

Lake Oswego to Portland

TRANSIT PROJECT

Public scoping report August 2008



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Lake Oswego to Portland Transit Project

Public scoping report

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SCOPING REPORT

Introduction

Summary of outreach activities

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INTRODUCTION

Ninety-six public comments were received during the scoping period between April 21, 2008, and July 18, 2008, for the Lake Oswego to Portland Transit Project. The scoping process was designed to gather public input on three aspects of the project: the proposed Purpose and Need statement for the project, the proposed alternatives to be studied in the Draft Environmental Impact Statement, and any specific environmental or community impacts that need to be addressed in the DEIS.

For a full report on public involvement and comments on the project, refer to the Alternatives Analysis Public Comment Report dated September 2007 and its addendum dated December 2007. For copies of these reports, visit the project web site at www.oregonmetro.gov/lakeoswego or call 503-797-1756.

Preliminary statement of purpose of and need for the project

The project is needed because mobility and traffic conditions in this corridor are projected to worsen as population and employment projections for Portland and Clackamas County continue to grow, especially on the west side of the Willamette River. The corridor already experiences long traffic queues, poor levels of service and significant capacity constraints at key locations. Travel times in the corridor for traffic and bus transit are unreliable due to congestion on Highway 43.

The purpose of the Portland to Lake Oswego Transit Project is to develop transit that meets future travel demand, supports local and regional land use plans, and garners public acceptance and community support; and which will:

- increase the mobility and accessibility within the geographically constrained Highway 43 Corridor connecting from the Portland Central City through the Lake Oswego Town Center
- minimize traffic and parking related impacts to neighborhoods
- support and enhance existing neighborhood character in an environmentally sensitive manner
- cost effectively increase corridor and system-wide transit ridership
- support transit-oriented economic development in Portland and Lake Oswego
- improve transportation access to and connectivity among significant destinations and activity centers
- increase transportation choices in the corridor, and access for persons with disabilities
- integrate effectively with other transportation modes
- anticipate future needs and impacts and not preclude future expansion opportunities.

SUMMARY OF OUTREACH ACTIVITIES

A media advisory was distributed on April 17, 2008, to announce the public comment period and the public meeting on April 21, 2008. Newspaper advertisements were placed in the Southwest zone of the Oregonian on April 10, 2008, and in the Lake Oswego Review, the West Linn Tidings, the Oregon City News and the Clackamas Review on April 9 and 10, 2008, and 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 on April 9, 2008, to announce the public meeting, invite participation and encourage use of the project web page.

A Notice of Intent was submitted to the Federal Register and published in the April 16, 2008, edition.

SUMMARY OF AGENCY SCOPING COMMENTS

Environmental Protection Agency

The U.S. EPA reviewed the Federal Register Notice of Intent to prepare the project Environmental Impact Statement and submitted scoping comments on July 18, 2008 in accordance with the National Environmental Policy Act and Section 309 of the Clean Air Act. The comments offer the EPA's recommendations for potential areas of impact that should be assessed and addressed during the EIS process and document. These areas of impact are:

- indirect and cumulative effects
- aquatic resources
- river, stream, riparian and floodplain encroachment
- 303(d) listed waters and total maximum daily loads
- source water protection areas
- climate change
- ecological connectivity
- endangered, threatened, candidate, sensitive species
- air toxics
- community impact assessment
- environmental justice
- tribal consultation
- cultural resources
- invasive species.

The text of the comments can be found in the agency scoping comments section of this document (page 31).

PUBLIC COMMENT PERIOD FINDINGS

Public comments were received between April 21, 2008 and July 18, 2008.

Public scoping meeting

The April 21, 2008, public scoping meeting was held at the Lakewood Center for the Arts in Lake Oswego and included handouts, a presentation and a question and answer session. Comment cards were distributed for inclusion in the record. Public testimony and responses to the information presented are included in the comment summaries below. The full meeting summary can be found in the public scoping meeting section of this document (page 7).

Comment cards

Twenty-nine comment cards were received during the public scoping period. Four cards stated support for the use of the Willamette Shoreline right of way for the streetcar alignment. Four cards stated opposition to or concerns about the use of the Willamette Shoreline right of way. The Safeway terminus and Albertsons terminus were each given support by one comment card. Four comment cards stated support for a bicycle path or trail to be part of the project.

Ten comment cards directly stated support for streetcar to Lake Oswego. Of those that offered an alignment or terminus preference one stated support for an alignment through John's Landing with the Safeway terminus, four stated support for the use of the Willamette Shoreline right of way, one of which came with a letter of testimony representing five Foothills area residents.

Four cards implied support for streetcar to Lake Oswego. One card stated support for streetcar or bus rapid transit to Lake Oswego, supporting the Albertsons terminus and a circulator in Lake Oswego to retain the bus stops at Safeway. One said that streetcar has to be separate from Highway 43 traffic to be a successful alternative. One said that the streetcar should be extended to West Linn for a park and ride outside of Lake Oswego and that another river crossing would support Clackamas County to Washington County commuters. One card simply stated support for mass transit to Lake Oswego from Portland.

Four comment cards stated opposition to the streetcar and/or preference for an enhanced bus service on Highway 43 rather than streetcar service. One of these cited safety concerns and one suggested a dedicated biodiesel bus lane on Highway 43 during peak hours, and another suggested that if streetcar goes to Lake Oswego, it should continue to West Linn for a park and ride outside of Lake Oswego. One of the four cards opposing the use of the Willamette Shoreline right of way was submitted with a letter of testimony. Those opposed to the use of the right of way cited safety, property impacts, lack of potential riders and cost as issues with this alignment, asking how the safety of pedestrians and children through residential areas would be ensured, whether the park and ride would have capacity spill over, and how the Milwaukie light rail line would impact cost per rider and demand projections. Two others expressed concerns about the impact of streetcar through the corridor, one worried that the streetcar speed needed to meet travel time estimates would be a safety hazard, and one questioned how a downtown park and ride would affect traffic in Lake Oswego and whether the Lake Oswego growth will be enough to make streetcar the best transit choice.

Four comment cards did not state support or opposition to the streetcar itself, focusing on specific concerns or suggestions. One card said that a widening of the Elk Rock Tunnel would guarantee hill failure. One card asked for a reengineering of the Tryon Creek entrance to the Willamette River as part of the construction design to facilitate fish travel. One card contested the calculation of traffic increase projections on Highway 43. One suggested studying mass transit in Europe as part of developing a comprehensive plan.

