pose the questions you asked in your email.

Here's what I learned:

1. Joint use right lane on State Street - this idea has been used in other locations but in Lake Oswego it would have the effect of further reducing capacity on Highway 43 in an area that is already very constrained and congested. That is not to say that transit and bicyclists aren't important but to maintain the maximum number of vehicles, a joint use lane would not likely be feasible.
2. Left turn lane for George Roger's Park - this is certainly not impossible, especially from an engineering perspective. However, the number of left turns at that intersection are not likely to justify the cost of making the improvements. This is partly because the signals would have to be redone and traffic light systems are quite expensive. Clearly many people access the park but typically a change like this is done in an area where there are more destinations or routes being served, maybe a shopping area and/or neighborhood or access through the area to another community.

Hope this helps,
Karen

>>> "Stephens, Craig" <Craig.Stephens@NOVELLUS.com> 08/27/2007 9:19 AM
>>> >>>
Karen

OK, that makes sense. My next suggestion on that issue is to specifically designate the right lane as a lane where buses and bicycles are given priority rather than cars, just to the extent of marking it that way. (Something like painted icons showing same and calling it a "joint use lane".) Right now the right lane is the "raceway" lane for folks speeding past people that turn left at "A". This is fun for people turning into this lane from Starbucks or any of the other driveways with no traffic light. With more buses and more bicycles as a priority it seems like having this lane be a designated "joint use lane" makes sense and again, nothing to do but put up signs and paint icons on the street to try to change behavior a little. (And enforce all this, which could be done by City Police. Can City Police give tickets to people on State? I think so(?).)

Here is another question that is pertinent to the changes at George Roger's Park that is a ODOT issue that perhaps someone there might know the answer to. Why can't a left hand turn lane be created going south on State, turning left at Green Street, where the parking for George Rogers Park is located? Obviously this would encourage people to park on the south side of the park, where everyone wants them

to, instead of on Ladd.

Right now, with the relayout of the Park underway, as much additional land could be added for a wider State St. as necessary. As far as I can tell none would really be necessary, it would just be necessary to continue to have only one lane on the east side of 43, going north, a little past the intersection at McVey to allow for a left turn lane. This is another deal where everyone says it is "impossible" because "ODOT would never do this" but if someone at ODOT were asked, maybe ODOT would and just did not know how important this is to getting the traffic flow right and helping the residents in Lake Oswego, and Old Town in particular, to not have SUVs parked illegally and blocking Ladd and Durham everytime there is something going on in the park.

I would like to get the reason why there cannot be a left turn lane at Green into George Rogers park which is the actual main entrance. From someone at ODOT that knows or that could consider it. Working together with Otak who is laying out Phase V of George Rogers Park, I would guess the great minds at ODOT could figure out a way. This can't be impossible in reality, can it?
Thanks again for all your insight and help, Craig

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

From: Karen Withrow [mailto:withrowk@metro.dst.or.us]
Sent: Friday, August 24, 2007 2:11 PM
To: Stephens, Craig
Cc: Kelsey Newell; Hawkins, Jeff
Subject: Re: RE LOPAC Citizen Input

Craig,

Thanks for your comments on the project and especially the trail.

I asked a co-worker why there are no lane markings on State Street. She said that when there are curbs and sidewalks, it is not necessary to have the fog lines to delineate the edges of the street. ODOT has specific requirements for what constitutes a bike lane and may or may not be willing to add those markings in that location.

Karen

>>> "Stephens, Craig" <Craig.Stephens@NOVELLUS.com> 08/23/2007 2:20 PM
>>> >>>

Karen

Thank you again for providing the insight to our meeting for the Old Town Neighborhood Association, as you definitely did, concerning the Hwy 43 corridor transit long term improvement plan.

After hearing the legal requirements on the trolley line as to their being used as same or they will no longer be available for use for transit, after hearing the constraints of the people that live along the trolley line as to no impact on their neighborhood such as any expansion might cause, and after hearing the conclusion that highway 43 cannot be widened, I feel I should address what I briefly mentioned at the end of the meeting relative to a bike and pedestrian path. I want to point out that a bike and pedestrian path have some pluses that should be kept in mind:

- 1) Green. No diesel fumes, almost no use of energy resources.
- 2) Safe. Light rail and buses kill people who get in the way but people and bikes seldom kill people in their way.
- 3) Maintenance is millions of dollars less per year.
- 4) Livability of residents near such a path can be unaffected with any reasonable approach. It can even be thought to be enhanced to have a jogging and pedestrian path, even for wealthy senior residents that are unlikely to ever take or need public transportation.
- 5) Initial cost is \$150 to \$200 M less.
- 6) A 400 car parking garage is no longer needed. No parking garage is needed. On either end. Bikes can start where you start, end where you want to go and be stored virtually anywhere.
- 7) Instead of pollution that can cause 100 to 200 premature deaths per million, the health of users is improved.
- 8) These happen to be the number one goals of Portland, Oregon, the Western States, Lake Oswego and large parts of the civilized world. Reduction of carbon emissions and wasted energy and it improves the traffic congestion on Highway 43 which was the stated goal of the project.

I know you know all that but at some point all these projects seem to devolve into projects to produce more parking spaces. We have to shift out of that paradigm I think. Take a look at any of the projects going on from George Rogers Park improvements to the Highway 43 improvement to all of the TriMet projects and notice the time and energy given to determining how to provide enough Parking! I think we need a good whack in the head every time we start talking about Parking!

My proposal is just this: Make paths for bikes on each side of the trolley tracks, north on right, south on left. Pedestrian path between the tracks. Lights in the tunnel. A cover with lighting underneath the roof if possible for all weather use and no glare to nearby residents. (This one is optional of course but it does provide a place for the wires for the lights in the tunnel. And by the way, stucco on the tunnel walls would be nice in case someone hits them.) Marked crossings at streets, possibly with a light manually activated for safety. Once in a while the RR Historical Society would shut down the paths and slowly drive the trolley down and back as they do now so the legal requirements are met.

If the numbers in the Oregonian, and these numbers are roughly verified by those who ride their bikes downtown from LO now, are even roughly correct and there is roughly a 10 percent increase in bike ridership per year, and of course this would be accelerated as gas becomes more expensive, the traffic on Highway 43 (or the Pauling Highway as we might want to call it) is ameliorated. And note the cost and livability difference in the 8 items. Enough would be saved to build the Sellwood Bridge and have a light rail, bike and pedestrian crossing in parallel with it too!

So that is it. And there is really no reason to wait until 2010. A truck with some asphalt and guys with shovels could start anytime. And then the structure and wiring moved in with modules (no hammering to bother residents) and we are ready to become the bike envy of the US.

On another subject. I notice that Highway 43 has lane edge striping from Lake Oswego to the Sellwood Bridge and beyond. In places the striped area is very narrow, but it is marked. From Lake Oswego to West Linn there is a well-marked bike lane. But State Street has no marking at all and there seems to be room on the East side for a bike lane if not just a simple lane edge marking and there is no parking there so why is this? People say that Lake Oswego has no say because it belongs to ODOT but why would ODOT mark every part of Highway 43 but State Street in Lake Oswego? Do you know? You can see what I am getting at. We could have a marked bike lane along State Street. Since it is already used that way by bikers it seems that it could not hurt and it would give visibility and encouragement if not safety to bicyclists. And for auto drivers our fear of hitting someone means that this would help us avoid that catastrophe. Why is there no lane marking there? Who could I talk to try to get at least consideration of doing this?

Again, thanks very much,
Craig

Trans System Accounts - Portland to Lake Oswego Bike Route

From: "Nancy or Matthew Stovall" <nancy.matthew@gmail.com>
To: <trans@metro.dst.or.us>
Date: 7/6/2007 3:20 PM
Subject: Portland to Lake Oswego Bike Route

I would love to have this trail available for my commute. Consider me in support of whatever it takes to make it a reality.

Matthew Stovall

Trans System Accounts - Re: testifying letter for trails analysis public hearing July 16, 2007

From: Bari A Thompson <barlot@juno.com>
To: <trans@metro.dst.or.us>
Date: 7/21/2007 9:25 AM
Subject: Re: testifying letter for trails analysis public hearing July 16, 2007

Kelsey, July 21, 2007

I just noticed an serious mistake in the letter I wrote, in the first sentence, the phrase "bicycle train" should read "bicycle trail". I (and many other bicycle commuters (and potential commuters) would bicycle to Portland rather than take a car or public transport were a trail existing along the tram line. Please insert this correction into my testimony!

Thank you,
Bari Thompson

>>
Bari,

We have received your comments and have added them to the record.

Thank you,

Kelsey

>>> Bari A Thompson <barlot@juno.com> 7/19/2007 4:13 PM >>>

Kelsey,
Below please find my comments intended for the public hearing July 16, 2007.
Thank you
Bari Thompson

(>>Bari,

I tried to upload your submittal, but the file seemed to be corrupt. Will you please try resending your statement.

Thank You,

Kelsey Newell
Administrative Secretary
Metro Planning
newellk@metro.dst.or.us
(503) 797-1756<<

>>> Bari A Thompson <barlot@juno.com> 7/16/2007 1:40 PM >>>

Dear Sir or Madam,
Attached please find my comments which I want to be part of the record as my testimony for this hearing.
Yours, Bari Thompson)

file:///C:/Documents and Settings/Newell/Local Settings/Temp/XPgrpwise/46A1D107MetCenMR... 7/25/2007

July 14, 2007

Portland Transit and Trails Alternatives Analysis

600 NE Grand Ave

Portland, Oregon,

Dear Sir or Madam,

As an Architect, and avid walker and bicyclist, resident of Lake Oswego, I strongly support proceeding with plans for a streetcar connecting the Lake Oswego area with downtown Portland. Further, I strongly urge the inclusion of a bicycle trail along this route, as it is a safe, easy way to route the many bicyclists who regularly use far more daunting routes to access downtown. The rail route is an even grade and there are no cars to fear. I feel this route would encourage far more people to commute rather than drive!

The need for an alternative to bus or certainly car, is obvious from the commuter hour traffic jams morning and evening. This is a clear solution to a difficult problem of the narrow highway 43 over the hill at Dunthorpe.

Thank you!

Yours,<<<

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The need for an alternative to bus or certainly car, is obvious from the commuter hour traffic jams morning and evening. This is a clear solution to a difficult problem of the narrow highway 43 over the hill at Dunthorpe.

Thank you!

Yours,

Bari Thompson

Architect

file://C:\Documents and Settings\Newell\Local Settings\Temp\XPgrpwise\469F8E59MetCenMRC... 7/20/2007

From: George Thompson <gloreon@yahoo.com>
To: <mayorpotter@ci.portland.or.us>, <commissionersam@ci.portland.or.us>, <r...
Date: 7/21/2007 11:21 AM
Subject: Streetcars, etc.

Relying on streetcars, light rail and bikes? Talk about backward thinking.

There are very good reasons why we long ago abandoned those transportation methods in our progress. They are VERY inefficient. And, light rail and streetcars are EXTREMELY expensive to taxpayers. Because it is federal money means we taxpayers do, in fact, pay for it!

I have 100% faith that free enterprise will solve our transportation problems, not grandiose government planners and power-hungry politicians. Entrepreneurs and for-profit businesses will evolve us from gasoline and diesel vehicles up to the next level; and that won't be what we used 80 years ago!

In the meantime, we have awful roads in Portland and the entire Metro area because you refuse to acknowledge that autos and trucks are critical to economic well being. Our Metro area road system is a disaster and needs immediate, major repairs and improvements.

Relying ONLY on light rails, streetcars, bike paths won't cut it in the 21st Century.

Sincerely,

George Thompson
13625 SW Chariot Ct.
Beaverton, OR 97008
(503) 317-0180

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<http://answers.yahoo.com/dir/?link=list&sid=396545469>

From: "Rex Burkholder" <burkholderr@metro.dst.or.us>
To: <citymail@ci.beaverton.or.us>, <commissionersam@ci.portland.or.us>, <dsa...>
Date: 7/24/2007 12:26 PM
Subject: Re: Streetcars, etc.

Mr Thompson,

Thank you for your comments. In actuality we will have to have multiple transportation choices and new and different ways of managing the systems we have in order to ensure access to jobs, services and goods for businesses and people.

Far from being backward thinking, being open minded about our realistic options is more necessary now than ever, given the perfect storm of petroleum limitations, climate change and the reluctance of citizens to pay the true cost of transportation. Far from being a creation of a mythical "free market," the current motor vehicle system only exists through the largest public works project ever undertaken in the history of the world. Now, we must keep that system working with less and less resources. The federal and state gas tax has not been increased since 1993 and construction inflation has been 70% over that time.

Finally, the people have chosen to disinvest in the road system. If you were living here in Oregon in 1998 you will recall that a gas tax increase proposal failed by a vote of 88-12%.

I applaud leaders like Sam Adams who are willing to face reality and be creative in coming up with solutions despite the great challenges they face.

Sincerely,

Rex Burkholder

Rex Burkholder
Metro Councilor, District 5
600 NE Grand Avenue
Portland, OR 97232
503-797-1546

>>> George Thompson <gtoregon@yahoo.com> 07/21/07 11:20 AM >>>
Relying on streetcars, light rail and bikes? Talk about backward thinking.

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Sincerely,

George Thompson
13625 SW Chariot Ct.
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(503) 317-0180

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<http://answers.yahoo.com/dir/?link=list&sid=396545469>

From: <markr.ulrich@usbank.com>
To: <trans@metro.dst.or.us>
Date: 7/26/2007 3:03 PM
Subject: Highway 43 & the Streetcar

Hi I am a property owner along highway 43 and along the streetcar line.

I wanted to comment on the discussion of a streetcar line, but especially about a bike path. I think the bike path is the best alternative and will get the highest use by the residents of Lake Oswego. I have ridden on highway 43 and it is very dangerous for bikers and walkers. The current tracks offer a great opportunity to open up biking all the way to West Linn. It would be safe and hopefully someday it could even cross the Willamette and give access to Milwaukee and the east side river bank.

The streetcar I am concerned will not get the projected use everyone talk's about. I think looking at the bus ridership speaks to it's potential rider ship. In riding this form of transportation I have found it slow, due to all the stops, and with all the transfers required even slower. For tourism I am sure this would be a good thing, but at a high cost to the public. I understand that light rail is going to Milwaukee in the future. Would it be possible to connect Lake Oswego into Milwaukee's system? That would seem a less expensive alternative than having tracks on both sides of the river.

Overall as a homeowner and commuter on Highway 43 the congestion is not on the highway but is in the State Street area and on Macadam. I think those are the areas that need to be discussed as far as reducing the congestion. Highway 43 to the north of downtown LO and to the south of Macadam for the most part works okay during rush hour traffic. With increased car count it will all get worse. I think one needs to also look at where the cars are coming from and going too. I think a lot of commuters that use this road are coming from West Linn and Oregon City. The Streetcar will not be used by these drivers if it only goes to LO. For LO residents most would not use it because they would have to drive to it and where would they park. From a time perspective I think it would take to long and be inconvenient. However if driving becomes so congested that the bus of a street car is faster then it would get used.

This is a very tough decision and for me the no brainier at this point is to have a bike path which would definitely be used for commuting and recreation. This is a low cost solution, preserves the right-away and the access to the river views. This will also make the highway safer with no bikers and safer for bikers.

Mark Ulrich
13200 riverside Drive
lake Oswego, OR 97034
(503) 675-0254

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From: Pamela Blackhorse
To: Kelsey Newell
Date: 8/9/2007 4:36 PM
Subject: [Fwd: LOPAC Recommendation]

FYI - I sent this the Councilor Newman and Amelia Porterfield on Mr. Vance's behalf

Thanks!

Pamela Blackhorse
Administrative Specialist
Metro Planning
blackhorsep@metro.dst.or.us
503.797.1757

>>> Carl Vance <cvance@lclark.edu> 8/9/2007 4:27 PM >>>

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

Subject: LOPAC Recommendation
Date: Thu, 09 Aug 2007 16:15:03 -0700
From: Carl Vance <cvance@lclark.edu>
Organization: Lewis and Clark College
To: newmanb@metro.dst.or.us.

Dear Councilor Newman,

I know that Metro has created a detailed consultative process for advising on the streetcar connection to Lake Oswego. I have attended two of their meetings and have on both occasions provided oral and written objections to the proposed plan. I have heard numerous other objections as well. Yet advocates of the proposed plan continue to press their preferred solution. This group obviously represent a majority on the LOPAC committee, but I am not sure they represent a majority of your constituency.

My specific concern is the lack of bus service on the Terwilliger extension from Lewis & Clark College south to Lake Oswego. The College population of 3,500 students, 750 staff and countless visitors is significantly underserved by TriMet. Tryon Creek State Parks, one of the largest state parks within the City of Portland, is located along this same unserved stretch of Terwilliger. Over the past year college representatives met several times with TriMet planning staff and once with General Manager, Fred Hansen. So far we have only succeeded in delaying reductions in service to campus with no prospect of increasing service.

I was encouraged when I read the initial charge to the LOPAC committee included considering express bus service on the Terwilliger extension. However, when I first attended a meeting of the LOPAC committee to speak in favor of this concept I was informed the committee had already voted to exclude considering any service along Terwilliger. When I suggested that the streetcar or more extensive bus service along Highway 43 failed to address a significant public transportation gap, one LOPAC commission member said it wasn't their concern.

The Lewis & Clark faculty, students and staff are strongly committed to environmental issues, but they are clearly frustrated with the paucity of transportation options to reach campus. Would it be possible to

schedule an appointment with you to review in more detail the public transportation issues facing the College? It would be wonderful to have you come to campus, or I would be glad to meet in your office.