Letters

Eight letters were received during this period.

Judie Hammerstad, Lake Oswego Mayor, stated support for moving forward with the DEIS, the Purpose and Need statement and the continued seeking out of public input. Mayor Hammerstad stated that the Downtown Transit Alternatives Committee, comprised of local business, neighborhood and special interest groups, recommended to the City Council that the streetcar line be extended to the Albertson's terminus.

One letter stated support for the Safeway terminus, the streetcar and a bicycle path.

Four letters stated support for enhanced bus service over streetcar in the corridor, citing safety concerns, the value of streetcar service, lack of development opportunities in the area and new congestion caused by non-Lake Oswego riders as well as questioning streetcar time-study calculations. One of these letters took the form of extensive talking points that also addressed potential environmental and property impacts, water management, population density and project cost, and recommended an enhanced bus service to Lake Oswego and West Linn from Portland as well as pedestrian safety improvements on Highway 43.

One letter stated support for a pedestrian and bike trail as part of the project and questioned calculated ridership projections and trip time projections as well as operating costs of streetcar in comparison to local bus service and bus rapid transit.

E-mail

Fifty-nine e-mails were received during this period. A State Street/Highway 43 alignment and a Willamette Shoreline alignment were each supported by one e-mail. Four e-mails directly stated support for the Safeway terminus, though two were against locating the park and ride there, suggesting the industrial area east of State Street. Two directly stated support for the Albertsons terminus. Five stated opposition to the Safeway terminus, though one conceded that it would offer accessibility for pedestrians and one was working from the belief that the Safeway would be replaced by the proposed park and ride. Two others suggested a Foothills area terminus and park and ride. Ten e-mails expressed support for a pedestrian and bicycle trail to be part of the project.

Twenty-one emails directly stated support for the streetcar. Three of these e-mails expressed support of a bicycle and pedestrian trail through the corridor. One e-mail stated support for the streetcar along State Street and one e-mail stated support for using the Willamette Shoreline right of way.

Of those that stated reasons for supporting the streetcar, five cited the increasing congestion along Highway 43; five pointed to the convenience, reliability and efficiency of the streetcar and/or said that they would personally use it; four referred to pollution and other environmental concerns and the need for alternatives to driving; three referred to the rising cost of gas prices; and two mentioned the difficulty and cost of parking in downtown Portland.

Of the emails directly stating support for the streetcar, five offered comments regarding the terminus options. Two were opposed to the Safeway terminus, though one of these conceded that it would offer accessibility for pedestrians. Two directly stated a preference for the Safeway terminus option, and one directly stated a preference for the Albertsons terminus.

Two stated concern that a downtown park and ride would increase traffic on A and B avenues in Lake Oswego, one suggesting the Foothills area terminus of the current trolley for the park and ride location.

One suggested adding a connection to Milwaukie, possibly along the Portland and Western Railroad river crossing.

Twenty-five e-mails stated opposition to the streetcar and/or preference for an enhanced bus service on Highway 43 rather than streetcar service. Twenty of those e-mails directly stated their opposition to the streetcar; 15 directly stated support for an enhanced bus service; one suggested a Willamette River taxi or ferry system; one suggested improvements to Highway 43 and a bridge access south of Lake Oswego. Three of these emails also stated support for a bicycle and pedestrian trail through the corridor. One e-mail suggested that the streetcar would require the development of the Foothills area, which would likely require the decommissioning of the Tryon Creek Water Treatment Plant.

Of those that gave reasons for their opposition, eight mentioned safety concerns, one of whom also mentioned a fear of an increase in crime; four cited property impacts; three mentioned the expense of mitigation, construction and operation; three stated that it would increase congestion in downtown Lake Oswego; and two stated that improved bus service is cheaper and more flexible.

One e-mail in opposition to using the Willamette Shoreline right of way for streetcar was resubmitted at the public meeting and is included with the comment cards collected in relation to that event.

Twelve e-mails did not state support or opposition to the streetcar itself, focusing instead on other aspects of the study. Two of these were opposed to the Safeway terminus, while two were in favor of the Safeway terminus but against a park and ride structure there, preferring the structure to be in the Foothills area. One stated objection to either proposed terminus, suggesting the industrial area east of State Street. One stated support for the Albertsons terminus. Another feared that the Safeway would be replaced with the proposed park and ride, stating the writer's objection to that.

Two of these e-mails stated support of a pedestrian and bicycle trail along the streetcar route along Highway 43, while one suggested bicycle access to the Springwater Corridor across the railroad bridge, and another stated support for a trail as part of the project without mentioning a transit alignment.

Three e-mails were requests for additional information. One requested information on how bicycle paths or lanes along Macadam Avenue would be affected by the project. One stated that Metro should provide more detailed data on ridership origination for each terminus, on park and ride demand, and on travel

time and capacity and that Metro should demonstrate that streetcar can be separated from residential areas along the entire route before the writer could make a definitive comment on alternatives. One requested a copy of the financial analysis for use on a similar project in Washington.

CONCLUSION

Ninety-six comments were received during the scoping period: 29 comment cards, eight letters and 59 e-mails.

Purpose and need for the project: Twenty-five of the 33 comments stating opposition to the streetcar or preference for an enhanced bus on Highway 43 contested the need for high capacity transit in the corridor, questioning traffic projections; contested that the streetcar would serve the stated purpose of relieving congestion on Highway 43, objecting to ridership projections and noting traffic from West Linn; or stated that the streetcar would otherwise not meet other elements of the preliminary statement of purpose and need for the project such as “support and enhance existing neighborhood character” and “minimize traffic and parking related impacts to neighborhoods.”

No comments addressed the specific elements of the preliminary Purpose and Need statement for the project.

Alignment: Five comments stated support for the Willamette Shoreline right of way alignment. One stated support for a Highway 43 alignment. Four expressed concern for or direct opposition to the Willamette Shoreline right of way alignment

Terminus: Six comments stated support for the Safeway terminus. Three stated support for the Albertsons terminus. Five stated opposition to the Safeway terminus.

Specific environmental or community impacts that need to be addressed in the DEIS: The most often mentioned concern, especially in relation to the Willamette Shoreline right of way alignment, was safety and property impacts. Tied to that was the question of mitigation costs. There was also a concern about an increase in congestion in downtown Lake Oswego, especially around the park and ride locations, as well as a concern that the current feel of the community would be impacted. One comment expressed concern for the stability of Elk Rock with any expansion of the tunnel, and one asked that the Tryon Creek entrance to the Willamette River be reengineered as part of the construction design to facilitate fish travel. One comment suggested that the streetcar would require the development of the Foothills area, which would likely require the decommissioning of the Tryon Creek Water Treatment Plant. One comment expressed concern for old growth trees along the Willamette Shoreline right of way alignment.

Eight comments expressed support for a pedestrian and bicycle trail or a bicycle path to be part of the project.

PUBLIC SCOPING MEETING

Summary

Handouts



METRO

**Lake Oswego to Portland
Transit Public Scoping Meeting
SUMMARY**

April 21, 2008

6:00 – 8:00 p.m.

Lakewood Center for the Arts
Lake Oswego, Oregon

GUESTS PRESENT

Carlotta Collette
Roger Hennigan
Kristin Johnson
John Turichi

AFFILIATION

Metro Council
Lake Oswego City Council
Lake Oswego City Council
Lake Oswego City Council

STAFF

Sean Batty, Matt Bihn, Ralph Drewfs, Alan Gunn, Jane Heisler, Leslie Hildula, Mauricio Leclerc, Brian Monberg, Kelsey Newell, Ross Roberts, Jamie Snook, Mark Turpel, Karen Withrow

WELCOME

Lake Oswego Council President John Turchi opened the Lake Oswego to Portland transit public scoping meeting at 6:21 p.m., welcoming the public and introducing Mr. Ross Roberts of Metro.

PRESENTATION

Mr. Roberts provided a presentation on the Lake Oswego to Portland transit project Draft Environmental Impact Statement (DEIS) process. His presentation included information on:

- Status of the Project
- Project Background and Purpose and Need
- Public Involvement and Other Outreach
- Alternatives Analysis: Alternatives Considered
 - Initial Range of Alternatives
 - Alternatives Screening Results
 - Transit and Trail
 - Bus Rapid Transit (BRT) – visual simulations and findings
 - Streetcar – findings, termini options and visual simulations
- Alternatives Analysis: Evaluation of Alternatives
 - Capital Costs and System Operating and Maintenance Costs

- Johns Landing and Lake Oswego Development Potential
 - Financial Analysis
 - Willamette Shore Line Right of Way
- The Metro Council Decision: Alternatives to Advance into DEIS
 - Metro Council Decision
 - Alternatives to Advance into the DEIS
 - Work Plan Considerations
 - DEIS Funding and Timing
- Impacts to be Disclosed in the DEIS
 - DEIS Topic Areas

PUBLIC QUESTIONS & COMMENTS

Mr. Roberts opened the floor for public comments:

1. **Why is there an approximate \$17 million difference between the low and high cost estimates for the streetcar alternatives?** *There are many variables that influence the cost differences including the multiple termini options and whether streetcar utilizes Macadam Avenue or not. Staff have selected the lowest and highest estimated costs to bracket the range.*
2. **Has the discussion of bike and pedestrian improvements been dropped from the study?** *No, the discussion has not been dropped but the DEIS is a transit study. Staff fully intend to continue a parallel trail process, which will address trail design and funding sources.*
3. **Does the Willamette Shore Line (WSL) right of way have a financial/monetary value?** *Yes, the federal government has identified a value for the WSL if used for a transit project. The total value will be negotiated by the WSL partnership and federal government.*
4. **Does the Federal Transit Administration (FTA) prefer bus to streetcar alternatives as indicated in a local news article?** *The article as written about the FTA New Starts program, which was originally intended to fund streetcar projects. However, strict project criteria have prevented (until now with the possible funding of the Portland Streetcar Loop project) funding for streetcar projects.*
5. **What is an Environmental Impact Study? What are we studying and why?** *In 1969, the National Environmental Policy Act established that an EIS must be completed whenever federal funding is used. A draft EIS will provide project costs, impacts and information to make a well-informed decision on a Locally Preferred Alternative (LPA). The LPA will advance for further project analysis.*
6. **What drives the 71% increase in transit in the corridor verses 48% system wide for the next 20 year?** *The 71% increase is due to a number of factors including a 20 year land use projection, fuel and parking costs, congestion and transit service and ridership.*

7. **Why aren't West Linn and Oregon City included as project partners?** *These cities were not initially included on project committees because the area of improvement is the corridor between Lake Oswego and Portland. However, staff have met with West Linn's City Council and members of various neighborhood associations to discuss the project.*
8. **Is the scoping process the only opportunity for the public to comment on the EIS process?** *No, this is not the only opportunity to comment on the process. There will be a number of structured opportunities and public outreach throughout the project.*
9. **Will project staff be responding to public comments and questions?** *Yes, staff will respond to comments received throughout the scoping process. A formal public scoping document will be produced at the conclusion of the public comment period.*
10. **Was the WSL purchased for rail and trail use?** *The WSL was purchased specifically for rail transit use not trail use. The trail study began as part of a stipulation for a federal funding source received in 2002.*
11. **Why was the reversible lane removed from the list of alternatives?** *Reversible lanes are used to aid in peak hour traffic congestion. The alternatives analysis study determined that traffic in the Lake Oswego to Portland corridor did not have drastic peak levels of travel. In addition, the study identified issues with sight lines along curves.*
12. **What travel speed was assumed for streetcar?** *The travel times were derived from TriMet's model. The travel speed varies between 20 – 40 miles per hour depending on location and proximity to a station. (Exact numbers were not available at the meeting.)*
13. **Is the project still investigating increased density around the streetcar termini, as seen in earlier presentations?** *Yes, the increased densities and development at the streetcar termini are still of interest.*
14. **Has the project considered extending light rail from Milwaukie to Lake Oswego?** *Yes, the project briefly studied an extension from the Milwaukie light rail station to the Portland Western alignment to Lake Oswego. The project cost was estimated to be \$212 million and only generated a net-increase of 6,000 trips per day. Although it was determined that light rail was not the best alternative, connections such as these (between light rail, commuter rail and connections within the system) will be studied as part of Metro's regional High Capacity Transit (HCT) study.*
15. **Does the EIS take into consideration opportunities with Barbur Boulevard?** *This study does not address Barbur Blvd. However, Barbur Blvd. will also be part of Metro's HCT study.*
16. **Will the project address traffic congestion due to park and rides in downtown Lake Oswego?** *Yes, traffic impacts and mitigation possibilities will be investigated in detail in the EIS.*

17. **What is the estimated cost for DEIS?** *The DEIS is estimated to cost \$5.5 million.*
18. **How does the model take into account the different area demographics when forecasting ridership?** *Demographics are taken into account in modeling through household income, cars per household, etc.*
19. **How does 400 park and ride spaces transfer into 6,000 additional riders per day?** *It doesn't. The corridor draws from a large area (e.g. transfers from West Linn).*

CLOSING PRESENTATION

Mr. Roberts concluded the question/answer session at 7:19 a.m. He thanked attendees for their interest in the project and encouraged them to review project information and talk with project staff.