Respectfully,

--

Carl B. Vance
Vice President for Business and Finance/Treasurer

Lewis & Clark College
0615 SW Palatine Hill Road
Portland, OR 97219

PHONE: (503) 768-7697
FAX: (503) 768-7937

Trans System Accounts - Portland / Lake Oswego - Support for streetcar / trail option

From: "Walter, Jeffrey C" <jeff.walter@hp.com>
To: <trans@metro.dst.or.us>
Date: 7/8/2007 12:56 PM
Subject: Portland / Lake Oswego - Support for streetcar / trail option

Hello

I would like to send you a quick note to offer my full support for the streetcar and trail option for the new alternative transit connection between Portland and Lake Oswego. I have reviewed the material on the web-site, and while the most expensive option I think the streetcar and trail option makes the most sense when looking at the big, long-term picture. With the streetcar this includes the fact that over the long run it is actually less expensive, and that it has been proven with the success in the Pearl that it will further help facilitate investments and growth. I am not convinced the bus will do much of anything as it will not get new riders, will not spur investments, and will not create the continued excitement in the community that is leading to growth in alternative forms of transportation.

As for the trail; I think it would be a tremendous disappointment and loss for the council not to support the trail. If you look at the success of the Springwater Corridor, I think the connection to Lake O would be as, if not more successful. Right now you have to either risk your life on 43 or Terwilliger to ride from south of Portland into the city. This trail would be a wonderful civic amenity - surpassing the success of the Eastbank Esplanade with it's beauty and ability to ride seamlessly between the cities. On weekends I can envision families and couples using this as a great way to spend the day - riding down to Lake O for lunch and home - and it would continue to reinforce Portland's strive towards a Platinum bike city.

In summary, I also support the rationale provided by the BTA <http://www.bta4bikes.org/btablog/2007/07/06/trail-from-lake-oswego-to-portland-in-jeopardy/>. I hope you support these options and remember the council has the opportunity to support an option that will be a wonderful and well used amenity for many generation of Portlanders to come.

Jeff Walter
SW Portland

From: Dave Walters <dwalters@migcom.com>
To: <lowel@metro.dst.or.us>
Date: 08/27/2007 9:06 AM
Subject: Re: LOPAC Minutes & Recommendation

David,
I have reviewed your final draft recommendations and am pleased to see the pedestrian, bike options are still moving forward. As pretty much a daily commuter from Lake Oswego to Portland, I feel a trail along the river will substantially increase bike commuting between the two cities. It will also provide great recreational opportunities for the public.
Dave

lowel@metro.dst.or.us wrote:

> Dear Committee Members:

>

> By now you have all had the chance to review the minutes of the last meeting and the final draft recommendation incorporating the amendments made at the last meeting. With the exception of an additional sentence to the minutes requested by Vern Rifer, the Committee has been silent with respect to these items, so I hope my suspicion is correct that the minutes accurately reflect what transpired, and that the changes to the draft recommendation accurately reflect the amendments made at the last meeting

>

> These two items of unfinished business of the committee should be able to be wrapped up by email: 1) Approval of the last meeting's minutes and 2) agreement that the amendments passed at the meeting were accurately reflected in the draft recommendation discussed at the last meeting.

>

> In order to avoid a meeting for these two actions, I am calling on the Committee to approve the minutes, as amended to reflect Vice-Chair Rifer's addition of the following: "Mr. Brandman acknowledged strong public support for a trail and noted concerns exist with the legal and financial feasibility of the trail. Additional analysis would be required and Metro's corridor planning staff may or may not be the appropriate group to advance the trail in the corridor. The committee pressed Mr. Brandman to exclude the "Macadam Master Plan alignment" from the staff recommendation. He stated staff was not recommending that alignment to the Steering Committee. Lastly, Mr. Brandman acknowledged public support for a SW Macadam alignment."

>

> If there are any other additions or changes to the minutes, please respond to this email so that it can be distributed to the whole committee via email. If you approve of the minutes as amended, please so signify by responding to this email accordingly. Please submit your email to Metro no later than 5 p.m. Wednesday, 8/29/07.

>

> Secondly, if the draft recommendation as amended accurately reflects the actions of the Committee at the last meeting, please also so signify by responding to this email. If not, please send an email describing your concerns. Please respond no later than 5 p.m. Wednesday, 8/29/07.

>

> Finally, I intend to have a Committee celebration of the conclusion of our work in October. Details will be sent later.

>

> Thanks for your continued attention for this final task.

>

> David Jorling
> Committee Chair

>

> ---- End of message ----

> 02:18:13PM;24-Aug-2007;0016826,15625,16265,16546;0016484

From: Samantha Waltz <samanthawaltz@comcast.net>
To: <trans@metro.dst.or.us>
Date: 7/16/2007 1:25 PM
Subject: bike path from Lake Oswego to Portland

CC: Wilma McNulty <wil_jo_2@msn.com>
My husband and I enjoy road biking from our home in Mountain Park and would be thrilled to be able to ride safely from Lake Oswego to Portland. That is impossible now. We firmly support bicycle and pedestrian trails between Lake Oswego and Portland. We would use them and know many others who would. Samantha and Ray Waltz

From: "Bob Wiggins" <bwiggin@mthep.com>
To: <trans@metro.dst.or.us>
Date: 8/26/2007 11:48 AM
Subject: Willamette Shore Line (WSL) Right-of-Way

Gentlemen and Ladies,

I am a resident of the Riverdale-Dunthorpe neighborhood, living on SW Military Road, west of Highway 43. I am strongly opposed to use of the WSL right-of-way for a streetcar between Portland and Lake Oswego.

It seems inconceivable to me that a line from Lake Oswego could achieve the ridership that would justify its estimated \$150 million cost; especially when compared with other transportation alternatives that could serve that corridor. This seems like a case of moving a relatively unimportant situation (which could be improved more cheaply with non-streetcar alternatives) up the transportation priority list just because of the existence of the WSL right-of-way, rather than because this particular streetcar line would most cost-effectively solve one of the region's most important or urgent transportation problems.

Much of the WSL right-of-way passes through the back yards of homes between the Sellwood Bridge and Lake Oswego. When the residents bought these homes, they presumably accepted the fact that a trolley would pass through their back yards a few times a day during summer weekends. They did not expect that a mass-transit line would cut a swath through their back yards, with streetcars passing past their kids' swing sets every 15 minutes on a daily basis.

Please re-think this very bad idea.

Regards,

Bob Wiggins

11619 SW Military Road

Portland, OR 97219

From: <Nepilwolfe@aol.com>
To: <trans@metro-region.org>
Date: 06/26/2007 2:16 PM
Subject: Streetcar

I will be unable to attend the open house on the 27th, but wish to make my statement that I oppose any plan that will result in the closing of the Safeway store. My condo is across the street from Safeway on Fifth St. I bought my condo because of the convenience of the store across the street. I also use the bus on occasion to connect with the Max train to and from the airport. Any plan that will eliminate a connection with the Max downtown or create a 3 part trip to the airport (streetcar, bus, Max) is too ridiculous to even consider.

Amy Wolfe 458 Fifth St., Lake Oswego.

***** See what's free at <http://www.aol.com>.

From: Christine Wynne <cwynne1950@yahoo.com>
To: Ninth Street <ninthst@hotmail.com>, <trans@metro.dst.or.us>
Date: 7/25/2007 10:34 AM
Subject: Re: Transportation Options for Lake Oswego

I totally agree with you Michael on this one. I looked at the powerpoint presentation on the different options and thought that the one that went up-B and down A street to Fifth Street was a good one as it would pull in people from First Addition and Evergreen and others in more western LO and help build development along those streets. There should also be a major stop/transit point on State Street near Foothills for buses connecting West Linn/Oregon City with the Street Car so the buses along 43 would not have to travel up to the Safeway. How to integrate bus routes with the streetcar will certainly be another major concern. Living in Palisades, I just wish there were more transit options on the weekend and the evening. It would make life easier for teenagers and seniors if more buses existed in the neighborhoods that connected with a fast streetcar to Portland.

Hopefully the bike/pedestrian path can be engineered along the StreetCar route- and certainly there are many places where bikes and pedestrians could walk/bike on existing roads or paths to save on costs. I also worry about the NIMBY folks in Dunthorpe who will try to put a stop to the streetcar- we all have to consider the needs of the wider community.

--- Ninth Street <ninthst@hotmail.com> wrote:

> Dear Decision Makers,
>
> I want to add my strong support for a Streetcar
> Option. I have followed the progress of this study
> by attending several open houses and reading
> available material online.
>
> We have to plan for what will be best for our future
> needs. With the decline of oil at the same time we
> have increasing world wide demand for oil,
> alternative transportation will become a life saver
> for those communities that had the foresight to plan
> for it.
>
> Future development will locate near the Streetcar
> and create more pedestrian friendly communities. We
> will all benefit from a better quality of life that
> will be fostered by the Streetcar communities, like
> Foothills, along its path to Portland. My wife and
> I would like to move to Foothills someday and be a
> part of that great new transit friendly community.
>

- > I also support a pedestrian trail, but hope it can
- > be done by sharing both the right of way with the
- > Streetcar and where that is not feasible, sharing a
- > lightly used road. I really think the tunnel is the
- > most important link for a bike path along this
- > corridor. I did in the past commute by bike from
- > Lake Oswego to Portland and know first hand how
- > terribly dangerous the hill on Highway 43 is.
- > During the time I was bike commuting to Portland I
- > met people in the Johns Landing area that expressed
- > a desire to bike to Lake Oswego. The existing
- > routes are either too dangerous or too steep for our
- > aging legs.
- >
- > The Streetcar Option is the right choice, and also
- > please find a way to provide a safe pedestrian route
- > to Portland along this corridor.
- >
- > Thank You,
- >
- > Michael G. Earp
- > 718 9th Street
- > Lake Oswego, OR 97034
- >
- > (Thirty-one year resident of Lake Oswego)
- >
- >

Christine Wynne
C 503.997.0902 H. 503-635.2820

Via phone 9-7-07

Concerned about use of
Willamette Shoreline right
of way for streetcar due
to property impacts + safety
issues.

She is a former property owner
in that area.

Carol Heber
11616 SW Military
Portland, OR 97219

OUTREACH MATERIALS AND EVENTS

Lake Oswego to Portland Transit and Trail Study newsletters
Councilor Brian Newman and Councilor Rex Burkholder newsletters
E-newsletters
Public announcements and invitations
Outreach activities summaries

Lake Oswego to Portland

TRANSIT AND TRAIL STUDY



The Lake Oswego to Portland Transit and Trail Alternatives Analysis is a federally and locally funded study that will develop and evaluate transit and trail alternatives in the Lake Oswego to Portland corridor and select one or two preferred alternatives to advance into the federal environmental analysis process. Metro is leading the study with Metro Councilors Rex Burkholder and Brian Newman serving as co-chairs of the project Steering Committee. The cities of Lake Oswego and Portland, Clackamas and Multnomah counties, the Oregon Department of Transportation and TriMet are partners with Metro in this study.

The process begins with scoping, the definition of a range of transit and trail alternatives to be considered in the study, including a no-build option. An upcoming community workshop and small group discussions will provide an opportunity for community members to suggest options and comment on proposed alternatives to be included in the analysis. Once scoping is complete, staff will analyze options and provide the public and decision-makers with information to help narrow the wide range of alternatives to a few that best address needs in the corridor. Eventually, a locally preferred option will be chosen.

NO-BUILD OPTION

The no-build alternative serves as a reference point to gauge the benefits, costs and impacts of the build alternatives. The no-build alternative includes existing transit services and facilities and only those transit and highway improvements that are part of the financially constrained Regional Transportation Plan, improvements that are deemed achievable within financially constrained resources by the year 2025. Selection of no-build as the preferred alternative for the Lake Oswego to Portland corridor would mean that additional transit service would not be studied further.



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Project Advisory Committee

To begin identifying critical issues and effective opportunities for engaging stakeholders in the study area, 32 interviews were conducted with stakeholders and interest groups. The interviews used open-ended questions to identify community concerns and solicit potential solutions from residents and business owners in the study area.

Following these meetings, a project advisory committee was formed. The committee includes some people who participated in the interviews along with other community members and interest group representatives.

Dave Jorling, a resident of the First Addition neighborhood and member of the Lake Oswego Downtown Transit Alternatives Advisory Com-

mittee was elected chair of the project advisory committee by the members.

Three vice chairs were also chosen from the 20-member project advisory committee. They will represent the views of and provide vital liaison roles to their respective geographical areas as defined below:

John's Landing – vice chair is **Vern Rifer**, a member of the John's Landing Condominium Association

Clackamas and Multnomah counties' unincorporated areas – **David Reinhart**, a Willamette Shoreline right-of-way resident

Lake Oswego – **Rick Saito**, Foothills property owner and Chair of the North Macadam Urban Renewal Advisory Committee

Other members include:

Don Baack, Southwest Trails
Jack Caldwell, Mary's Woods resident

Jim Condon, Macadam business property owner
Neale Creamer, Riverdale resident, Water District committee, transit user
Bill Danneman, Corbett Terwilliger Lair Hill neighborhood association transportation chair
Bob Duehmig, OHSU Office of Government Relations
Sam Galbreath, Macadam Bay Homeowner's Association
Roger Hennigan, Friends of the Trolley
Colleen Labbe, Oswego Pointe Condo Association
Brian Lantow, Riverdale neighborhood
Ken Love, Corbett Terwilliger Lair Hill neighborhood association president
Jessica Roberts, Bicycle Transportation Alliance
Chris Schetky, Foothills resident
Debbie Stellway, right of way resident
Sandy Stallcup, right of way resident
Bill Washburn, John's Landing Condo Association

Background

In the Lake Oswego to Portland corridor, Highway 43 serves as the primary north/south route for cars, busses and trucks between Lake Oswego and Portland.

Existing traffic volumes on Highway 43 within the corridor create substantial congestion in the peak hours of travel. Forecasts of future traffic volumes in the corridor suggest congestion will continue to increase in the future. Substantial roadway improvements and tolling for Highway 43 have been ruled out in earlier studies. However, multiple studies have recommended consideration of transit along the existing Willamette Shoreline right-of-way. Given the public ownership the railroad right-of-way within the corridor, transit alternatives, including, but not limited to streetcar service, are being studied.

The Willamette River Greenway has been designated along the river between Portland and the Multnomah County line. The Willamette Greenway Plan identifies a continuous trail to extend the full length along the river.

In 1988, a consortium of local government agencies including the cities of Portland and Lake Oswego, Clackamas and Multnomah counties, the Oregon Department of Transportation, TriMet and Metro purchased the Willamette Shoreline railway, located between Highway 43 and the Willamette River. The Consortium manages and maintains the rail right-of-way and the Oregon Electric Railroad Society operates an excursion trolley service between Lake Oswego and Portland.

Purpose and need statement

In October 2005 the Project Advisory Committee adopted a purpose and need statement for the study and evaluation criteria. These tools will be used to measure the relative performance of each alternative and to distinguish which alternatives should be studied further and which should be dropped from consideration.

Evaluation and development of the pedestrian and bicycle trail portion of the analysis will proceed independently from the transit portion, because it is not part of the federal transit alternative analysis process. Bike and pedestrian trail options will be carried forward based on how they would be constructed together with the preferred transit alternative. Once a preferred transit alternative has been selected, a complementary trail option will be further developed as part of a local planning process.

Purpose of the transit study

The purpose is to develop a community-supported transit project that meets future travel demand in the Lake Oswego to Portland corridor and supports local and regional land use plans.

Specifically, this means that the project will accomplish several objectives:

- Provide improved transportation access to and connectivity among significant destinations and activity centers
- Minimize traffic and parking-related impacts to neighborhoods
- Support and enhance existing neighborhood character in an environmentally sensitive manner.

- Leverage investment in the existing transit system to cost-effectively increase riders in the corridor and across the system.
- Support transit-oriented economic development in Portland and Lake Oswego.
- Support community goals related to transportation, land use and development.
- Increase mobility
- Provide additional transportation choices in the corridor
- Provide access for persons with disabilities
- Be part of an integrated multi-modal transportation system
- Anticipate future needs and impacts and not preclude future expansion opportunities

For a variety of reasons, past studies have determined that widening Highway 43 is not feasible:

- Physical constraints including steep slopes on one or both sides of the highway, inadequate space for surface water drainage facilities associated with more lanes and other environmental issues create significant engineering challenges.
- Highway modernization projects are required to meet certain standards with regard to number and width of lanes, left turn refuge lanes, center medians or a median barrier, bike paths, sidewalks, shoulders, and access for road and driveways. Meeting these standards in the current right of way would be very difficult and would likely require acquiring substantial additional right of way from a number of adjacent properties.
- Widening would adversely impact neighborhoods. The widened highway would create a perception, and likely the reality, of increased traffic while significantly limiting or eliminating access to existing driveways and roads.
- In 1996 and 1999, Oregon Department of Transportation studies ruled out substantial highway improvements on Highway 43. Additionally, in order to widen a highway, the project must be listed in the State Transportation Improvement Plan and must be funded. Widening of Highway 43 is neither listed in the plan nor funded. The first opportunity to be added to the state plan is in 2008 and funding a highway widening project could take many years under current financial constraints.