Metro, TriMet, Lake Oswego, ODOT Region 1 and the City of Portland staff were available to answer questions. In addition, a series of posters and handouts on the project purpose and need, alternatives, frequently asked questions, etc. were available for public review. All open house handouts will be available online after the meeting.

Comment cards were gathered at the meeting and will be combined with all other comments after the end of the comment period. The official scoping public comment period ends July 18, 2008.

BEFORE THE METRO COUNCIL

FOR THE PURPOSE OF IDENTIFYING)	RESOLUTION NO. 07-3887A
ALTERNATIVES TO ADVANCE INTO A)	
DRAFT ENVIRONMENTAL IMPACT)	
STATEMENT FOR THE PORTLAND TO LAKE)	
OSWEGO CORRIDOR TRANSIT PROJECT)	Introduced by Councilor Rex Burkholder
)	

WHEREAS, in 1988 a consortium of seven government agencies purchased the Willamette Shore Line right-of-way for the purpose of preserving the right of way for future rail transit in the geographically constrained Portland to Lake Oswego Highway 43 corridor; and

WHEREAS, the Willamette Shore Line right-of-way has appreciated significantly in value since its purchase and can be used as local match for federal transit funds, and

WHEREAS, the Regional Transportation Plan, adopted by the Metro Council in 2004 called for a corridor refinement plan for evaluation of high capacity transit options for the Lake Oswego to Portland Highway 43 corridor;

WHEREAS, in 2004 the Joint Policy Advisory Committee on Transportation (JPACT) and the Metro Council allocated \$1.16 million to study the transit and trail alternatives in the Lake Oswego to Portland Willamette Shore Line Corridor; and

WHEREAS, in 2005, Metro initiated an alternatives analysis consistent with Federal Transportation Administration (FTA) requirements to assess the feasibility of transit and trail alternatives between Lake Oswego and Portland; and

WHEREAS, a wide range of alternatives was evaluated in the alternatives analysis that included No-Build, Bus Rapid Transit with multiple alignments, Streetcar with multiple alignments, River Transit, and accompanying trail alignments; and

WHEREAS, the alternatives analysis confirmed that highway widening in the Highway 43 corridor is infeasible and costly, and that reversible lanes are not warranted, and

WHEREAS, ridership and cost information was developed in the alternatives analysis that evaluated an extension of the proposed Milwaukie light rail line to the Albertsons terminus on an alignment parallel to the Portland and Western Railroad; and

WHEREAS, an extensive public involvement process was undertaken from July 2005 to the present that included testimony before and after every meeting of the Lake Oswego to Portland Project Advisory Committee (LOPAC), community design workshops, open houses, small group meetings, neighborhood group meetings, individual property owner meetings, a bus rider survey, newsletters, and targeted mailings, resulting in over 1,200 direct citizen contacts; and

WHEREAS, on July 16, 2007, a public hearing was held by the Steering Committee and public comments were received on the *Lake Oswego to Portland Transit and Trail Alternatives Analysis Evaluation Summary Public Review Draft*; and

WHEREAS, on July 31, 2007, the Lake Oswego to Portland Project Advisory Committee (LOPAC) adopted their recommendation to the Steering Committee regarding transit and trail alternatives to advance for further study in a Draft Environmental Impact Statement; and

WHEREAS, on August 29, 2007 the Lake Oswego to Portland Project Management Group (PMG) adopted their recommendation to the Steering Committee regarding transit and trail alternatives to advance for further study in a Draft Environmental Impact Statement; and

WHEREAS, on September 10, 2007 the Steering Committee, after consideration of LOPAC and PMG recommendations, public input, the *Lake Oswego to Portland Transit and Trail Alternatives Analysis Draft Public Comment Summary* report, and the *Lake Oswego to Portland Transit and Trail Alternatives Analysis Evaluation Summary Public Review Draft* report; adopted the *Steering Committee Recommendations on Alternatives to be Advanced into a Draft Environmental Impact Statement and Work Program Considerations*, attached as Exhibit A; and

WHEREAS, the transit alternatives adopted by the Steering Committee on September 10, 2007 included No-Build, Enhanced Bus and Streetcar, including streetcar alignment alternatives on SW Macadam Avenue, the Willamette Shore Line right-of-way, or combinations of the two that may include all or parts of the Johns Landing Masterplan alignment through Johns Landing, a temporary minimum operable segment terminus in the vicinity of Nevada Street in Johns Landing, the Willamette Shore Line right-of-way from the vicinity of Nevada Street to the existing trolley barn and south to the Albertsons terminus option or west via A and B Avenues to the Safeway terminus option in Lake Oswego; and

WHEREAS, the Lake Oswego to Portland Corridor Project could be the region's next priority for FTA funding, following the Portland Streetcar Loop Project and Milwaukie to Portland Light Rail Project; and

WHEREAS, the bicycle and pedestrian trail element of the alternatives analysis received a high level of public support, and the Steering Committee Recommendation from September 10, 2007 included a recommendation to advance and refine the pedestrian and bicycle trail options in the corridor, including additional design work, cost reduction strategies, potential trail phasing strategies, resolution of legal issues and identification of construction funding sources; and

WHEREAS, on November 19, 2007, the Steering Committee amended their September 10, 2007 recommendation to add a permanent Johns Landing terminus to the alternatives to be advanced, and to initiate a Refinement Study in the Johns Landing area prior to the start of the Draft Environmental Impact Statement, attached as Exhibit A, based on public comment and recommendations from the LOPAC Chair and Vice-chairs, and

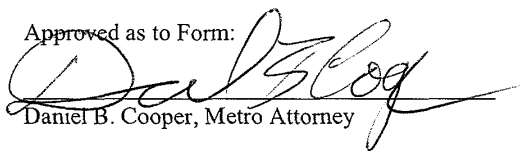
WHEREAS, the Lake Oswego City Council, Portland City Council, TriMet Board of Directors, Multnomah County Board of Commissioners and Clackamas County Board of Commissioners submitted letters of support and/or resolutions endorsing the Steering Committee recommendations, attached as Exhibit B, and

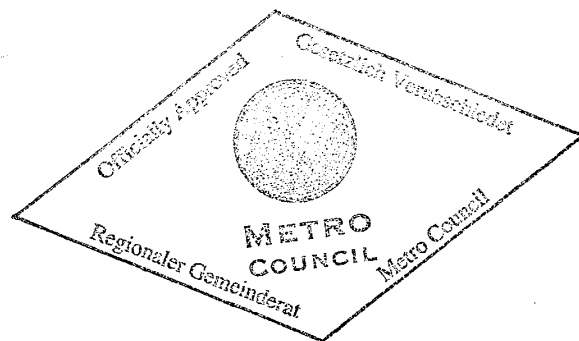
WHEREAS, the Metro Council has considered previous public comments, public testimony at this hearing, and public agency endorsements of the Steering Committee Recommendation as amended November 19, 2007; now therefore

BE IT RESOLVED, that the Metro Council adopts the *Lake Oswego to Portland Transit and Trail Alternatives Analysis Alternatives to be Advanced into a Draft Environmental Impact Statement and Work Program 19, Considerations* dated December 13, 2007, attached as Exhibit A.

ADOPTED by the Metro Council this 13th day of December 2007.


David Bragdon, Council President

Approved as to Form:

Daniel B. Cooper, Metro Attorney



Lake Oswego to Portland Transit and Trail Alternatives Analysis

Metro Council Action

Alternatives to be Advanced into a
Draft Environmental Impact Statement and
Work Program Considerations

Adopted December 13, 2007



METRO

Metro Council Action

Alternatives to Advance into a Draft Environmental Impact Statement

Adopted December 13, 2007

I. OVERVIEW

This document presents the Metro Council adoption of alternatives to be advanced into a Draft Environmental Impact Statement (DEIS) for the Lake Oswego to Portland corridor. The transit alternatives and their accompanying trail components have been fully evaluated against the project's purpose and need and goals and objectives, and this evaluation is documented in the Lake Oswego to Portland Transit and Trail Alternatives Analysis Evaluation Summary Public Review Draft dated July 12, 2007. The Metro Council action considers recommendations from the Transit Alternatives Analysis Steering Committee dated November 19, 2007, the Lake Oswego to Portland Project Advisory Committee (LOPAC) dated July 31, 2007, the findings of the Project Management Group dated September 3, 2007, public input received during the two public open houses held on June 27 and 28, 2007, a public hearing before the Steering Committee held on July 16, 2007, testimony before the Council on December 13, 2007 as well as all other comments received as described in the Public Comment Summary dated September 10, 2007 and updated to include public comments through December 13, 2007.

This action by the Metro Council selects transit mode, terminus of the transit project and specific alignments to be studied in a Draft Environmental Impact Statement. In addition, a strategy is presented for further development of a trail connection in the corridor. The **mode** section presents findings and recommendations regarding the No-Build, Bus Rapid Transit (BRT) and Streetcar alternatives. The **terminus** section presents findings and recommendations about the three terminus options including the Trolley, Safeway and Albertsons termini sites. The **alignment** section describes findings and recommendations for the three potential streetcar alignments within the Johns Landing area; the Willamette Shore Line right of way, SW Macadam Avenue and the Johns Landing Master Plan alignment.

II. FINDINGS

Context

The Lake Oswego to Portland corridor is environmentally, topographically and physically constrained. Future roadway expansion is not anticipated and 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 Shore Line right of way connecting Lake Oswego to Portland for the purpose of preserving the rail right of way for future rail transit service. The 2004 Regional Transportation Plan (RTP) identified the need for a corridor refinement plan for a high capacity transit option for this corridor, which was the genesis of this alternatives analysis.

Existing and future traffic conditions in this corridor are projected to worsen as population and employment projections for Portland, Lake Oswego and areas south of Lake Oswego in Clackamas County 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.

Project Sequencing

A transit project in the Lake Oswego to Portland Corridor is one of several regional projects that would seek funding through Federal Transit Administration's (FTA) New Starts and Small Starts funding programs. The financial analysis prepared during this alternatives analysis evaluated the sequencing of funding for this project based on current regional commitments. The Milwaukie to Portland Light Rail Project is the region's top priority for FTA New Starts funding following projects currently funded and under construction. The Columbia Crossing Project would also include a New Starts transit component and is proceeding concurrently with the Milwaukie to Portland LRT Project. The Portland Streetcar Loop project is the region's priority project for FTA Small Starts funding.

The Lake Oswego to Portland Corridor Project could be the region's next priority for FTA funding, with construction funding capacity becoming available starting in 2012 and continuing through 2017. In order to fit into the regional sequence of projects, the Metro Council recognizes that the Portland to Lake Oswego Corridor Draft Environmental Impact Statement would need to be initiated in Fall 2008 as the Milwaukie to Portland Light Rail Project Final Environmental Impact Statement nears completion. In the Work Program Considerations section of these Metro Council findings, a number of steps are outlined which would need to be taken prior to the initiation of the DEIS, including preparation of a more detailed schedule that identifies key New Starts milestones and deliverables for the project.

Willamette Shoreline Right of Way

The Willamette shoreline rail right of way was purchased from the Southern Pacific Railroad in 1988 for \$2 million dollars by a consortium of local governments including Metro, the cities of Lake Oswego and Portland, Clackamas and Multnomah counties, the Oregon Department of Transportation (ODOT) and TriMet. Knowing that the Highway 43 corridor is very constrained; the purchase was made with the intent of preserving the corridor for future transit use.

The value of the right-of way has increased dramatically over 20 years. TriMet estimates currently value the right-of-way at \$75 million in 2007 dollars. This value is critical to a transit project that would use the right-of-way because the value of the right of way can be counted as local match for federal funds. A request for New Starts project funding from the Federal Transit Administration would typically be for 60 percent of a project's capital cost leaving 40 percent to be supplied locally. If \$75 million in right of way value were applied as part of local match, the remaining share of local funds required would be significantly reduced.

For the reasons stated above, whether an alternative uses the Willamette Shore Line right –of way is a significant factor in project funding. For the Streetcar alternative, the \$75 million value of the Willamette Shore Line right of way could leverage as much as \$112.5 million in federal funds. Because it would not be using the right of way, the BRT alternative would not be able to leverage value of the right of way as part of its funding plan.