Purpose of the bicycle and pedestrian trail

The purpose of the pedestrian and bicycle trail is to provide a connection between the Willamette River Greenway trail at the north end and the Lake Oswego Town Center at the south which will:

- Significantly improve the access, safety and quality of experience for cyclists, pedestrians and persons with disabilities
- Create a connected, high-quality facility that is compatible with the transit alternative and which makes bicycling and walking a viable transportation and recreation choice.
- Enhance the value of the existing transportation system by successfully integrating the bicycle and pedestrian trail
- Be compatible with and serve the needs of surrounding neighborhoods
- Connect and improve access to important pedestrian and bicycle destinations in the corridor

Background report

The background report provides context for the study by compiling, summarizing and analyzing past, present and future transportation and land use plans and policies. The report will be used to assist with the development and narrowing of potential alternatives. It will assist in pinpointing issues that have been put to rest and identify issues that need further development. The Alternatives Analysis will be able to build upon the previous work done and avoid “re-inventing the wheel.”

Public Involvement

Community involvement in the study begins with the scoping process where transit and trail alternatives are identified and refined. Ultimately, the goal is to reach a mutually agreed upon recommendation for transit and trail improvements in the corridor.

The process is designed to ensure that community concerns and issues are identified early and addressed in the analysis process. Different levels and types of participation will be used throughout the project to ensure adequate opportunity for full participation.

Visit www.metro-region.org/transportation to read or download project reports such as the purpose and need statement and the background report.

Community design workshop

5:30 to 8:30 p.m.
Tuesday, May 30, 2006

Riverdale Elementary School
11733 SW Breyman Ave.
Portland

Draft locations for a bus line, rail line, trail and river transit that were developed by the 20-member, citizen Project Advisory Committee will be presented along with information about the project timeline, possible mitigation measures and future public involvement opportunities. Participants will have an opportunity to comment, provide ideas and share concerns and identify issues regarding potential transit and trail alternatives.

To be added to the project mailing list, send an e-mail request to trans@metro.dst.or.us or call (503) 797-1756.

2006 PROJECT TIMELINE

April – June

Define and refine potential transit and trail alternatives. Hold a community design workshop and small group discussions throughout the corridor

July – August

Continue small group discussions and refine alternatives before measuring each one against the evaluation criteria developed by the project advisory committee in the purpose and need statement

September – October

Share evaluation results with the public and ask for preferences, draft a locally preferred alternative recommendation, submit the recommendation to project partners for consideration

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PROJECT PARTNERS

- Cities of Lake Oswego and Portland
- Clackamas and Multnomah counties
- Oregon Department of Transportation
- TriMet
- Metro



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Imagine

Transportation options in your community

Imagine the corridor between Lake Oswego and Portland as it might look in 20 years. Is it the same as today? How do people get around? Do they have more transit, roadway, bike and pedestrian choices than they have today?

Community members, business people and elected officials have been thinking about this area and considering transit and trail alternatives that should be recommended as a result of the Lake Oswego to Portland Transit and Trail Alternatives Analysis.

The process, led by Metro in conjunction with partner jurisdictions, began with a wide range of transit and trail alternatives including bus, rail and river transit as well as widening or using reversible auto lanes on Highway 43. After discussion with the community-based project advisory committee and the public in addition to some technical analysis, the list of alternatives was narrowed to include only those that best addressed the needs in the corridor. In this case, two alternatives were evaluated in more detail: Bus Rapid Transit (BRT) and streetcar.

This newsletter provides an overview of the evaluation results currently being shared with project participants, decision-makers and the public. One or a combination of alternatives will advance for further study in the next phase of the project, a Draft Environmental Impact Statement. They include a no-build option, a Bus Rapid Transit line on Highway 43 and a streetcar on the Willamette Shoreline right of way, Macadam Avenue or parts of both.

In July 2007, we expect the project advisory committee to recommend alternatives to advance for further study. Their recommendation, along with one from the project management group, will advance to the elected officials and executives on the Steering Committee for consideration.

After a public hearing, the Steering Committee, co-chaired by Metro Councilors Rex Burkholder and Brian Newman, will forward its recommendation for alternatives to be advanced into an environmental analysis to the project partners for local actions in September. A final vote by the Metro Council will take place after city, county, TriMet and Oregon Department of Transportation actions in the fall of 2007.

Background

- Highway 43 serves as the primary north/south route for vehicles, transit and freight between Lake Oswego and Portland. Existing traffic volumes create substantial congestion in the peak hours of travel. Traffic volume forecasts for 2025 suggest greater congestion on Highway 43 in the future.
- Funding for Metro’s transit study included a provision that a trail connection be evaluated to determine the feasibility of creating a continuous trail between Portland and Lake Oswego. All the transit alternatives include a complimentary trail component.
- A consortium of local government agencies owns the Willamette Shoreline right of way, located between Highway 43 and the Willamette River. The Consortium manages and maintains the rail right-of-way. The Oregon Electric Railroad Society operates an excursion trolley service between Lake Oswego and Portland.
- Significant roadway improvements and tolling along Highway 43 have been ruled out due to the physical constraints of the corridor. Current and previous studies have concluded that transit, bicycle and pedestrian improvements are more suitable for this corridor as a means of addressing the existing and future travel needs, especially given the public ownership of the railroad right of way along the river.

To view the project Purpose and Need Statement or Background report, visit www.metro-region.org/lakeoswego.

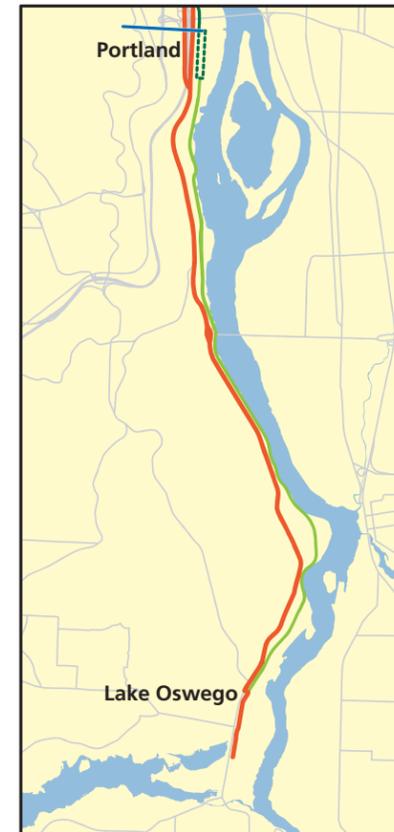
Bus Rapid Transit

Eight intersection improvements were evaluated to speed bus service between Portland and Lake Oswego where the line would terminate at a potential redevelopment site at Albertson’s. Intersections were evaluated for improvements because creation of a completely separated right of way on Highway 43 is not possible. BRT stations are proposed at

- Southwest Bancroft Street
- Southwest Boundary Street
- Southwest Nebraska Street
- Southwest Nevada Street
- Near the Sellwood Bridge
- Southwest Military Road
- Southwest Briarwood Road
- E Avenue
- Between A and B avenues

Bus Rapid Transit with trail

This combination includes bus improvements along Highway 43 and a paved trail in the existing Willamette Shoreline right of way.



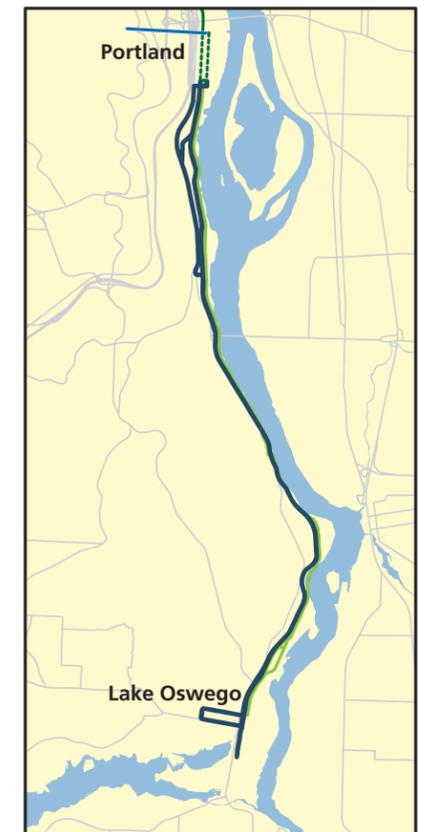
Streetcar

Streetcar was evaluated operating on single and some double track between Portland and Lake Oswego where the line would terminate at potential redevelopment sites near the current trolley barn, Albertson’s or Safeway. The streetcar could operate solely on the Willamette Shoreline right of way, on Macadam Avenue through the John’s Landing area or parts of both. Between the Sellwood Bridge and Lake Oswego, the line would operate only in the Willamette Shoreline right of way as streetcar on Highway 43 was dropped from study due to safety concerns. Stations are proposed at

- Southwest Hamilton Court
- Southwest Boundary Street
- Southwest Nebraska Street
- Southwest Nevada Street
- Near the Sellwood Bridge
- Southwest Riverwood Road
- Southwest Briarwood Road
- E Avenue
- A Avenue and Fourth Street, if a Safeway terminus is selected.

Streetcar with trail

This combination includes streetcar with a paved trail on the Willamette Shoreline right of way next to or instead of the streetcar (if the streetcar runs on Macadam Avenue) and on surface streets where adequate right of way is not available on the Willamette Shoreline right of way. Where the Willamette Shoreline right of way is narrow, the trail will operate on Riverwood, Riverside (Highway 43) and Fielding roads.



*More detailed information is available in the full evaluation report and at open house displays.

Evaluation results*	BUS RAPID TRANSIT	STREETCAR	NO-BUILD
Travel time (Lake Oswego to Portland State University in 2025)	9 minutes faster than no-build bus, 6 minutes slower than auto	18 minutes faster than no-build bus, 3 minutes faster than auto	Trip expected to take 42 minutes by bus or 27 by auto
Ridership in 2025	8,700	10,900	6,780 (1,870 today)
Annual operating and maintenance cost	\$7.5 million	\$3-4 million depending on alignment location in John’s Landing and location of terminus in Lake Oswego.	No change
Capital cost (transit only/transit with trail)	\$50 million/\$57.3 million	\$131-149 million/\$199-233 million	Minimal improvements
Annual transit operating cost per rider	\$2.52	\$0.83	No change
Total transit cost per rider	\$3.82	\$3.66	No change
Development potential	Status quo	Approximately 3 million square feet of development and redevelopment potential in John’s Landing and Lake Oswego.	Status quo
Neighborhood compatibility	- Level of service and type of vehicle are similar to current bus and fit with neighborhood. - Trail on Willamette Shoreline right of way in close proximity to some homes.	- Streetcar on Willamette Shoreline right of way in close proximity to some homes but electric propulsion limits noise and size of vehicle should fit neighborhood. - Streetcar and trail on Willamette Shoreline right of way are a tight fit in several places and create design challenges in close proximity to some homes.	No impact
Viable transportation and recreation trail	The trail proposed in combination with Bus Rapid Transit is 12-14 feet wide, has 15 at-grade intersections and operates in an exclusive trail right of way along the Willamette Shoreline right of way.	The trail proposed in combination with streetcar is 12-14 feet wide and has 16 at-grade intersections. It operates in an exclusive trail right of way north of the Sellwood Bridge, on some shared street right of way and on a trail overpass on Highway 43.	Existing, non-continuous trails

No-build option

Existing transit services and facilities and only those transit and highway improvements that are deemed achievable within financially constrained resources by the year 2025.

This alternative is used as a basis for comparison for the Bus Rapid Transit and streetcar alternatives.

Get involved

Should a rapid bus or streetcar be considered on Highway 43 and the Willamette Shoreline right of way? Should a pedestrian and bike trail be built between Lake Oswego and Portland?

These and other questions will be considered at open houses in late June. The public is invited to review the analysis results of alternatives identified to improve transportation in the corridor. Information will also be available on the project timeline and public involvement opportunities.

The open houses will follow a flexible, drop-in format so residents can arrive at any time and spend as much time as necessary talking with staff or reviewing maps and materials. A feedback form will allow Metro to capture written comments.

Open houses

Wednesday, June 27, 6 to 8 p.m.

US Bank Building
120 N State St., Lake Oswego
Parking at the US Bank lot or across State Street in the city-owned lot

Thursday, June 28, 5 to 7 p.m.

David Evans and Associates
2100 SW River Pkwy., Portland
Parking at the lot just southeast of the Marriott Residence Inn under the Marquam Bridge

A 45-day public comment period for the project will open June 27 and continue through August 31. During this time anyone can submit comments by:

- Attending an open house
- Sending e-mail comments to trans@metro.dst.or.us
- Recording comments on Metro's transportation hotline at 503-797-1900, option 3
- Mailing comments to LOAA, 600 NE Grand Ave., Portland, OR 97232.

To learn more, visit www.metro-region.org/lakeoswego or call (503) 797-1756.

PROJECT ADVISORY COMMITTEE

The project advisory committee includes members from the John's Landing area, the unincorporated areas of Multnomah and Clackamas counties, Lake Oswego and interest groups such as the bicycle and pedestrian community and OHSU. The committee meets monthly.

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Portland, OR 97232

Metro representatives

Metro Council President –
David Bragdon

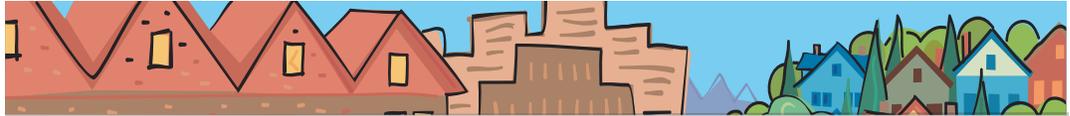
Metro Councilors – Rex Burkholder,
Kathryn Harrington, Carl Hosticka,
Robert Liberty, Brian Newman,
Rod Park

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Brian Newman
represents District
2, which includes a
portion of Southwest
Portland and much
of urban Clackamas
County including
Gladstone, Johnson
City, Lake Oswego,
Milwaukie, Oak
Grove, Oregon City,
Rivergrove and
West Linn.

Metro Council awards \$421,000 in Nature in Neighborhoods grants

Interested citizen groups, businesses, non-profit organizations, school groups, neighbors, government agencies and service organizations submitted 30 applications for \$420,685 in funds for nature-friendly projects through Metro's Nature in Neighborhoods grant program.

The grants, announced May 24, were awarded to 19 groups for 21 projects focusing on restoration, conservation education and other innovative ways to motivate communities to protect the nature of our region. The grant program is part of the Nature in Neighborhoods initiative, the Metro Council's commitment to protecting fish and wildlife habitat in the region.

Grants in Councilor Newman's district:

- Portland Community College Sylvania Campus: \$5,855.55 for restoration and environmental education on Mt. Sylvania
- SOLV: \$19,106 for its Team up for Watershed Health program on Abernathy Creek to restore native vegetation
- SOLV: \$24,850 for its Team up for Watershed Health program on Goat Island (in Gladstone)
- Willamette Riverkeeper: \$13,303 for the restoration of Rinearson Ravine (south of Rinearson Road in Gladstone)
- Friends of Tryon Creek: \$18,240 invasive species outreach and education project
- Johnson Creek Watershed Council: \$6,000 for restoration of Johnson Creek at Lovena Farm, community member education, establishment of a tool lending library, and support of field trips and service learning projects for students at Lewelling Elementary School.

For a complete list of grants awarded or for more information on grant recipients and their projects, check Metro's website at www.metro-region.org/nature or call (503) 797-1550.

Funding for the two-year program was provided by Metro excise taxes collected on solid waste disposal during the last several years.

Celebrate opening of Tualatin River bridge connecting three cities

A community celebration to dedicate the bike and pedestrian bridge spanning the Tualatin River will take place Saturday, June 23 at 11 a.m. Take a walk over the new bridge, learn about other parks and trails in the area, and celebrate the fulfillment of a 20-year dream with citizens and community leaders. Ice cream will be provided at Tualatin Community Park after the bridge crossing.

The bridge brings together 200 acres of parks and natural areas including Tualatin Community Park, Cook Park and Durham City Park. It is also a key link in local and regional trail and transportation plans and is the southern trailhead for the 15-mile Fanno Creek Greenway Trail. This regional trail connects the cities of Tualatin, Tigard and Durham through southwest Portland to the Willamette River Greenway and downtown Portland. The bridge also has the potential to connect these communities to Wilsonville and Sherwood via the proposed 16-mile Tonquin Trail.

Funding to design and build the bridge was secured through a Transportation Enhancement Grant from the Oregon Department of Transportation and local contributions from the cities of Tualatin, Tigard and Durham, and Clean Water

continued

Tualatin River bridge

continued from page 1

Services of Washington County. The total project cost was \$2.9 million. The City of Tualatin served as the project manager for the bridge design and construction.

Junior ranger program at Tryon Creek

1 p.m. Sunday, June 10

Junior ranger program at Tryon Creek State Natural Area

Children age 6-12 are invited to join a park ranger to learn how to help protect our natural resources, plants and animals. Participating in nature games, nature crafts and park explorations will help junior rangers earn their badge. Free. For more information, call (503) 636-9886 ext. 25.

Public invited to discuss options to improve transportation between Lake Oswego and Portland

Should rapid bus or streetcar be considered on Highway 43 and the Willamette Shoreline right of way? Should a pedestrian and bike trail be built between Lake Oswego and Portland?

These and other questions will be considered at an open house meeting to discuss ways to improve transportation between Lake Oswego and Portland. The Project Advisory Committee, made up of community members, has been studying possible transit and trail alternatives in the corridor since July 2005. The public is invited to review alternatives identified to improve transportation in the corridor.

After defining a wide range of transit and trail alternatives, Metro staff analyzed several options before three committees – one comprised of citizens, another of technical advisors, and one of elected officials – narrowed the wide range to a few that best address transportation needs in the corridor.