A. Transit Mode: Streetcar

Streetcar is the transit mode that best meets the project's purpose and need and the goals and objectives for the Lake Oswego to Portland Transit and Trail Alternatives Analysis.

The Metro Council finds that the **Streetcar mode** should advance for further study in a DEIS because:

- Streetcar would have the highest ridership of all the transit alternatives.
- Streetcar travel times would be up to 18 minutes faster between key corridor destinations and would be more reliable than the other transit alternatives. In peak travel periods, the Streetcar would provide faster travel times than autos between downtown and Lake Oswego. Faster travel time and higher reliability is gained through operation of streetcar in exclusive right of way on the Willamette Shore Line.
- Streetcar would have the lowest operating and maintenance costs of any alternative, including the No-Build. This is due to the marginal cost of extending a line that already operates in the corridor, the carrying capacity of the Streetcar vehicles compared to buses and the travel time advantage over BRT and No-Build. The Streetcar also replaces some corridor bus service, which results in a cost savings.
- The Streetcar alternative could leverage up to 3.3 million square feet of total new transit supportive development within three blocks of the proposed alignments.
- Streetcar is compatible with the existing transit system and would operate as an extension of the existing streetcar line that operates between NW 23rd Avenue and the South Waterfront.
- The \$75 million of value in the Willamette Shoreline right of way could leverage as much as \$112.5 million in federal funds if the project proceeds as a Federal Transit Administration (FTA) News Starts project.

The Metro Council finds that the **Bus Rapid Transit (BRT) mode** should not advance for further study in a DEIS because:

- It may not be a practical option to achieve the travel time and ridership as modeled in this alternatives analysis. The queue bypass lanes used to bypass congestion at key intersections in the BRT alternative would have to be extended to between 500 and 1,000 feet instead of the 200 feet in the current designs and cost estimates.
- The BRT alternative would include property impacts at the key intersections where transit improvements are constructed. There would be additional property impacts associated with the additional queue jump length required to bypass congestion. This also would include removal of trees within the sidewalk area.
- Initial BRT capital costs were the lowest of all the transit alternatives, however, these do not include the additional costs of the longer queue jump lanes, which would be required.
- The BRT alternative would have the highest operating cost due to the greater number of vehicles required to meet demand, and the fact that the BRT line would require added service, unlike the Streetcar alternative which would replace existing bus service.
- For the entire length of the corridor, BRT travel times are subject to the same delays and congestion as the general traffic in areas where queue jump lanes are not provided, resulting in decreased reliability.
- The BRT alternative would not leverage transit supportive economic development beyond what would be expected with the No-Build alternative.
- The BRT alternative would not leverage the \$75 million value of Willamette Shore Line right of way, which could match federal transit funding of up to \$112.5 million.

The Metro Council finds that an **enhanced bus** alternative should be studied as a more practical option for this constrained corridor. Such an option would avoid the property impacts of the BRT while providing improved service, bus pullouts where possible and better shelters and lighting at stations. Enhanced bus would act as the base case for comparison

to Streetcar alternatives in the DEIS. It would operate in mixed traffic, though this has implications for travel time, reliability and long-term efficiency of the line.

B. Alignments: Willamette Shore Line and SW Macadam Avenue

During the alternatives analysis process three alignments were evaluated in the John's Landing area: the Willamette Shore Line right of way, SW Macadam Avenue and the John's Landing Master Plan alignment. The Metro Council recommends that two alignment options be studied further in the John's Landing area north of the Sellwood Bridge: the Willamette Shore Line right of way alignment and the SW Macadam Avenue alignment.

In addition, combinations of the two alignments should be evaluated to maximize the potential benefits and minimize impacts in the John's Landing area. The Metro Council recognizes that alignments, which would avoid or minimize impacts through John's Landing, may need to be developed that are not part of either the Macadam Avenue or Willamette Shoreline alignments. These could include all or portions of the John's Landing Master Plan alignment or other rights of way.

The Metro Council finds that the **Willamette Shore Line right of way alignment** should advance for further study for the following reasons:

- Streetcar on the Willamette Shore Line right of way would yield higher reliability and faster travel times than the other alignments due to the 100% exclusive right of way. In the DEIS, Issues of pedestrian and vehicle safety and proximity to private properties must be considered in the analysis of this alignment..
- The Willamette Shore Line right of way is in public ownership and could potentially be used as local match towards the capital cost of the project. Current estimates value the entire right of way at \$75 million. For the portion north of SW Nevada Street, the value of the right of way is estimated at approximately \$35 million, which could leverage an additional \$58 million in federal funds.
- The Willamette Shore Line Right-of-Way alignment has received public support from Lake Oswego residents because it has faster travel time, better reliability and less impact to Highway 43 traffic operations and safety than an alignment that would use Macadam Avenue in John's Landing.

The Metro Council finds that the **SW Macadam Avenue alignment** should advance for further study for the following reasons:

- The SW Macadam Avenue alignment was the preferred alignment of the LOPAC based on community support, development potential, and the ability to avoid residential impacts of the Willamette Shore Line alignment. The LOPAC emphasized that the alignment should be on SW Macadam Avenue for as much of the length of the route as possible from the South Waterfront to the vicinity of the intersection of SW Macadam Avenue and SW Nevada Street.
- The SW Macadam Avenue alignment would leverage the most potential transit supportive development, approximately 2.2 million square feet of total new development in John's Landing.
- The SW Macadam Avenue alignment would avoid some of the potential property impacts associated with use of the Willamette Shore Line right of way.
- The SW Macadam Avenue alignment has emerged with the most public support from residents and businesses in John's Landing.

- As LOPAC recommended, a bicycle and pedestrian trail could be established along the Willamette Shore Line with the Macadam Avenue alignment. This trail has the potential to reduce conflicts between recreational and commuter user groups on the existing Willamette River Greenway trail by providing a more direct route through Johns Landing.

Note: The Metro Council recognizes ODOT's expressed concerns regarding the SW Macadam Avenue alignment option and will ensure that questions related to potential streetcar operations in mixed traffic on SW Macadam Avenue are addressed.

South of the John's Landing area and north of the Trolley Terminus site in Lake Oswego, the Willamette Shore Line right of way was the only alignment to advance to the completion of the alternatives analysis. As part of its design option narrowing decision, Steering Committee eliminated Highway 43 south of John's Landing from consideration as a Streetcar alignment for safety and operational reasons, making the Willamette Shore Line alignment the only option in this segment of the corridor. The *Evaluation Summary Report* contains a description of the alternative and design option narrowing decisions that were made during the alternatives analysis.