One of three alternatives or combinations of alternatives will advance for further study in the next phase of the project. They include a no-build option, a Bus Rapid Transit line on Highway 43 and a streetcar on the Willamette Shoreline right of way, Macadam Avenue or parts

of both. Information will also be available on the project timeline and future public involvement opportunities.

The open houses will follow a flexible, drop-in format so residents can arrive at any time and spend as much time as necessary talking with staff or reviewing maps and materials. A feedback form will allow Metro to capture written comments.

Open houses will take place on the following days:

Wednesday, June 27, 6 to 8 p.m.

US Bank Building

120 N State St., Lake Oswego

Park at the US Bank lot or across State St. in the city-owned lot.

Thursday, June 28, 5 to 7 p.m.

David Evans and Associates

2100 SW River Pkwy., Portland

Park at the lot just southeast of the Marriott Residence Inn under the Marquam Bridge.

A 45-day public comment period for the project will open June 27 and continue through August 17. During this time anyone can submit comments by:

- Attending an open house
- Sending e-mail comments to trans@metro.dst.or.us
- Recording comments on Metro's transportation hotline at 503-797-1900, option 3
- Mailing comments to LOAA, 600 NE Grand Ave., Portland, OR 97232.

After the open house meetings, the citizen advisory committee will make its recommendation on which options to study further. To learn more, visit www.metro-region.org/lakeoswego or call (503) 797-1756.

Councilor Brian Newman contact information

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Phone	(503) 797-1543
E-mail	porterfielda@metro.dst.or.us
Web	www.metro-region.org

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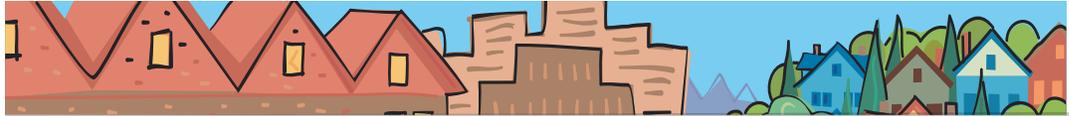
Auditor
Suzanne Flynn

June 2007 dch/final

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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

Some of you may have read Randy Gragg's farewell column in the Sunday (May 20) Oregonian. In it he claims that the Portland region has "no plan" for transportation. I found this column to be baffling for a number of reasons. I want to use this opportunity to let you know that, quite contrary to how Mr. Gragg has characterized things, my Metro Council colleagues and I are indeed undertaking very serious and ambitious transportation planning and implementation for this region.

Although Mr. Gragg mentioned this region's most symbolic transportation accomplishment—our growing light rail system—there is much more to the story: Our shortening work commute trips (10 miles average in 1990, 7 in 2000); the highest rate of bicycle use in any large metro area in North America; improved air quality (no violations of federal standards in 7 years versus 90 or more in the 1970s); declining per capita auto use; and transit use growing at almost twice the rate of population growth.

These successes didn't happen by accident—they are the direct result of decades-long, coordinated efforts of our region's 25 cities, TriMet and Metro along with business, freight and community groups, working together.

Mr. Gragg is right in pointing out that there are great challenges ahead with continued population growth, climate change and uncertainties around oil supply and price. Add to these the failure of state and federal investment to keep up with needs—the last federal and state gas tax increases were both in 1993! But far from doing nothing, as Mr. Gragg claims, Metro is leading the region through a full re-examination of both transportation and land use policies to address these challenges.

This is not an easy or simple task. All of us are conditioned by 50 years of massive federal subsidy of highways. Until recently, as much as 90 percent of highway costs were paid for with federal funds, while transit has always been primarily a local responsibility. Making up this funding gap would require more than doubling the current Oregon gas tax. Clearly, we will have to do things differently if we are to keep this region livable and its economy functioning. Like locating jobs and housing closer together as well as making walking and cycling easy, safe and attractive

What I found most perplexing about Mr. Gragg's column, however, is his comparison of recent huge tax increases for transportation in Denver, Houston and Phoenix with our efforts here—the insinuation being that we're not as aspirational as they are. With all due respect, he completely missed the point on that one. Because, unlike Portland, which made wise, forward-looking transportation investments decades ago, those cities put all their eggs into vast and unsustainable road transportation systems.

On top of that, those cities did not make the wise land use choices like we have done. As a result, they have found themselves in a complete, sprawling mess today. So I would argue that those transportation funding initiatives that Mr. Gragg holds up as models for Portland, really are more like lessons for all growing cities: if you don't make *continued*

Message from Rex

continued from page 1

the kind of smart investments that Portland did, you'll get stuck with a huge tab trying to play catch-up.

It is true that our region needs to get serious about finding ways to invest more in our transportation system, but I am confident that we won't be forced to take such drastically expensive action as those cities have because we have such a well-balanced transportation system as well as efficient land use and growth patterns upon which to build.

Like you, I'm very proud to be a resident of such a fine region, not just for our wonderful natural features, but also because we take such good care of this place and make good plans to keep it that way for generations to come.

If you would like to learn more about the Regional Transportation Plan and let me know your concerns, please visit: www.metro-region.org/article.cfm?articleid=137.

— Rex Burkholder

Public invited to discuss options to improve transportation between Lake Oswego and Portland

Should rapid bus or streetcar be considered on Highway 43 and the Willamette Shoreline right of way? Should a pedestrian and bike trail be built between Lake Oswego and Portland?

These and other questions will be considered at an open house meeting to discuss ways to improve transportation between Lake Oswego and Portland. The Project Advisory Committee, made up of community members, has been studying possible transit and trail alternatives in the corridor since July 2005. The public is invited to review alternatives identified to improve transportation in the corridor.

After defining a wide range of transit and trail alternatives, Metro staff analyzed several options before three committees—one comprised of citizens, another of technical advisors one of elected officials—narrowed the wide range to a few that best address transportation needs in the corridor.

One of three alternatives or combinations of alternatives will advance for further study in the next phase of the project. They include a no-build option, a Bus Rapid Transit line on Highway 43 and a streetcar on the Willamette Shoreline right of way, Macadam Avenue or parts of both. Information will also be available on the project timeline and future public involvement opportunities.

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A 45-day public comment period for the project will open June 27 and continue through August 17. During this time anyone can submit comments by:

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After the open house meetings, the citizen advisory committee will make its recommendation on which options to study further.

A mid-July public hearing will also provide an opportunity for testimony before the project Steering Committee, which is made up of elected officials from the cities of Lake Oswego and Portland, Clackamas and Multnomah counties, TriMet, ODOT and Metro. The Steering Committee will then forward its recommendation to project partners for a vote sometime this summer. A final vote by the Metro Council will take place in fall 2007.

To learn more, visit www.metro-region.org/lakeoswego or call (503) 797-1756.

Metro Council appoints members to enhancement grant committee

The Metro Council has appointed four new members to the North Portland Rehabilitation and Enhancement Committee, a group that selects neighborhood improvement projects to fund in North Portland.

New committee members are Chris Duffy, Chair of Arbor Lodge neighborhood association, member of the Interstate Corridor Zoning Review Committee and volunteer at Chief Joseph Elementary School; Doretta

continued

Enhancement grant committee

continued from page 1

Schrock, board member of the North Portland Public Safety Action Committee and Housing Authority of Portland community advisory committee member; Robin Plance, member of the city's Charter Review Commission; and Mike Salvo, board member of the North Portland Business Association and Meals-on-Wheels volunteer.

In 1985, the Oregon Legislature gave the Metro Council authority to establish a mitigation fund to compensate the community affected by the now-closed St. Johns Landfill. Projects selected for funding must benefit residents who live in the area. The money was generated from a 50-cent surcharge collected on each ton of garbage taken to the old landfill.

Metro's North Portland program has awarded more than \$2 million to more than 400 projects to date. Projects include distributing food to the hungry, nutrition education projects, health care clinics and screenings, a tool-lending library for low- to moderate-income residents, free concerts in Cathedral Park and dance classes for children at a local community center.

Metro Council awards \$421,000 in Nature in Neighborhoods grants

Interested citizen groups, businesses, non-profit organizations, school groups, neighbors, government agencies and service organizations submitted 30 applications for \$420,685 in funds for nature-friendly projects through Metro's Nature in Neighborhoods grant program.

The grants, announced May 24, were awarded to 19 groups for 21 projects focusing on restoration, conservation education and other innovative ways to motivate communities to protect the nature of our region. The grant program is part of the Nature in Neighborhoods initiative, the Metro Council's commitment to protecting fish and wildlife habitat in the region.

Grants in Districts 5 include:

- Native American Youth and Family Center - \$10,000 for restoration of 10 acres around the center, which is located on an historic Chinook fishing village and is close to the Columbia River
- East Columbia Neighborhood Association - \$36,380 the Lower Columbia Slough habitat restoration and education project at the 28-acre Children's Arboretum
- Verde (non-profit landscaping services and job training program - \$24,970 for the Verde Native Plant Nursery, which provides watershed education for students, training for nursery workers, native plant propagation

and support of garden installations at the Hacienda Community Development Corporation, a non-profit organization that develops affordable, supportive housing and builds thriving resident communities for working Latino families and others in Oregon.

Metro acquires unique natural areas in Washington County

Metro recently purchased two additional natural areas in Washington County with funds from its 2006 natural areas bond measure.

Both are examples of wet prairie; one is a 44-acre parcel along SW Hillsboro Highway in Scholls adjacent to Metro's Gotter Prairie natural area. The purchase provides an opportunity to protect a remnant of Oregon white oak habitat as well as restoration of the river's floodplain.

The other recent acquisition in the valley, two parcels totaling 53 acres located off Scholls-Sherwood Road, protects the area where Heaton and Baker Creeks meet and includes more than one and three quarter miles of stream frontage.

Three of the top goals of Metro's natural areas program are to safeguard water quality, protect valuable wildlife habitat and conserve or restore native ecosystem. These purchases allow Metro to meet all of those goals.

Events of note in District 5

For a complete list of events, check out our online calendar at calendar.metro-region.org.

Thursday, June 7, 7 a.m.

Columbia Slough birding bike ride

Take a leisurely, pre-commute bike ride along the Lower Columbia Slough Trail and enjoy the lively birdlife to be encountered on a spring morning. Learn about future extensions of the trail and how citizens can get involved in protecting and restoring the slough. Helmets are required. Directions and other details will be mailed to you. Free. Advance registration required; visit www.audubonportland.org or call (971) 222-6116.

Thursday, June 7, 7 p.m.

North Portland future greenway trail walk

Join trail advocates working to extend the Willamette River Greenway from the end of the Eastbank Esplanade through North Portland. Walk along a short paved existing trail through Willamette Cove, former industrial sites, under cottonwood trees and along the edge of the working Willamette River to Swan Island, and return along Willamette Boulevard for sweeping vistas across the Willamette and the west hills. Wear good, sturdy shoes to cover five miles. Meet at the end of North Pittsburg Avenue near the intersection with North Crawford Street at Cathedral Park under the St. Johns Bridge. Free, but donations will be accepted. To register, call (503) 823-4099 or send e-mail to info@npgreenway.org.

Saturday, June 9, 9 a.m.

Columbia Slough stewardship at Salish Ponds

Enjoy a stroll along the trail at Salish Ponds Wetlands Park in Fairview while picking up litter and improving habitat in the Columbia Slough watershed. Gloves, bags and refreshments will be provided. Advance registration required; call Melissa at (503) 281-1132.

Saturday, June 9, 9:30 a.m.

Intermediate animal tracking practice at Smith and Bybee Wetlands Natural Area

Metro volunteer naturalist and experienced tracker John Halsell leads a monthly tracking program on the second Saturday of each month at Smith and Bybee Wetlands. Practice the ancient art of tracking on sand, mud and the forest floor. This is an outstanding place to find evidence of a variety of urban wildlife including beaver, deer, coyote, raccoon and rabbits. Most of the time will be spent walking on sand or paved trail to find and discuss tracks and sign "in the wild." Participants will get the most from the class if they have previous tracking experience. Suitable for adults and teens. Meet in the parking area on North Marine Drive. Free. Advance registration required; call (503) 797-1715.

Saturday, June 9, 10 a.m.

Lone Fir Pioneer Cemetery tour

Embark on a unique history lesson while enjoying the beauty and tranquility of this old cemetery in Southeast Portland. The tour highlights Portland's founders, early pioneers and nationally recognized figures, as well as interesting headstones and monuments. Explore 30 acres of mature trees and a very special rose garden. Suitable for all ages. Meet at the main entrance at Southeast 21st Avenue and Morrison Street. Advance registration is not required. A suggested donation of \$10 goes to headstone restoration and educational programs. For more information, call (503) 775-6278.

Tuesdays, June 12 and 26, 7 p.m.

Twilight Tuesday at Smith and Bybee Wetlands Natural Area

This relaxing walk takes advantage of long summer days and gives you a chance to unwind after work. Dusk is one of the best times to see wildlife, especially during the summer. It is about the only time you can see most mammals such as beaver, muskrat, otter, raccoon, deer and bats. Metro naturalist James Davis teaches the basic techniques of wildlife watching and identification. Bring your binoculars or borrow a pair of ours. Suitable for adults and children age 10 and older; participants must be able to be quiet, sneaky and patient. Registration and payment of \$5 per adult are required in advance; call (503) 797-1715.

Saturday, June 16, 10 a.m.

Monument repair workshop, Lone Fir Pioneer Cemetery

Monument conservation is critical to preserving the history here. Help repair larger obelisks and reset broken, damaged stones in danger of disappearing altogether. Meet at Southeast 21st Avenue and Morrison Street. Advance registration required. For more information, call (503) 775-6278.

Saturday, June 16, 10 a.m.

Natural gardening seminar, Livingscape Nursery

Turning turf into raised beds – Grow food and flowers where once was lawn
Why not turn part of your lawn into a garden bed to grow gourmet organic food or beautiful blossoms? Learn several techniques for removing lawn without herbicides, and for creating beautiful, productive raised beds. Also hear tips for starting a gourmet vegetable garden or fun flowerbed in June – it's not too late! All natural gardening seminars are free. Reservations are required and limited to 60 participants. To register, call Metro Recycling Information at (503) 234-3000.

Saturday, June 16, 1 p.m.

Explorando el Columbia Slough, Whitaker Ponds Natural Area

Celebrate the nature and history of the Columbia Slough at this annual environmental festival offering activities in Spanish and English. Enjoy canoe trips, music, bird watching, nature games and displays, refreshments and more. Come to Whitaker Ponds Natural Area at 7040 NE 47th Ave. in Portland. Free. For more information, call (503) 281-1132.

Saturday, June 30, 9 a.m.

Summer bird watching at Smith and Bybee Wetlands Natural Area

Join James Davis and other Metro naturalists for some great birding. Watch fledglings and family activities such as feeding and flocking. Learn to identify the most common birds by their songs as well as their appearance. Suitable for adults and children ten and older. Bring your binoculars or borrow a pair of ours. Meet in the parking area on North Marine Drive. Free. Advance registration required; call (503) 797-1715.

Councilor Rex Burkholder contact information

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Assistant Kathryn Sofch
Phone (503) 797-1941
E-Mail sofchk@metro.dst.or.us
Web www.metro-region.org

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Auditor
Suzanne Flynn

June 2007 dch/fnal
Printed on recycled paper

METRO REGIONAL PLANNING E-NEWSLETTER
April 2006

Welcome to Metro's regional planning newsletter, e-mailed periodically to interested persons. Check the end of the newsletter for subscription information.

In this issue:

- Metro to host open house and public hearing for Eastside Transit Alternatives Analysis
- Community design workshop planned for Lake Oswego to Portland Transit and Trail Alternatives Analysis
- Regional Transportation Plan update

Metro to host open house and public hearing for Eastside Transit Alternatives Analysis

Should the streetcar line be extended to the eastside, or would bus service be a better alternative? Mark your calendar. The public comment period begins May 3 on eastside transit improvements.

2006 Project Timeline

- April - complete technical analysis
- May - share evaluation results and receive public input; formulate a recommendation for a preferred alternative
- June and July - project partners City of Portland, Tri-Met, Portland Streetcar Inc., Multnomah County and Metro to pass resolutions adopting a locally preferred alternative as recommended by the Eastside Project Advisory Committee

Get Involved

Open house
4 to 7 p.m., May 3
Metro Regional Center, room 370
600 NE Grand Ave., Portland

Learn about evaluation results for each alternative. Eastside Project Advisory Committee members, local government representatives and Metro staff will be there to answer questions.

Public hearing
5 to 7 p.m., May 10
Portland Building, Room C
1120 SW Fifth Ave., Portland

To prepare for the selection of a preferred alternative, the Eastside Project Advisory Committee will hold a public hearing.

Public comment period
Wednesday, May 3 to Friday, June 30

If you can't come to the open house or public hearing, you are invited to:

- Visit www.metro-region.org/transportation and select transportation projects to learn more
- Send comments via e-mail to trans@metro.dst.or.us
- Send written comments to Eastside Transit Alternatives Analysis, 600 NE Grand Ave., Portland, OR 97232
- Record a comment on Metro's transportation hotline at (503) 797-1900, option 2
- Check city and county calendars for local jurisdiction adoption meeting schedules and plan to attend.

Next Steps

Once a recommendation is made for a preferred alternative, local jurisdictions will be asked to adopt a resolution in support of the recommendation. The Metro Council will consider all public comment and resolutions from local governments before adopting a preferred alternative. Check Metro's web calendar for meeting schedules and agendas.

Community design workshop scheduled for Lake Oswego to Portland Transit and Trail Alternatives Analysis

The Lake Oswego to Portland Transit and Trail Alternatives Analysis is a federally funded study that will develop and evaluate transit and trail alternatives in the corridor and select a no-build alternative or one or two preferred alternatives to advance for further study. Metro is the lead agency for the study and Metro Councilors Rex Burkholder and Brian Newman serve as co-chairs of the Project Steering Committee. The cities of Lake Oswego and Portland, Clackamas and Multnomah counties, the Oregon Department of Transportation and TriMet are partners with Metro in this study.

The process begins with scoping, the definition of a range of transit and trail alternatives to be considered in the study. An upcoming community workshop and small group discussions will provide an opportunity for community members to suggest options and comment on proposed alternatives to be included in the analysis, including a no-build alternative. Once scoping is completed, staff will analyze options and provide the public and decision-makers with information to help

narrow the wide range of alternatives to a few that best address needs in the corridor. Eventually, a locally preferred option will be chosen.

2006 Project Timeline

- April - June: define and refine transit and trail alternatives, hold a community design workshop and begin holding small groups meetings throughout the corridor
- July - August: define alternatives and measure each one against the evaluation criteria developed by the project advisory committee in the project purpose and need statement
- September - October: share evaluation results with the public and ask for preferences, draft a locally preferred alternative recommendation, submit the recommendation to project partners for consideration

Get involved

Community design workshop

Draft locations for a bus line, rail line, trail and river transit that were developed by the 21-member, citizen Project Advisory Committee will be presented and discussed along with information about the no-build alternative, the project timeline, possible mitigation measures and future public involvement opportunities.

As soon as the design workshop is scheduled, Metro will post it on the web calendar. Visit www.metro-region.org and select calendar to find details.

Learn more

- Visit www.metro-region.org/transportation and select transportation projects to locate web pages about this study
- To be added to the project mailing list, send email to trans@metro.dst.or.us or call (503) 797-1756.

Regional Transportation Plan update

The Metro Council has initiated the first significant update to the Regional Transportation Plan (RTP) in six years. The update will be closely integrated with Metro's New Look regional planning process and will culminate with a new 2035 RTP by November 2007. A goal of this planning effort is a more streamlined plan that better advances regional policies, public priorities and local efforts to implement the 2040 Growth Concept.

On April 20, as part of the scoping phase, a broad spectrum of interests that include local government staff, the Oregon Transportation Commission, Federal Highway Administration, Governor's office, ODOT, Department of Land Conservation and Development, Coalition for a Livable Future, Bicycle Transportation Alliance, 1000 Friends of Oregon, Portland Business Alliance and several other business and community group representatives from throughout the region met with the Metro Council and JPACT to discuss the future of transportation for this region and key issues to be addressed during the update.

The input provided during the discussion is being used to develop a work program and public participation plan that will be reviewed by Metro advisory committees in May and June 2006. JPACT and the Metro Council will consider approval of the work program in June.

Copies of the keynote speeches made by Council President David Bragdon and Councilor Rex Burkholder, the forum summary and additional background materials are posted on Metro's website at www.metro-region.org/rtp (click on 2035 RTP update). For more information or to be added to the 2035 RTP Update interested parties list, send e-mail to rtp@metro-region.org.

Planning e-news subscription information

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People places * open spaces

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Auditor Alexis Dow, CPA

Metro's web site: www.metro-region.org

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- Metro to host community design workshop for Lake Oswego to Portland Transit and Trail Alternatives Analysis
- Let's Talk Trash – updating the region's waste reduction plan
- Metropolitan Transportation Improvement Program (MTIP) process begins
- Recommendation expected on Eastside Transit Alternatives Analysis

Metro to host community design workshop for Lake Oswego to Portland Transit and Trail Alternatives Analysis

We need your ideas and input. What transit options should be considered on Highway 43 and the Willamette Shoreline right of way? Where can a pedestrian and bike trail be built between Lake Oswego and Portland?

The Lake Oswego to Portland Transit and Trail Alternatives Analysis will develop and evaluate transit and trail alternatives in the corridor and select a no-build alternative or one or two preferred alternatives to advance for further study. The process begins with scoping, the definition of a range of transit and trail alternatives to be considered in the study. Once scoping is completed, staff will analyze options and provide the public and decision-makers with information to help narrow the wide range of alternatives to a few that best address needs in the corridor.

Community design workshop
5:30 to 8:30 p.m., Tuesday, May 30
Riverdale Grade School
11733 SW Breyman Ave., Portland

Draft locations for a bus line, rail line, trail and river transit that were developed by the 20-member, citizen Project Advisory Committee will be

presented and discussed along with information about the no-build alternative, the project timeline and future public involvement opportunities.

To learn more, visit www.metro-region.org/transportation and select transportation projects. To be added to the project mailing list, send email to trans@metro.dst.or.us or call (503) 797-1756.

Let’s Talk Trash – updating the region’s waste reduction plan

Are we doing enough to conserve resources for future generations? Can we do more to protect the environment? Tell Metro what you think.

Metro is revising the region’s Waste Reduction Plan with strategies that will help the Portland metropolitan region address waste reduction issues and more. It is a component of the larger Regional Solid Waste Management Plan, which serves as a blueprint for coordinating solid waste and recycling programs.

This spring (through June 5), the Metro Council is asking residents to comment on the draft plan. Later this summer, the Council will consider the Plan for adoption.

Complete a survey to share your ideas about how the region should manage trash and protect the quality of our air and water – now and in the future. Go to www.metro-region.org/letstalktrash, or call (503) 234-3000 for a printed survey.

The Metro Council is committed to using your ideas and addressing concerns you raise to meet our region’s needs. Thank you for participating.

Metropolitan Transportation Improvement Program (MTIP) process begins

Metro has begun the process of distributing \$64 million in federal money to regional government transportation agencies for projects to be included in the MTIP 2008–11. Solicitation packets were sent out to government transportation agencies in early April, with completed applications due to

Metro by June 30. Contact information for the staff person organizing the application process within each transportation agency is available on the Metro website (see below).

Funding will be allocated to projects involving planning, engineering, repairing or building roads, bridges, freight access, transit systems, bicycle and pedestrian facilities. To be eligible, projects must already be in the current Regional Transportation Plan (RTP).

The final list of projects will be selected through an extensive prioritization process that evaluates safety, land-use goals, cost-effectiveness, potential to support economic development, and other criteria.

A first-cut list containing 150 percent of potentially fundable projects will be released for public comment in October and November. A draft final list will be presented for public testimony in February 2007, and the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council should adopt a final list in March. The final list must also align with the State Transportation Improvement Program and conform to federal and state air quality requirements.

For more information about the MTIP process, visit the Metro website at www.metro-region.org, or call Pat Emmerson, Senior Public Affairs Specialist, at 503-797-1551.

Recommendation expected on Eastside Transit Alternatives Analysis

Following an open house and public hearing held in May, a recommendation for a locally preferred alternative is expected in early June. Next, project partners City of Portland, Tri-Met, Portland Streetcar Inc., Multnomah County and Metro will be asked to pass resolutions adopting a locally preferred alternative as recommended by the Eastside Project Advisory Committee. The Metro Council will consider all public comment and resolutions from local governments before adopting a preferred alternative. Check Metro's web calendar for meeting schedules and agendas.

Should the streetcar line be extended to the eastside, or would bus service be a better alternative? A public comment period on eastside transit

improvements runs from Wednesday, May 3 to Friday, June 30. To provide comments, you may:

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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.

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Auditor Alexis Dow, CPA

Metro's web site: www.metro-region.org

METRO REGIONAL PLANNING E-NEWSLETTER
June 2007

Welcome to Metro's regional planning newsletter, e-mailed periodically to interested persons. Check the end of the newsletter for subscription information.

In this issue:

- * Lake Oswego to Portland Open Houses and Public Hearing
- * Bike There!
- * Tips for Beating High Gas Prices
- * Let's Talk Trash
- * 2035 Regional Transportation Plan
- * Vancouver BC Study Tour Recap Event July 11

Public invited to discuss options to improve transportation between Lake Oswego and Portland

Should rapid bus or streetcar be considered on Highway 43 and the Willamette Shoreline right of way? Should a pedestrian and bike trail be built between Lake Oswego and Portland? These and other questions will be considered at an open house meeting to discuss ways to improve transportation between Lake Oswego and Portland.

After defining a wide range of transit and trail alternatives, Metro staff analyzed several options before three committees – one comprised of citizens, another of technical advisors, one of elected officials – narrowed the wide range to a few that best address transportation needs in the corridor.

One of three alternatives or combinations of alternatives will advance for further study in the next phase of the project. They include a no-build option, a Bus Rapid Transit line on Highway 43 and a streetcar on the Willamette Shoreline right-of-way, Macadam Avenue or parts of both.

The open houses will follow a flexible, drop-in format so residents can arrive at any time and spend as much time as necessary talking with staff or reviewing maps and materials. A feedback form will allow Metro to capture written comments. Open houses will take place on the following days:

Wednesday, June 27, 6 to 8 p.m.

US Bank Building

120 N State St., Lake Oswego

Parking at the US Bank lot or across State St. in the city-owned lot

Thursday, June 28, 5 to 7 p.m.

David Evans and Associates
2100 SW River Pkwy., Portland
Parking at the lot just south east of the Marriott Residence Inn under the
Marquam Bridge

In addition, a public comment period for the project will open June 27 and
continue through September 7. During this time anyone can submit comments
by:

- *Attending an open house
- *Sending e-mail comments to trans@metro.dst.or.us
- *Recording comments on Metro's transportation hotline: 503-797-1900, option 3
- *Mailing comments to LOAA, 600 NE Grand Ave., Portland, OR 97232.

After the open house meetings, the citizen advisory committee will make its
recommendation on which options to study further. On Monday, July 16, 2007, a
public hearing will provide another opportunity for public testimony before the
project Steering Committee, made up of elected officials from the cities of Lake
Oswego and Portland, Clackamas and Multnomah counties, TriMet, ODOT and
Metro. The Steering Committee will forward its recommendation to project
partners in September and a final Metro Council action is expected in fall 2007.

To learn more, visit www.metro-region.org/lakeoswego or call (503) 797-1756.

Bike There! with Metro's new bicycle map

Metro's Bike There! map has guided cyclists through the Portland, Oregon
metropolitan area for 25 years. A new 2007 edition of the award-winning map is
now available. The map is a region-wide guide to designated bike lanes and
multi-use paths that link people and places across city and county boundaries.
Selected through streets where bicyclists share the road with motorists are rated
for cycling suitability. Bike There! will help you plan bike-friendly routes to work,
school, shopping and your favorite parks. Biking is economical and healthy for
you and the planet. So pump up your tires and get out on your bike to enjoy
nature in your neighborhood. Find a list of retail outlets or purchase online at
www.metro-region.org/bikethere.

Beat high gas prices this summer

Think you have little control when it comes to getting stuck with high gas prices?
Think again. There are many ways to reduce car trips. Summer is a great time to
try walking and biking, and to use transit to visit fun places like the Oregon Zoo.

DriveLessSaveMore.com is your one-stop travel savvy resource. It has all the information you need for a great summer spending less time on the road and more time doing the things you really like to do. Learn how at www.DriveLessSaveMore.com.

Let's Talk Trash

Are you concerned about protecting our environment? Is conserving natural resources important to you? Do you want to ensure we leave our children a healthy community?

Metro wants to hear your thoughts on a new ten-year plan for managing solid waste in the Portland, Oregon metropolitan area. The Regional Solid Waste Management Plan will ensure continued progress in reducing the amount and toxicity of the waste generated and disposed, and will blaze new trails in advancing sustainable operations for the regional solid waste system.

Protecting our environment now and for future generations is a valued shared by residents. During the past 20 years, Metro and its partners have established a comprehensive solid waste management system. We've developed effective public and private disposal and recovery facilities, implemented and expanded curbside services and developed state-of-the-art household hazardous waste collection facilities and a paint recycling operation. We offer business waste prevention and recycling consultations and assistance and provide information and referrals at the local and regional level.

As a result, the regional recycling rate is 58.6 percent, one of the highest in the nation. But, despite these achievements, households and businesses in the region continue to send more than 1.2 million tons of garbage to the landfill each year, half of which could be recycled. And, there is a growing awareness that recycling is but one strategy to protect the environment. Producing less garbage by implementing sustainable practices should also be considered.

The Regional Solid Waste Management Plan sets the direction for the solid waste system for the next decade, provides a framework for coordinating solid waste programs within the region, identifies roles and responsibilities, and fulfills a state requirement that the Metro wasteshed have a waste reduction plan.

The 12 policies, 13 goals and 68 objectives in the plan will guide continued progress in reducing the amount and toxicity of waste generated and disposed in the Metro region and advance new sustainability practices.

The updated plan reflects the comments and preferences expressed by the Metro Council, industry stakeholders, business owners, environmental groups

and citizens. This final stage of public involvement ends July 27, 2007. In the fall the Metro Council will hold a hearing and consider the Regional Solid Waste Management Plan for adoption.

To read the plan and learn how to comment, go to www.metro-region.org/letstalktrash. To request a paper copy of the plan, please contact the Metro Solid Waste and Recycling Department at (503) 797-1650.

2035 Regional Transportation Plan solicits investments

The Regional Transportation Plan (RTP) is the long-range blueprint for the transportation system in the Portland metropolitan region. Metro is in the middle of a major update that is scheduled for completion by June 2008. A 30-day public comment period will open in October 2007 on the federal component of the update before approval in December 2007.

The federal component of the plan includes investments that are eligible for both federal and state funds. After the federal component has been approved, the state component will be developed and integrated with the federal component for the final RTP. A 45-day public comment period will open in late spring 2008, with approval of the final RTP expected in June 2008.

On June 18, 2007, ODOT, TriMet, Metro and local jurisdictions will submit investments to be considered for inclusion in the 2035 RTP in one of two tracks. Track 1 includes state and regional mobility corridors, things like highway, interchanges, high-capacity transit and regional bridge investments that may cost many millions—or billions—of dollars. Track 2 includes community-building investments, such as arterial widening, new regional trails, expanded transit service, sidewalks, bike facilities and regional programs that leverage mixed-use development, promote transportation options and improve the efficiency of the existing transportation system.

Metro will analyze the proposed investments during the summer of 2007. The results of the analysis will guide recommendations for investment priorities for future federal and state funding.

For more information, go to www.metro-region.org/rtp, and click on “2035 RTP update.”

Vancouver BC Study Tour Recap Event July 11

Metro sponsored a second Get Centered! study tour to Vancouver BC June 7-9, 2007. A delegation of 42 elected officials, planners, developers, architects, and consultants visited urban and suburban developments in the Vancouver region to learn how our Canadian neighbors plan higher-density, livable communities.

Alumni from both the June 2007 and September 2006 trips to Vancouver will gather at 7 p.m. Wednesday, July 11, 2007 in the Metro Council chamber immediately following the Metropolitan Policy Advisory Committee meeting to share ideas, experiences and photos with fellow alumni and anyone who is interested. We'll discuss what we liked in Vancouver (and how to apply it here), what we didn't like, and topics for future workshops.

Planning e-news subscription information

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Auditor Suzanne Flynn, Certified Internal Auditor

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sent to Planning e-news list 6-25-07

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July 2007

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In this issue:

- * Lake Oswego to Portland Public Hearing and Public Comment Period
- * 2008-11 Metropolitan Transportation Improvement Program (MTIP) meets air quality standards

Public invited to testify and comment on transit and trail options between Lake Oswego and Portland

Should rapid bus or streetcar be considered on Highway 43 and the Willamette Shoreline right of way? Should a pedestrian and bike trail be built between Lake Oswego and Portland?

Testimony on these topics will be taken at a public hearing before the project Steering Committee from 4 – 6 p.m. on July 16. The hearing will be held in the Council Chamber at Metro Regional Center, 600 NE Grand Ave., Portland.

The Steering Committee is made up of elected officials from the cities of Lake Oswego and Portland, Clackamas and Multnomah counties, TriMet, ODOT and Metro. They will take comments on three alternatives or combinations of alternatives that will advance for further study in the next phase of the project. The alternatives include a no-build option, a Bus Rapid Transit line on Highway 43 and a streetcar on the Willamette Shoreline right-of-way, Macadam Avenue or parts of both. The Steering Committee will forward its recommendation to project partners in September and a final Metro Council action is expected in October.

A public comment period for the project opened June 27 and will continue through September 7. During this time anyone can submit comments by:

- *Providing testimony before the Steering Committee
- *Sending e-mail comments to trans@metro.dst.or.us
- *Recording comments on Metro's transportation hotline: 503-797-1900, option 3
- *Mailing comments to LOAA, 600 NE Grand Ave., Portland, OR 97232.

To learn more, visit www.metro-region.org/lakeoswego or call (503) 797-1756.

2008-11 Metropolitan Transportation Improvement Program (MTIP) meets air quality standards

Metro 's Air Quality Conformity Determination for the 2008-11 Metropolitan Transportation Improvement Program (MTIP) shows that the greater Portland region will continue to meet federal and state air-quality standards to the year 2025 after the transportation improvements included in the 2008-11 MTIP are implemented.

The Air Quality Conformity Determination estimates future carbon monoxide emissions and precursors of smog (volatile organic compounds and oxides of nitrogen) from cars and trucks operating within the greater Portland air shed to the year 2025. The estimated emissions must not exceed a "budget" approved for the region by the Oregon Environmental Quality Commission and the United States Environmental Protection Agency.

A public review and comment period on the report began on Friday, June 15, 2007, and will end on Monday, July 16, 2007. Copies of the report may be obtained from the planning office at 600 NE Grand Avenue, Portland, Oregon, or downloaded from Metro's web site: www.metro-region.org/airquality.