C. Lake Oswego Full-Length Termini: Albertsons and Safeway

The Metro Council finds that the Albertsons and Safeway termini should advance into the DEIS. The Trolley terminus should not be advanced into the DEIS. These termini options are preferred because they would serve more population and employment, have higher ridership, disperse park and ride spaces, and have greater potential for transit-supportive development while demonstrating similar traffic impacts.

The Metro Council finds that the **Albertsons terminus should** advance for further study for the following reasons:

- The Albertsons terminus would allow for the possible future extension of Streetcar south to West Linn or Oregon City.
- The Albertsons terminus has strong public support from the residents south of Lake Oswego and citizens within Lake Oswego. In 2006, Lake Oswego's Downtown Transit Alternatives Analysis Committee (DTAAC) recommended the Albertsons terminus site, partly because it would intercept traffic from the south before it reaches the center of downtown.
- The Albertsons terminus could generate substantial transit supportive development in Lake Oswego (0.9 million square feet).

The Metro Council finds that the **Safeway terminus should** advance for further study for the following reasons:

- The Safeway terminus would allow for the possible future extension of Streetcar to the west.
- The Safeway terminus could provide park and ride access west of downtown Lake Oswego, intercepting traffic before it reaches the center of downtown.
- The Safeway site could leverage the most potential transit supportive development (1.1 million square feet in Lake Oswego), as compared to the Albertsons or Trolley terminus options.

- The Safeway site would allow the Streetcar to act as a circulator for trips within downtown Lake Oswego between the Foothills district and the west end of downtown.

The Metro Council acknowledges that an at-grade crossing of streetcar with Highway 43 under the Safeway terminus option would require additional study and coordination with ODOT and the City of Lake Oswego to ensure that a safe and efficient crossing is feasible.

Additionally, the Metro Council acknowledges that it may be necessary to construct a project that would utilize the **Trolley Terminus** as a **temporary interim terminus** while joint development construction plans are finalized at either the Albertsons or Safeway terminus sites.

D. Temporary Johns Landing Short Terminus - Minimum Operable Segment (MOS)

If a full-length project cannot be built for financial or other reasons, the FTA allows for Minimum Operable Segments (MOS) to be considered as interim termini for a project. In this corridor, preliminary analysis was done for a MOS for Streetcar that would terminate in the vicinity of Nevada Street in John's Landing on either the Willamette Shore Line right-of-way or the Macadam Avenue alignments. A streetcar terminus in Johns Landing should include enhanced bus service to Lake Oswego as part of the complete alternative. The Metro Council finds that this alternative advance for further study for the following reasons:

- Significant public support was expressed for this option from participants in the process all through the corridor.
- A minimum operable segment (MOS) provides flexibility to initiate a project with available funding while pursuing additional funding to complete the remainder.

E. Johns Landing Permanent Terminus

A permanent terminus in Johns Landing was selected by the LOPAC along with a full-length Streetcar alternative as their preferred options to be advanced into the DEIS. The LOPAC preference was that this terminus be paired with the Macadam Avenue alignment; in Johns Landing however this terminus option could be paired with either the Willamette Shoreline or Macadam alignments. A streetcar terminus in Johns Landing should include enhanced bus service to Lake Oswego as part of the complete alternative.. The Metro Council finds that this alternative should be advanced into the DEIS for the following reasons:

- There is strong community support for this option in both Johns Landing and Dunthorpe.
- Analysis of a permanent terminus in addition to a temporary Minimum Operable Segment terminus would allow a full range of choices that could respond to funding constraints, environmental impacts and community preferences.
- This terminus option could maintain the ability to cross a new or reconstructed Sellwood Bridge in the future.

III. TRAIL CONSIDERATIONS

Context

As part of the Willamette River Greenway vision, a trail was proposed to run along the Willamette Shore Line right of way from Willamette Park in Portland to downtown Lake Oswego between Highway 43 and the Willamette River. As part of this Alternatives Analysis, the feasibility of a continuous trail between Portland and Lake Oswego was evaluated. Each transit alternative carried with it a complementary trail component. The BRT alternative would have used the Willamette Shore Line right of way for exclusive trail use. The Streetcar alternative, which the Metro Council advances for further study, would require shared use of the Willamette Shoreline between Streetcar and a trail. The discussion below focuses on the trail components that would accompany the Streetcar alignments.

A. Trail Component

The bike and pedestrian trail component of this study has received tremendous community support. A trail in the corridor would provide a critical link in the regional transportation system, connecting other regional and local trails. A continuous, safe and level trail component is a desired outcome in this corridor.

However, as currently designed, the trail component may not be practical to build for its entire length because of the high capital costs associated with shifting the Streetcar alignment to accommodate the trail in a tightly constrained right of way and very difficult topography. Because some portions of the trail are more easily implemented than others, and because funding for the entire trail may not be available at one time, the trail may need to be developed in phases.

B. Trail Component Refinement Next Steps

The Metro Council finds that a trail component should be advanced for further study. However, additional refinement is needed to determine how to advance the trail and the transit alternatives, either together or separately. The following identifies additional considerations for the trail and next steps:

- Further consideration is required to determine trail project sponsors and potential funding sources. Metro may or may not be the appropriate agency to lead the effort to advance a trail in the corridor.
- Additional design work is needed to identify ways to design and construct a trail in this corridor with lower capital costs and impacts while still accommodating the transit project. The trail design should change and adapt to constraints in the corridor. The width of the trail does not need to be the same for the entire alignment and flexibility will be required with regard to various jurisdictions design standards and requirements.
- Trail phasing should be considered so that the most cost-effective segments could move forward. The additional design work required for the more difficult and expensive portions will take more time and effort.

- Additional study is needed to evaluate the potential for the Portland and Western railroad bridge and an eastside connection to the Sellwood Bridge to provide a useful pedestrian and bike trail connection between Lake Oswego and Portland
- Further study is needed regarding the outstanding legal questions in order to facilitate decisions about the Willamette Shore Line right of way and its use for a trail.

IV. WORK PROGRAM CONSIDERATIONS

The Metro Council finds that several actions are needed prior to advancing the project into the *Draft Environmental Impact Statement* phase of project development. Because a DEIS for the Lake Oswego to Portland Corridor is not included in Metro's current fiscal year budget, it is recognized that there will be a gap before the DEIS can commence.