The Metro council will deliberate on the air quality conformity document on Thursday, August 16, 2007, to consider any public comments received and to act on a resolution to adopt the 2008-11 MTIP with the Air Quality Conformity Determination report.

For questions about this report or the 2008-11 MTIP, contact the program manager Ted Leybold at leyboldt@metro.dst.or.us. For more information about the 2008-11 MTIP, visit the Metro homepage, www.metro-region.org, and search for "MTIP."

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sent to Planning e-news list 7-12-07

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August 2007

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In this issue:

- * Lake Oswego to Portland Steering Committee and Adoption Process
- * The 2040 Match of the Century: Corridors versus Centers
- * Regional Transportation Plan seeks public review

Public invited to testify and comment on transit and trail options between Lake Oswego and Portland

The community-based Project Advisory Committee and agency project managers have made recommendations on where bus or streetcar should be considered on Highway 43 and the Willamette Shoreline right of way. And, how a pedestrian and bike trail might be built between Lake Oswego and Portland.

The project Steering Committee will use this information to form their final recommendation to be forwarded to study partners. The Steering Committee will meet from 3 – 5 p.m. on September 10, 2007 in the Council Chamber at Metro Regional Center, 600 NE Grand Ave., Portland.

The Steering Committee is made up of elected officials from the cities of Lake Oswego and Portland, Clackamas and Multnomah counties, TriMet, ODOT and Metro. Upon receiving the Steering Committee recommendation, each agency will consider a Resolution to support further study of specific alternatives in the next phase of the project. A final vote will be taken by the Metro Council.

Public comments about the project are being taken through September 7. During this time anyone can submit comments by:

- *Sending e-mail comments to trans@metro.dst.or.us
- *Recording comments on Metro's transportation hotline: 503-797-1900, option 3
- *Mailing comments to LOAA, 600 NE Grand Ave., Portland, OR 97232.

To learn more, visit www.metro-region.org/lakeoswego or call (503) 797-1756.

The 2040 Match of the Century: Corridors versus Centers

7 p.m. Wednesday, Sept. 26

Council chamber
Metro Regional Center
600 NE Grand Avenue, Portland

Get a ringside seat for a lively debate of different strategies for implementing the 2040 growth concept, our region’s plan for the future - featuring heavy-weight professors Patrick (“Corridors”) Condon, University of British Columbia, and Gordon (“Centers”) Price, Simon Fraser University and refereed by Metro Councilor Robert Liberty.

Condon, professor of landscape architecture at UBC, favors low and mid-rise development along transit corridors – three and four story mixtures of housing, stores, restaurants, professional services and offices. Price, director of the City Program at SFU and former Vancouver BC city councilor, is a strong supporter of the strategy emphasizing growth in high-energy, high-density centers.

Both contenders are internationally recognized experts in their fields and extremely familiar with the Portland metropolitan region. Both approaches are consistent with our region’s 2040 plan for growth. Will either strategy be victorious or will it be a draw? Can both sides win? You be the judge.

We’ll provide the popcorn.

This event is free and no reservations are required. For more information, check Metro’s online calendar at <http://calendar.metro-region.org/>

Regional Transportation Plan seeks public review

Metro is preparing to release a draft of the updated federal component of the Regional Transportation Plan (RTP) for a 30-day public review and comment period. The comment period will begin on October 15, and end on November 15, 2007.

The RTP is the long-range blueprint to guide major transportation investments in the Portland metropolitan region. The federal component of the RTP was prepared in response to changes to federal law and regulations contained in Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU).

During the 30-day comment period, residents and businesses are encouraged to study the draft document and other information from the 2035 RTP project web page (www.metro-region.org/rtp), and provide feedback on the recommended direction of the RTP as reflected in the policy framework and goals, major transportation investments and proposed strategies.

Comments may be submitted via a comment form on the project web page, by email to rtp@metro-region.org, or by US mail to RTP Comments, Metro Planning Department, 600 NE Grand Avenue, Portland, OR 97232. Hard copies of the draft plan will also be available from the Planning Department upon request

Four public open houses and hearings are scheduled to provide information, answer questions and offer an opportunity to submit testimony in person.

- Oct 25 Clackamas County Chamber
Public Service Building
2051 Kaen Road
Oregon City 97045
Open house starts at 4; hearing starts at 5 pm

- Nov 1 Metro Regional Center
600 NE Grand Avenue
Portland 97232
Open house starts at 1; hearing starts at 2 pm

- Nov 8 Hillsboro Civic Center Auditorium
150 E. Main Street
Hillsboro 97123
Open house starts at 4; hearing starts at 5 pm

- Nov 15 Metro Regional Center
600 NE Grand Avenue
Portland 97232
Open house starts at 1; hearing starts at 2 pm

The public comments will be compiled into a report and considered by the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council before taking action on the updated federal component on December 13, 2007.

With approval of the updated federal component, Metro will begin work on the state component of the RTP to address state and regional goals. The state component will be integrated with the federal component to create a final 2035 RTP in late spring 2008. A second public comment period will precede consideration of this final RTP.

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Lake Oswego to Portland



TRANSIT AND TRAIL STUDY

Community Design Workshop

5:30 to 8:30 p.m.

May 30

Riverdale Elementary
11733 SW Breyman Ave.
Portland

Lake Oswego to Portland Transit and Trail Study Alternatives Analysis Public Comment Report, September 2010

PROJECT PARTNERS

Cities of Lake Oswego
and Portland

Clackamas and Multnomah
counties

Oregon Department
of Transportation

TriMet

Metro

For more information, visit
[www.metro-region.org/
transportation](http://www.metro-region.org/transportation), send e-mail to
trans@metro.dst.or.us or call
(503) 797-1756.



METRO
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Come to a community workshop on **May 30** and take the opportunity to **suggest options and comment on proposed alternatives on the Lake Oswego to Portland Transit and Trail Study.**

The purpose of the study is to develop a community-supported transit and trail project that meets future travel demand in the Lake Oswego to Portland corridor and supports local and regional land use plans. The process begins with the definition of a range of transit and trail alternatives to be considered in the study.

A detailed analysis will evaluate transit and trail alternatives in the corridor and provide the public and decision-makers with information to help narrow the wide range of alternatives to a few that best address needs in the corridor.

Look for our project newsletter in your mailbox prior to the design workshop for more background information on the project.



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www.metro-region.org

600 NE Grand Ave.
Portland, OR 97232

**We need
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and input.**

What transit options should be considered on Highway 43 and the Willamette Shoreline right of way? Where can a pedestrian and bike trail be built between Lake Oswego and Portland?

Lake Oswego
to Portland

**TRANSIT AND
TRAIL STUDY**

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5:30 to 8:30 p.m., May 30

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Visit [www.metro-region.org/
transportation](http://www.metro-region.org/transportation) and select
transportation projects or call
(503) 797-1756 for more
information.



Business

• Lake Oswego Review/West Linn Tidings • May 25, 2006 • Page B9 •

Wednesday, May 24, 2006

at [ClackamasReview/OregonCityNews](#)

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compiled by ELLEN SPITALERI
espitaleri@clackamasreview.com

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**Lake Oswego
to
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Lake Oswego to Portland

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Attend project open houses

6 to 8 p.m. Wednesday, June 27

US Bank Building
120 N. State St., Lake Oswego

5 to 7 p.m. Thursday, June 28

David Evans and Associates
2100 SW River Parkway, Portland

For more information, visit
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245058-062007

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SOUTHWEST WEEKLY

AN EDITION OF
The Oregonian

MAY 23, 2006

HOW TO REACH US

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Lake Oswego to Portland

TRANSIT AND TRAIL STUDY

Open houses

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*Parking at the US Bank lot or across State
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Portland **5 to 7 p.m. Thursday, June 28**
David Evans and Associates
2100 SW River Parkway, Portland
*Parking at the lot just southeast of the Marriott
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Oregon Department
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TriMet

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For more information, visit
[www.metro-region.org/
lakeoswego](http://www.metro-region.org/lakeoswego), send e-mail to
trans@metro.dst.or.us or call
(503) 797-1756.



Should rapid bus or streetcar be considered on Highway 43 and the Willamette Shoreline right of way? What pedestrian and bike trail options should be considered between Lake Oswego and Portland?

Metro and the Lake Oswego to Portland Project Advisory Committee invite you to review three alternative transit and trail concepts designed to improve transportation in the corridor. The committee, made up of community members, began the study in July 2005.

One or a combination of concepts will advance for further study: a no-build option, a Bus Rapid Transit (BRT) line on Highway 43 and a streetcar on the Willamette Shoreline right of way, Macadam Avenue or parts of both. The BRT and streetcar concepts include a trail concept.

The open houses will follow a flexible, drop-in format so you can talk with staff, review maps, and learn about the project timeline and future public involvement opportunities.

Look for our newsletter in your mailbox for more background information.



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www.metro-region.org

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ves Analysis Public Comment Report, September 2007



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TRANSIT AND TRAIL STUDY

Attend project open houses

6 to 8 p.m. Wednesday, June 27
US Bank Building
120 N. State St., Lake Oswego

5 to 7 p.m. Thursday, June 28
David Evans and Associates
2100 SW River Parkway, Portland

For more information, visit www.metro-region.org/lakeoswego, send email to trans@metro.dst.or.us or call 503-797-1756.

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SOUTHWEST
WEEKLY

AN EDITION OF
The Oregonian

MAY 25, 2006

HOW TO REACH US

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**We need
your ideas
and input.**

What transit
options should
be considered on
Highway 43 and
the Willamette
Shoreline right
of way? Where
can a pedestrian
and bike trail be
built between
Lake Oswego
and Portland?

Lake Oswego
to
Portland

TRANSIT AND
TRAIL STUDY

**Come to a community
design workshop.**

5:30 to 8:30 p.m., May 30

Riverdale Grade School
11733 SW Breyman Ave., Portland

Visit [www.metro-region.org/
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transportation projects or call
(503) 797-1756 for more
information

 **METRO**
PEOPLE PLACES OPEN SPACES

School briefs

Bridge graduation addition

Lake Oswego High School 2007 Bridge Graduate Michael Gray is both a member of the National Honor Society and a Presidential Achievement Award winner. Information was omitted in the 2007 special graduation section, which was published in the Review June 14.

DFoundation's board

The final meeting of the year June 12, the board of Lake Oswego School Foundation held its election.

Following Lake Oswego's 2006-07 election, the board is to serve two-year terms beginning July 1:

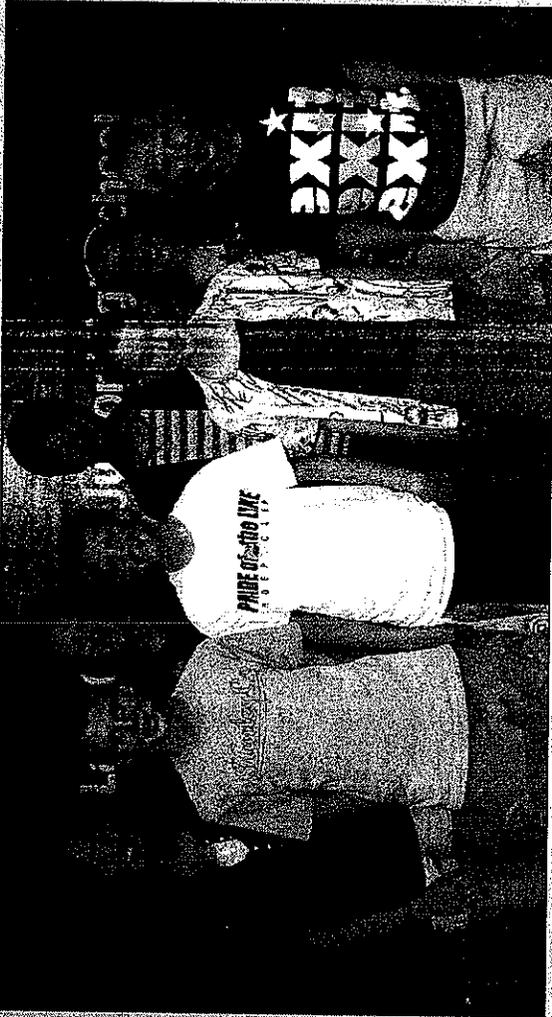
- President: Jeff Thede
- Vice President: John Vigfusson
- Treasurer: John Sally Moncrieff
- Secretary: Kevin Lind
- Member at Large: Linda Ganzini

The new executive board is to be elected to one-year terms beginning July 1: Mary (President); Erik Amos (Vice President); Katy Barman (Treasurer); Dennis (Secretary); and Anne (Member at Large).

Academy's focus on dyslexia

Academy — located at University — is a non-profit private school located at Piper Park, a parent wanted to give other students the opportunity that her

LOJHS honors students



SUBMITTED PHOTOS / Dave Mertens
 Lake Oswego Junior High School recently announced its Students of the Year recipients. The students are selected by team teachers, two from each team, one boy and one girl. They are, above from left, Kemy Lin, Jason Luhnnow, Katie Van Hooimissen, Andrew Jeffery, Claude Lee, Aike Berger, Olivia Vollan and Jack Mertens.



The LOJHS Principals: Awards went to 8th grade students with two years of exceptional school involvement in academics and citizenship. This year's recipients are, above from left, Brian Ruehle, Matt D'Amato, Billy Rathie, Parker McGuirk, Zane Soarling, Kaitlyn

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 or call 503-797-1756



METRO
 PEOPLE PLACES OPEN SPACES

BLOGGERS WANTED

Wilsonville residents now have a blog of their own, written by six-year resident Kimberly Nelson, a freelance television reporter who's the mother of three young children. Check out her postings about local events and other information at <http://blog.oregonlive.com/wilsonville>.

If you're a Lake Oswego or West Linn resident and would like to help foster discussion about your local issues and topics, go to

www.oregonlive.com/weblogs/blog_application.ssf.

If you'd rather just join in conversations about the community, check out the Lake Oswego forum at

www.oregonlive.com/forums/lakeoswego,

the West Linn forum at

www.oregonlive.com/forums/westlinn

and the Wilsonville forum at

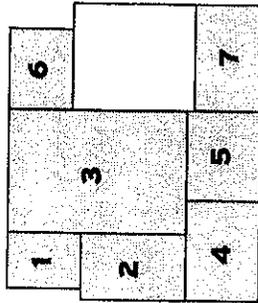
www.oregonlive.com/forums/wilsonville.

And whenever you're online, you can keep up with the Southwest Weekly at www.oregonlive.com/swweekly.

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The Lake Oswego Festival of the Arts goes digital this year with what's believed to be the first exhibit on the West Coast to feature a digital gallery presented on flat-panel display monitors. The 44th annual event, June 22-24 at the Lakewood Center for the Arts and George Rogers Park, is expected to draw about 25,000 visitors.



1 A piece by Lake Oswego artist Rebecca Abraham in the arts and crafts faire.

2 "Hunter and Gatherer," bronze pieces by Kim Chavez in the arts and crafts faire

3 "Icarus Fish," by Brian Despain, in the special exhibition of computer-generated art, called Pixel

4 "Dinner Along the River," by Kathryn Burke, in the

juried show

5 A piece by Michelle Woodruff in the arts and crafts faire

6 Artist Amelia Chao's "Remembering Autumn" in the arts and crafts faire.

7 "Once Around the Sun," by LeUyen Pham, in the Pixel exhibition

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We need your ideas and input.

Should rapid bus or streetcar be considered on Highway 43 and the Willamette Shoreline right of way? What pedestrian and bike trail options should be considered between Lake Oswego and Portland?

CURIOUS GEORGE



Think of Dad,
Think of Leonidas



SOUTHWEST WEEKLY

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JUNE 14, 2007

HOW TO REACH US

Media advisory:

June 26, 2007

For more information, contact Karen Withrow, (503) 797-1932

Public invited to discuss options to improve transportation between Lake Oswego and Portland

Should rapid bus or streetcar be considered on Highway 43 and the Willamette Shoreline right of way? Should a pedestrian and bike trail be built between Lake Oswego and Portland? These and other questions will be considered at open house meetings this week during which ways to improve transportation between Lake Oswego and Portland will be discussed. An additional public comment period and a public hearing will also offer further opportunities to offer opinions.

The Lake Oswego Project Advisory Committee (LOPAC), made up of community members, has been studying possible transit and trail alternatives since July 2005, and wants people to review a range of options that could improve transportation in the Lake Oswego to Portland corridor. One of three alternatives or combinations of them will move forward for further study. They include a Bus Rapid Transit line on Highway 43, a streetcar on the Willamette Shoreline right of way, Macadam Avenue or parts of both, and a no-build option.

After public discussion, LOPAC will recommend which of the above options should be further studied to the Steering Committee, which is made up of elected officials from the cities of Lake Oswego and Portland, Clackamas and Multnomah counties, TriMet, ODOT and Metro.

The open houses will follow a flexible, drop-in format so residents can arrive at any time and spend as much time as necessary talking with staff or reviewing maps and materials. A feedback form will allow Metro to capture written comments.

Open houses will take place on the following days:

Wednesday, June 27, 6 to 8 p.m.

US Bank Building

120 N State St., Lake Oswego

Parking at the US Bank lot or across State St. in the city-owned lot

Thursday, June 28, 5 to 7 p.m.

David Evans and Associates

2100 SW River Pkwy., Portland

Parking at the lot just south east of the Marriott Residence Inn under the Marquam Bridge

In addition, a public comment period for the project will open June 27 and continue through September 7. During this time anyone can submit comments by:

- attending one of the above-mentioned open houses
- attending a July 16 public hearing
- sending email comments to trans@metro.dst.or.us
- recording comments on Metro's transportation hotline at 503-797-1900, option 3
- mailing comments to LOAA, 600 NE Grand Ave., Portland, OR 97232.

The July 16 public hearing, which will take place from 4 to 6 p.m. at Metro, 600 NE Grand Avenue in Portland, will provide an opportunity for testimony before the project Steering Committee, which will forward its recommendation to project partners in September. A final vote by the Metro Council is expected after local jurisdiction actions in fall 2007.

To learn more, visit www.metro-region.org/lakeoswego or call (503) 797-1756.

Lake Oswego to Portland Alternatives Analysis Community Design Workshop comment summary

1. Introduction

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

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

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

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

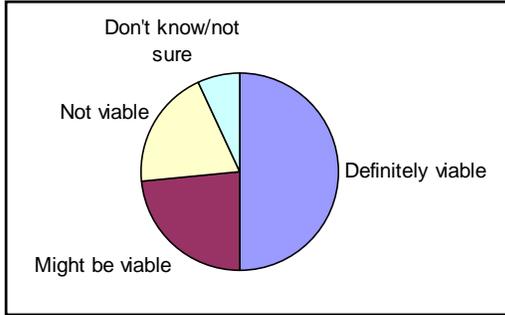
Some table facilitators noted that there was not consensus around alignment or mode. However, many groups identified rail routes that used the right-of-way with on-street options through John's Landing, and, in some cases, Dunthorpe/Riverdale. All groups that identified a bus rapid transit route identified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

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

2. Comment form responses

Demographics

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



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

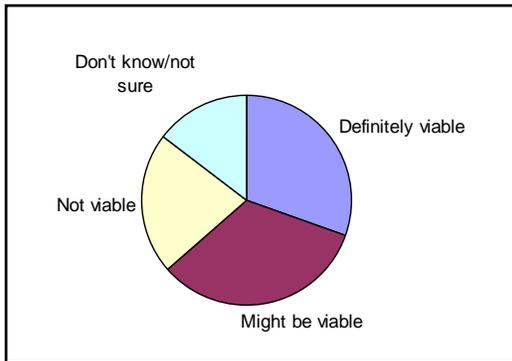
transit included noise, ridership and the efficiency of running additional buses on Highway 43 and SW Macadam Avenue which are already congested.

Bus rapid transit

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

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

River transit

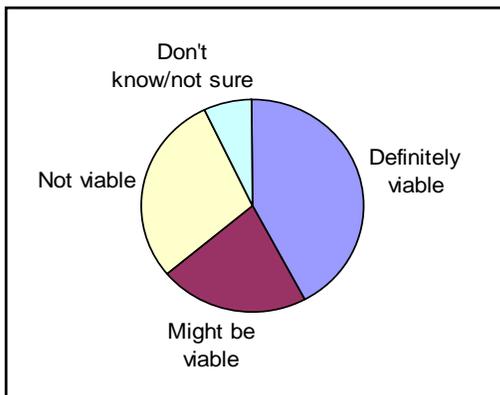


How viable do you think river transit is for the corridor?

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

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

Rail transit



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

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

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

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

Multi use trail

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

No build option

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

Other comments

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

3. Comments from small group discussions

Bus rapid transit (BRT)

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

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

Other comments and suggestions included:

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

River transit

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

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

Groups made the following suggestions and comments:

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

Rail transit

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

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

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

Other suggestions and comments included:

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

Trail

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

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

Other comments and suggestions included:

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

Attachment A

Transcription of butcher paper comments

Ideas and concerns

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

Attachment B
Responses from comment forms

DEMOGRAPHICS

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

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

How do you usually commute?

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

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

daily	24
weekly	24
monthly	12
rarely	29

How did you hear about tonight's meeting?

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

BUS RAPID TRANSIT

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

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

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

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

Comments in support of BRT

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

Buses are good

Already works well, just need more ridership

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

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

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

Flexible, low capital costs

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

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

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

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

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

Most cost effective

It will ease congestion on Hwy 43.

If it is available, people will use it

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

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

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

Provides local service

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

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

Moves the people who actually will use public transportation.

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

Can extend to West Linn

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

I love it!

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

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

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

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

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

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

Questions and comments opposing BRT

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

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

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

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

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

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

Road is already too crowded.
Macadam is already pretty backed up with traffic, Can't get more lanes without spending big bucks.
I've heard that LO'ers are more likely to use LRT than bus -- LRT apparently has more cache
Would need to build additional local bus routes in LO to encourage public transit usage.
Snob factor against buses.
I already ride the bus occasionally, but find it doesn't have the frequency of service or speed of service I'd like. BRT Would have to offer something significantly better.
LO residents might resist leaving the Mercedes at home.
People don't like to ride buses. Buses pollute and are noisy. I prefer rail
Too many stops along the way to be rapid, too much traffic to be rapid
The current bus system currently works just fine.
limitations of Hwy 43
Traffic on Hwy 43 will bog it down.
I don't think a lot of people will take the bus
No place for park and ride. Buses do not go through many neighborhoods. More scheduling needed
Any transit option must be faster than the traffic jam on Hwy 43 every day during rush hour. I don't believe bus rapid transit can do that.
No room to expand
Traffic is already bad; buses get caught in traffic congestion.
Potential riders from the area are not interested in leaving autos behind.
I don't see enough gain by allowing better signal stops. Also a lot of people don't like the bus.
LO people don't ride the bus and if they did where would they park?
Won't work. Not enough population using the bus.
I don't know if it would meet commuter's needs. I don't know if LO people would use it. A study should be conducted. Park and ride?
Where are you going to fit them in an overcrowded corridor when they are most needed - during rush hour?
Bus caught in traffic on afternoon commute is excruciating.
Because without a total redesign of the area you probably can't get much more on Macadam Ave.
Not as good as LRT. Unless BRT attracted a critical mass of riders would still have congestion on 43 that would discourage BRT use
Since BRT uses existing streets, it seems like it would meet goals to minimizing community inputs and leverage existing infrastructure. But would it come often enough? Be fast enough?
The current system is not overcrowded and works fine right now.
It does not enhance our neighborhood character in any way. It is not conducive to economic development.
Express buses? Make buses more available, may be necessary to do a PR campaign, more evening and weekend runs.
How can you make a lane for buses if you can't widen the road? It won't be rapid; it will be stopped in traffic.
too many stops
Best option, lowest cost, targets those who need public transport option. Most people in the corridor are affluent and will NOT use public transportation of any form.
May not be a permanent solution. Benefits are ease of development. Bus traffic could run up Terwilliger to decompress Macadam
Sharing the road with cars really isn't viable.
Noisy
Not a good option i.e. fuel. Not enough room for cars and bikes, not suitable for high speed buses.
BRT is very expensive; limited priority on ROW due to narrow sections
Bottleneck w/ Portland's Waterfront development Sellwood Bridge N.
Gasoline dependent.

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

It is smelly, loud, unpleasant.

Congestion would make that a poor choice.

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

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

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

RIVER TRANSIT

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

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

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

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

Comments in support of river transit

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

Gas costs

I think people would enjoy it.

sure seems that the river is underutilized as a transportation corridor

like the idea as an alternative and seasonal

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

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

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

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

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

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

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

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

Creates a new concept with little disruption to neighborhoods.

River has lots of room.

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

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

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

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

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

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

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

Seems it could be less complicated to implement.

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

At least it is being considered!

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

We should definitely explore.

Would definitely reduce Hwy 43 congestion

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

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

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

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

People like being on water.

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

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

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

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

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

Questions and comments opposing river transit

don't take the river as transit

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

I have a concern about water quality and noise

Pollution, bank erosion, river not wide enough

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

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

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

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

Limited access and infrequent service.

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

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

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

River/bank erosion

gasoline dependent

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

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

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

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

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

wake

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

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

I don't think many people will ride it.

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

slow

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

Pipe dream

Access to river makes it a poor choice.

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

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

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

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

Not enough volume, costly to riders

RAIL TRANSIT

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

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

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

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

Comments in support of rail transit

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

High speed option bypassing traffic

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

Infrastructure in place already; dedicated route exists

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

Faster than cars and cleaner, better scenery

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

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

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

Done right it avoids the highway congestion

Already existing ROW.

Adds a new transportation line in addition to road.

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

Not competing with cars

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

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

Existing tech, right of way

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

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

Rapid, quiet, efficient

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

Again this becomes a tourism attraction as well.

makes sense

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

Corridor exists already in public ownership, connects town centers.

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

Other rail projects seem to have been viable and popular.

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

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

It moves people more efficiently

As long as it's done right.

It would ease traffic congestion on 43.

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

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

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

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

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

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

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

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

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

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

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

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

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

Questions and comments opposing rail transit

don't take rail

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

I really worry about transit parking

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

required, and will be less used in this neighborhood than a wider 43 would.
Frequency? How far would it go? The parking facilities would need to be large. Bike paths to West Linn and City Hall are need.
Would take major upgrade to rail bed, trestle and tunnel.
High impact on residences along the river; need to run rail on road not through residential area and parks
Light rail would need added ROW. Parking at stops?
There's the trolley. Don't need anything else. Residential area.
Too much noise and crime and traffic on our neighborhood streets to get to rail stops.
The LO to PDX would never create the large ridership to justify the expense of this grand project. I believe you have the wrong demographic to inconvenience the residents and businesses.
Lake Oswego people will always prefer their cars. Difficulty in getting to trail in LO (left turns are already very busy on State Street). Further breakdown of scenic shoreline and fine neighborhoods.
There is not rail ROW between John's Landing and LO that does not unreasonably interfere with residential property. The rail ROW through John's Landing unreasonably interferes with residential property unless it travels adjacent to Hwy 43 rather than on existing rail line.
The corridor width does not accommodate dual rail lines to allow for continuous north-south traffic. How will you run multiple cars in opposite directions when there is only room for one line??
Construction a light rail in the Willamette Shore trolley line will block access to the river.
Not needed
Fixed rails can't be moved, very expensive to implement poles and wires, unsightly along a precious natural resource (the river) ruins it for everyone.
Rail is not viable on residential portions of Willamette River Trolley line however, on easement section (i.e. non-public sections) rail could be run on Macadam. Rail on Willamette Trolley line impairs river access destroys river access destroys residential portion.
Right of way issues. Cost to condemn houses. High cost to build. Tax payers would have to subsidize train.
Logistics would be really difficult, neighborhoods and homes disrupted.
Safety problems. Goes through park and homeowners property. Limited commuting possibilities, goes on to LO. Tunnel and trestle limit track.
Still doesn't address systemic problem of end to end commute basically requiring or preferring an auto.
It is too crowded of a corridor to accommodate rail lines without destroying livability.
Rail transit would be too expensive with the hills and uneven terrain to LO
High impact on residences if use existing trolley line.
Will have maximum traffic and parking related impacts most particularly through the Macadam corridor.
Limited number of trips due to single track
The current plan unreasonably interferes with residential property
Too much money with limited options to expand capacity.
More people could use rapid transit from Oregon City up the east side of the river to downtown. LO doesn't have the population to justify the expense/
If rail is run on some portions of Trolley Line it will destroy residential portions, impair and impede river access and access to existing trails, impairs economic development on Macadam, becomes merely a commuter train to LO and damages portions of the corridor, it's not complementary to existing development.
It does not consider the impact to neighborhoods. You are trying to squeeze an 1800 solution in 21st century idea.
Huge expense, not enough people in SW PDX will take a train.
Why a transit system to LO?
Affects the livability of the John's Landing area.
Misses the boat.
It will destroy our peaceful setting that now exists between the Ross and Sellwood Bridges for those who live there and those who use the west side of the river as a treasure for all.
Live next to route; concerned about noise, condemnation, privacy, etc.

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

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

I need a stop near Riverdale Road.

Need for park & rides.

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

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

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

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

noise, streetcar OK, maybe too slow

Impacts on people whose property it might go through.

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

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

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

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

Safety

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

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

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

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

MULTI-USE TRAIL

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

Compatible	18
Don't know	1
Incompatible	5

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

Compatible	16
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Don't know	1
Incompatible	16

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

Compatible	19
Don't know	1
Incompatible	7

Comments generally supporting trail options

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

Please build the trail first if possible

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

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

Bicycle/walking path is environmentally friendly.

Think about the bicycles.

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

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

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

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

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

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

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

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

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

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

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

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

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

Using the current rail ROW for the trail might be a good idea south of Willamette Park.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

We support a bicycle/pedestrian addition to the rail

Comments with questions about trail options or other ideas

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

Probably need some major new parking structures in LO

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

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

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

NO BUILD OPTION

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

OTHER COMMENTS

I appreciate the opportunity to comment.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Ways to keep neighborhood streets from becoming park & ride.

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

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

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

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

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

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

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

Lake Oswego to Portland Transit and Trail Study Small group meeting summary

October 2006

Introduction

Between September 23 and October 24, Metro hosted twelve small group meetings to share information about the Lake Oswego to Portland Transit and Trail Study and to gather input about the refinement of bus, streetcar and trail options. Eleven of the meetings were targeted at residents and property owners in specific geographic areas located near the Willamette Shoreline Right-of-Way or Highway 43/Macadam Avenue. One meeting was targeted at people interested in the design of a trail alternative. In total, 122 people attended these small group meetings.

Date	Area/Focus	Location	Attendance
9/23/06	John's Landing	Tour	9
9/26/06	John's Landing	RiverForum Building	10
9/28/06	John's Landing	Ankrom Moisan Architects	6
10/3/06	Trail interests	Adult Community Center	67
10/4/06	Riverside Drive	Lewis and Clark	5
10/5/06	Riverwood Road	Lewis and Clark	3
10/9/06	Elk Rock	Adult Community Center	2
10/11/06	Riverwood/Military roads	Private residence	8
10/12/06	Fielding Road	Adult Community Center	1
10/17/06	Foothills businesses/property owners	Church of Christ	3
10/18/06	Oswego Point Condominiums and Foothills residents	Oswego Point Community Room	5
10/24/06	Lake Oswego residents	Adult Community Center	3

Meetings in each geographic area of the corridor (John's Landing, unincorporated areas, Lake Oswego) were slightly different, but were followed a similar agenda:

- Welcome and introductions
- Identify questions to be answered during meeting
- Short presentation about study and description of alternatives
- Discussion of bus, streetcar and trail options in area
- Response to questions identified
- Open discussion

John's Landing meetings

Meetings in John's Landing were well attended. Key discussion points were streetcar on the right-of-way or on Macadam Avenue and the trail.

- Owners of condominiums along the right-of-way expressed concern about the streetcar option. Concerns regarding safety for children and pets in the area and obstruction of views by catenaries or fences were expressed by many participants.
- Many participants reported that bus service was good today and could attract more riders with better frequency, signal priority and express service.

- Many participants said that streetcar on Macadam would be good for the neighborhood and would support area businesses. Participants were split on whether streetcar would improve the streetscape in the Macadam Avenue corridor.
- Most participants were supportive of trail development on the right-of-way and said that splitting fast and slow or bike and pedestrian traffic between the existing greenway trail and a new trail on the right-of-way was a good idea.

Trail interest group meeting

Sixty-seven people signed in at the meeting focused on refining trail alternatives. Many attendees were advocates for a trail on the right-of-way or trails in general; other attendees were property owners along the right-of-way with concerns about the legality or impacts of a trail option.

Many people said that having a mostly flat, safe and quick bike route between Portland and Lake Oswego would enable many more people to bike commute than do today. They said that there were not good routes for biking between Portland and Lake Oswego today. When asked about the tunnel and trestle, many people thought that it was a problem that could be solved though they acknowledged that it would be challenging.

Other attendees raised questions about whether it was legal to use the right-of-way for a trail. They also expressed concern about safety and security issues related to a trail on the right-of-way.

Unincorporated area meetings

Participation at the five meetings held in unincorporated Clackamas and Multnomah counties varied a great deal with as many as eight people and as few as one person attending meetings. Discussion focused on options that would use the right-of-way with limited discussion of bus service on Highway 43.

Concerns about streetcar included:

- ridership – few people would ride streetcar in this neighborhood
- noise and vibration impacts
- invasive – people would be able to see inside houses and yards
- increased crime and increased presence of “strangers” in the area
- decreased property values
- visual impact of catenaries and any walls or fences that would be built as mitigation
- parking in neighborhood
- safety of children and pets in neighborhood

Several residents noted that a streetcar would improve connectivity between the isolated neighborhoods in Riverdale and Lake Oswego and Portland. People generally said that bus service operated well today.

Some residents raised legal concerns about the construction of a trail on the right-of-way. Some said that a trail could be an asset in the area providing better connectivity to Lake Oswego and Portland. Some people expressed concern about non-residents “passing

through” the area and about the proximity of the trail to homes. In many cases, concerns about the trail – crime, safety, visual impacts – were similar to concerns about streetcar.

Lake Oswego meetings

Meetings in Lake Oswego focused on identifying potential locations for a park-and-ride and transit center for any transit option. Trail options were also discussed.

Most participants said bus service was fine during the day, but that it could be improved by extending service later on weekend evenings.

Foothills residents expressed concern about locating a transit center and park-and-ride in the Foothills area because of limited access into the neighborhood. Many residents did note that a streetcar stop should be located in Foothills. Many participants said that a transit center should be located near the center of downtown Lake Oswego – maybe near State Street and Avenue A.

Many participants suggested extending streetcar service south to Oregon City and West Linn or across the railroad bridge to Milwaukie. Some participants said that a park-and-ride should be located south of Lake Oswego at Marylhurst or George Rogers Park. Many people noted that, if a park-and-ride was located in Lake Oswego, it should be integrated into development at the Albertsons site, in the Foothills area or near Lakeview Village. When asked about the trail options, most participants thought that a trail option was a good idea. Many said that pedestrian access across Highway 43 from Foothills to downtown Lake Oswego needed to be improved.

M E M O R A N D U M

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METRO

DATE: April 10, 2007
TO: LOPAC
FROM: Karen Withrow
SUBJECT: Bus survey results

Context

- The survey was developed by Metro in partnership with TriMet's Marketing Information Department.
- The same company that does all TriMet rider surveys fielded the survey with riders on line 35 on January 23-25, 2007. The survey was provided in English and Spanish versions.
- A business-card-size information card was given to riders who wanted more information about the project.
- Results were collected and provided to TriMet and Metro by a data collection firm.

Summary of survey data

- A total of 699 surveys were completed. The survey was conducted between Macadam and Boundary south to Lake Oswego and included a 75% sample of weekday trips.
- Twenty percent of current line 35 bus riders were aware of the Portland to Lake Oswego Transit and Trail Alternatives Analysis project. Almost ten percent were unsure whether they had heard of the project.
- Most respondents (58%) were frequent riders making 30 or more trips per month or semi-frequent riders (25%) making 13 to 29 trips per month. Occasional riders taking 7 to 12 trips per month (8%), infrequent riders taking 2 to 6 trips per month (7%) and non-riders taking 1 trip or less per month (2%) make up the remainder.
- Occasional riders make the most transfers (54%).
- Just under (46%) of the riders transfer to make a one-way trip to their destination. Of those who transfer, 77% make one transfer and 20% make two transfers.
- Of those who transfer, most go to MAX, line 33 (McLoughlin/Fremont) and line 78 (Beaverton/Lake Oswego).

- For those respondents going **inbound** toward Portland, 40% start their trip in Lake Oswego, 31% start in West Linn, and 21% start in Oregon City. Of those going **outbound** toward Oregon City, 70% start in downtown Portland, 12% in Lake Oswego, and 10% in West Linn.
- Of those going **inbound**, 76% are destined for downtown Portland, 12% are going to Lake Oswego and 6% are going to West Linn. Of those going **outbound**, 45% are destined for Lake Oswego, 26% are going to Oregon City, and 22% are going to West Linn.
- The remaining 6-8% of inbound and outbound trips start or end along Riverside Drive (Hwy 43), in John's Landing, in South Waterfront or they continue on Line 35 to Greely.
- Riders rated service items very much like riders who take TriMet's annual rider survey.
 - Frequency of service: very important to 76%
 - Few transfers: very important to 49%
 - Short trip: very important to 29%
 - Park and ride available: very important to 21%
 - Shelter available: very important to 31%
 - Type or quality of vehicle: very important to 20%
- Three respondents completed the survey in Spanish.

Summary of survey comments

- General comments
 - Bus should run more frequently and longer in the evening. It should coordinate better with other bus service.
 - Bus service needs to be on schedule and more reliable.
 - Transit center should be at State Street with a shuttle from Safeway and more parking.
 - Transit center at Foothills and/or forced transfer would make it hard for some to ride.
 - Rail service makes sense and should happen quickly.
 - Improved bike and pedestrian facilities would be wonderful.
- Comments on Q6*: many requested more frequent service on line 35 and shuttle 154 as well as improved connections and more park and ride and shelter facilities. One wanted to rate safety and fares, one thought the ride was too expensive and two specifically requested light rail.
(*Q#6: Rate the importance of the following items with deciding to ride TriMet: frequent service, low number of transfers, short length of trip, park and ride available, shelter available, type or quality of vehicle.)
- Comment on Q8*: a rider who was aware of the transit study strongly supports use of the Willamette Shoreline right of way for mass transit.
(*Q#8: Have you heard of the Lake Oswego to Portland Transit and Trail Alternatives Analysis before today?)

Open House Comment Summary

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



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

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

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

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

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

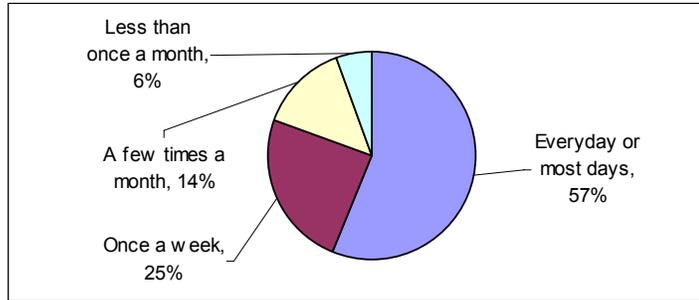
About 25 informational boards described the Purpose and Need Statement for the project, the wide range of alternatives discussed, the narrower range that was evaluated in detail, the evaluation results and next steps in the process, including public involvement opportunities. Concepts designs and operating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

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

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

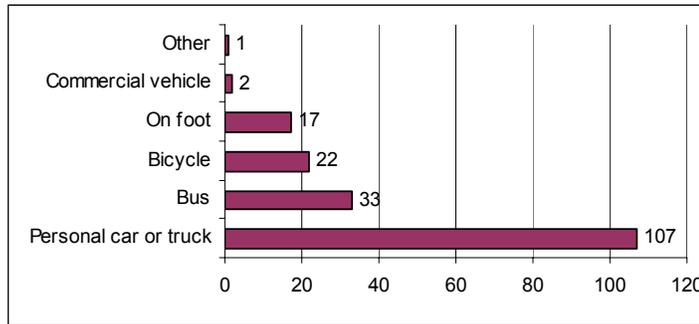
On average, how often do you travel through the project area?

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



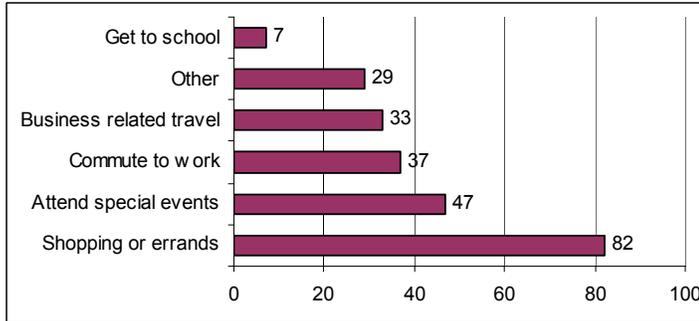
How do you usually travel through the project area?

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



Why do you usually travel through the project area?

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



Other popular reasons included recreation, exercise, and church.

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

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

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

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

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

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

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

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

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

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

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

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

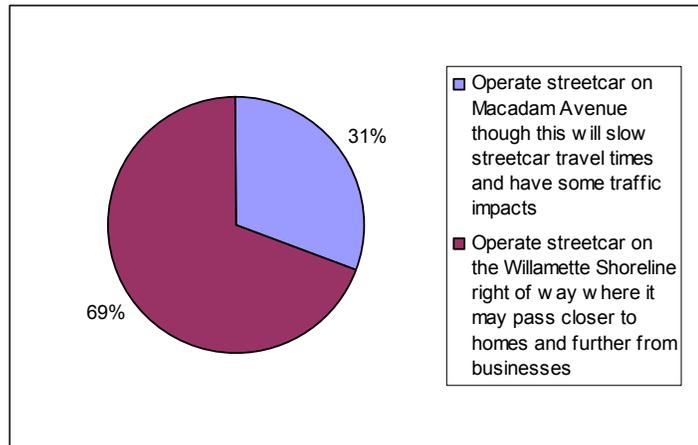
A significant number of participants opposed the streetcar system primarily because of the potential impacts to neighborhoods and the capital costs associated with its development. Residents who live in and around the project area expressed concern with noise and construction impacts. Many residents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

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

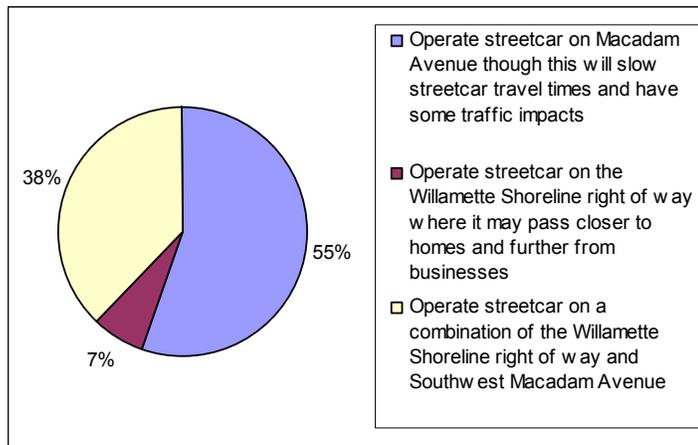
Many participants were concerned about the capacity of a single track system and questioned whether the tunnel would be able to accommodate additional streetcar tracks. Several respondents felt that the streetcar was unsafe, slow, costly, and inefficient.

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

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

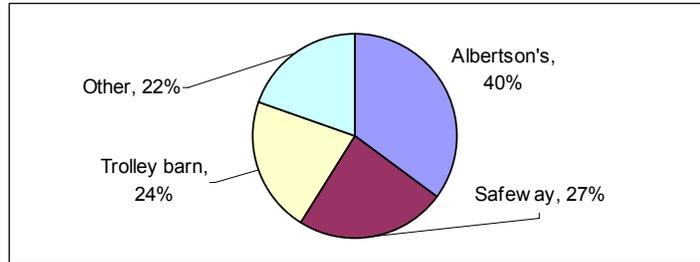


In contrast to the June 27, open house, respondents at the June 28, open house overwhelmingly favored using Macadam or both Macadam and the Willamette Shoreline. Only 7% of respondents from the second open house favored operating the streetcar on the Willamette Shoreline right of way.



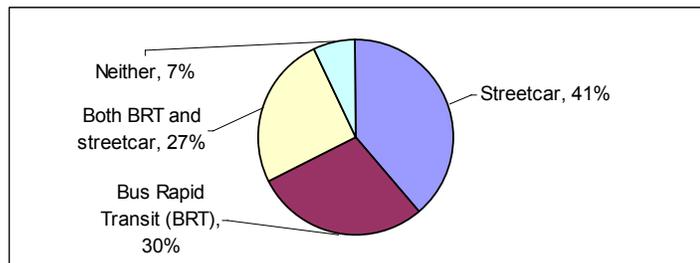
Which location do you prefer for a streetcar terminus and park and ride location in Lake Oswego?

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



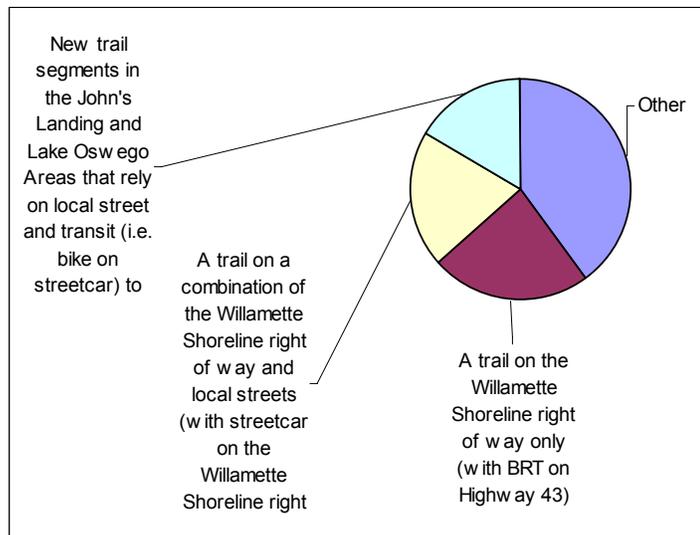
Which alternative or combination of alternatives do you think should be advanced for further study?

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



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

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



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

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

Trail

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

Streetcar

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

BRT

- Run BRT only during rush hour

Stops

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

Alternative Solutions

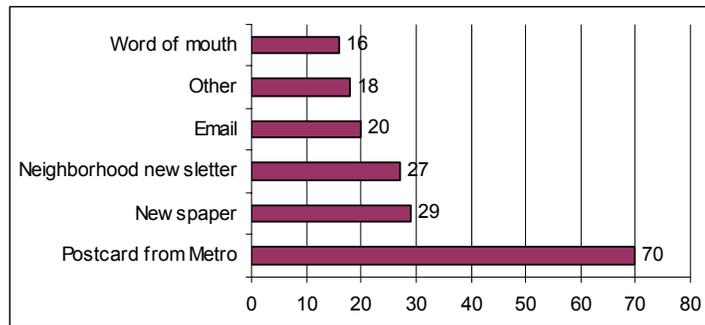
- Improve existing services ***
- Reconsider Willamette River options **
- Reconsider reversed lanes options *
- Reconsider bus service on Terwilliger
- Promote carpooling as another option
- Create a new lane

Other Considerations

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

How did you hear about this open house?

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



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

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

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

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

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

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

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

Appendix – Full comments

Why do you usually travel through the project area?

“Other” responses:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

"Other" responses:

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

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

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

"Other" responses:

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

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

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

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

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

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

How did you hear about this open house?

"Other" responses:

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

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

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

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

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

Public Hearing Comment Summary

Lake Oswego to Portland Transit and Trail Study

July 16, 2007



Metro held a public hearing before the Steering Committee for the Lake Oswego to Portland Transit and Trail Alternatives Analysis to provide the public with an opportunity to testify about the project alternatives for improving transportation in the Highway 43 corridor. Attendees were given three minutes each to share their thoughts, opinions and advice about which alternative or combination of alternatives should be studied further.

Project staff provided a short introductory presentation to share the project purpose and need statement, and outline the alternatives evaluated in detail. The alternatives evaluated included Bus Rapid Transit (BRT), streetcar and no-build options and the associated trail concepts. Evaluation results included measures such as ridership, travel time, economic development potential, capital costs and operations and maintenance costs.

To announce the hearing, ads were placed in the SW edition of the *Oregonian* as well as the *Clackamas Review*, *Lake Oswego Review*, *Oregon City News* and *West Linn Tidings*. Postcards and newsletters were mailed to property owners along the corridor and to interested parties. Messages were sent in Metro Councilor newsletters and to Metro's e-newsletter list of more than 4,500 people.

Twenty-one people testified at the hearing, including property owners along alignment, area developers, a Lake Oswego city councilor, frequent attendees at monthly project advisory committee meetings and interested citizens.

Eighteen of those who testified wholly supported streetcar while three supported neither BRT nor streetcar. Of those who supported streetcar, several offered specific suggestions for further analysis.

Public Testimony Themes

Those who favored streetcar expressed the following as reasons for their support:

- More reliable schedule than buses
- Faster, more efficient service with modern vehicles
- Higher ridership than other options studied
- Provides new capacity in the corridor by using the Willamette Shoreline rail right of way rather than Highway 43
- Creates a great connection to the tram and OHSU campuses (and jobs)
- Adds another transit option to the regional system thereby providing new transit connections
- Uses less energy and creates less pollution, not dependent on oil
- Safe environment for riders and pedestrians
- Encourages dense development while limiting the amount of parking needed in downtown Lake Oswego, something that will be supported by developers
- The area provides a great fit for streetcar and there are many supporters, could lead to a "jewel development"
- Streetcar will work hand-in-hand with existing goals and discussions on development for downtown Lake Oswego and the Foothills area

- Tremendous development potential exists within existing zoning codes

Those who favored streetcar offered these suggestions for consideration as alternatives advance for further study:

- Run streetcar in the outside lanes of SW Macadam Avenue and not on the Willamette Shoreline right of way or the John's Landing Master Plan alignment as these would degrade quality of life, views and parking for condo owners in that area.
- Run in the outside lanes of SW Macadam Avenue even though this adds some travel time compared to running all the way on the Willamette Shoreline right of way because it provides the best redevelopment opportunities in the John's Landing area and has less impact on condo owners and the river
- Use a lane of Highway 43 for exclusive southbound streetcar and the Willamette Shoreline right of way for exclusive northbound streetcar to increase speed and remove capacity limits introduced by single-track streetcar along portions of the Willamette Shoreline right of way
- Run single-track only streetcar on the Willamette Shoreline right of way during peak hours to provide fast, reliable service and enhance current bus service on Line 35
- Extend streetcar further south because without this it may not provide significant benefits over the no-build scenario
- Consider an additional streetcar station at SW Pendleton Street

No one who testified offered support for BRT because it shows no significant ridership increase, it has high operating cost and it gets stuck in the same traffic as automobiles do.

Three of those who testified favored neither streetcar nor BRT. Concerns cited included security along the streetcar line and transfers being required for people traveling north from West Linn or Oregon City. Two people offered different suggestions for addressing congestion in the corridor:

- Turn the Willamette Shoreline right of way into a reversible High Occupancy Toll lane that would allow cars to travel at 45 mph in the peak direction.
- Create a commuter rail connection to Milwaukie over the railroad bridge between Lake Oswego and Milwaukie

Trail

Of those who supported streetcar, most also stated specific support for a trail connection between Portland and Lake Oswego. One of those who supported neither transit option also expressed support for a bicycle and pedestrian trail.

A representative of the Bicycle Transportation Alliance noted that this corridor is on the organization's top-ten list of areas where a trail link is critically needed. They believe that there would be approximately 4,000 daily users of a trail and want to see the trail advance continue for further study along with the transit options. Specifically, they support efforts to refine design ideas in a way that leads to lower capital costs.

Several individuals in support of streetcar operating on SW Macadam Avenue through John's Landing expressed support for a trail along the Willamette Shoreline right of way in that area. Another person suggested that streetcar "bike cars" be considered for tight spots along the Willamette Shoreline right of way, in order to reduce costs.

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