1. **The Metro Council finds that the following actions are necessary to advance the project into the *Draft Environmental Impact Statement*:**
 - a. **Metro should work with the FTA to Publish a *Notice of Intent to Prepare a Draft Environmental Impact Statement* in the Federal Register**, and initiate the DEIS Scoping Process. The FTA has recommended that this action be taken immediately. This action would ensure that all of the work completed during the alternatives analysis would be documented under the National Environmental Policy Act (NEPA). Public comment received prior to the Metro Council action on advancing the project into the DEIS phase would also be included as part of the NEPA record. The Scoping phase of a DEIS includes meetings with the public as well as local, state and federal agencies and affected tribal jurisdictions. The dates of the public, agency and tribal meetings would be published along with the notice of intent. The Scoping meetings present proposed alternatives and solicit input on potential additional alternatives that could be included in a DEIS.
 - b. **Metro should prepare a work scope, budget and schedule for the DEIS.** In order to secure funding for a DEIS, a cost estimate is required. The estimate is based on a scope of work and schedule that meet all appropriate FTA and NEPA requirements. This DEIS will need to meet new requirements for public and agency participation covered under Section 6002 of the SAFETEA-LU Act. Metro staff will convene the PMG to discuss and review the scope of work, schedule and budget, including agency roles and responsibilities during the DEIS phase.
 - c. **Metro should work with project partners, through the Project Management Group, to identify and secure funding for the DEIS.** Along with the scope, schedule and budget, Metro will work with project partners to identify potential sources of funding for the DEIS, as well as the next phases of project development, Preliminary Engineering and the Final Environmental Impact Statement. Potential sources of funding include FTA Section 5339 or other funds through the MTIP process, and local jurisdiction, TriMet, or ODOT contributions.

2. **In order to advance the goal of implementing a bicycle and pedestrian trail that connects Portland and Lake Oswego, the Metro Council directs that the following steps be taken:**
 - a. **Metro, with assistance from project partners through the TAC and PMG, should develop a process to undertake the *Trail Refinement Next Steps* listed above.** The result of this process would be to resolve key issues and determine the relationship of the trail and the transit project during the DEIS phase. Of particular importance are:
 - i. Involvement of the public and advocacy groups in improving the trail concept
 - ii. Definition of the lead agency for advancement of a trail
 - iii. Development of an approach to reduce capital costs
 - iv. Analysis of possible phasing of trail segments
 - v. Identification of potential trail capital funding sources
3. **The Metro Council finds that prior to initiation of the DEIS, Metro, with the assistance of the PMG, should develop actions or conditions for each participating agency that would help to ensure that the project can meet FTA thresholds with regard to ridership and financing and achieve the important development objectives for the Corridor.**

These could include:

- a. Development of local funding mechanisms
 - b. Demonstrated progress toward development objectives
 - c. Resolution of technical issues, e.g. ODOT concerns regarding the SW Macadam Avenue alignment
 - d. Threshold criteria for selecting a full-length option over an MOS or vice versa
4. **The Metro Council finds that the following concerns need to be addressed by Metro and its project partners as the project moves forward into a DEIS:**
 - a. The alternative should be constructed in such a manner as to allow coordination with transportation alternatives across the Sellwood Bridge or its replacement.
 - b. Maximize the alternative to establish a safe and attractive transit, pedestrian and bicycle route from Lake Oswego to Portland. Minimize negative impacts to residents and property values.
 - c. The DEIS should include an analysis of the conflicts between use of the corridor as a commuter route and the stated desire of Johns Landing residents for a more pedestrian and retail friendly environment.
 - d. Continue to analyze redevelopment opportunities in Johns Landing and Lake Oswego.
 - e. Strive for closer integration of Johns Landing and South Waterfront urban planning and work to improve pedestrian, bicycle, automobile and streetcar connections.

- 5. The Metro Council finds that the PMG should undertake a Johns Landing Alignment Refinement Study that would precede the start of the DEIS. This study would support the DEIS detailed definition of alternatives and should focus on:**
- a. The operational, design and cost trade-offs between the various alignment options in the Johns Landing segment.
 - b. Financial mechanisms to capture the full value of the Willamette Shore Line so that the current value of the WSL right of way could be used to leverage federal dollars and be applied to a project as local match. These mechanisms could include purchase by adjoining property owners, formation of a local improvement district and/ or a right of way trade that could be counted as local match
 - c. Design solutions through and/or around the most constrained parts of the Willamette Shore Line alignment
 - d. Initial operating concepts for the Streetcar in Macadam Avenue that address ODOT concerns regarding shared traffic operations.
 - e. Refinement of temporary and permanent Johns Landing terminus locations.
 - f. Funding for the refinement study should be equitably shared by the participating agencies.

Frequently Asked Questions

What is a Scoping Meeting?

A scoping meeting is a requirement of the Federal Transit Administration and is the first step toward preparing the Draft Environmental Impact Statement (DEIS). The scoping process is designed to gather public input on three specific aspects of the project:

- The proposed Purpose and Need for the project
- The proposed alternatives to be studied in the DEIS
- Any specific environmental or community impacts that need to be addressed in the DEIS

Didn't Metro just finish up one phase of study?

Yes, the Metro Council adopted the alternatives that are proposed to move forward into the DEIS on December 13, 2007. This action concluded a two-year Federal Transit Administration alternatives analysis that looked at many different alternatives and involved the public, a Steering Committee of elected officials and a citizen advisory committee known as LOPAC. Copies of the Metro Council action, the *Evaluation Summary Report*, and the *Public Comment Report* are available at tonight's meeting.

When will the DEIS get underway?

The DEIS is proposed to start in early 2009. Metro and its partner agencies will be initiating a Johns Landing Refinement Study later this summer to evaluate and refine alignments for Streetcar in the Johns Landing area that will be carried into the DEIS.

Is there any funding for the DEIS?

At this time, Metro has submitted a federal appropriations request for \$4 million, which will need to be matched locally by approximately \$1.5 million to complete the budget for the DEIS. The start of the DEIS would be delayed if funding is not secured.

Is Streetcar a done deal?

No. The DEIS will evaluate No-Build and Enhanced Bus alternatives along with the Streetcar Alternative with its various alignments and terminus options. At the conclusion of the DEIS process a Locally Preferred Alternative will be selected by partner agencies and ultimately the Metro Council.

How can I get involved?

Attending tonight's meeting is a great start. You can fill out a comment card, be sure your name is on our project mailing list, and check our website periodically for updated information. Watch your mailbox and local papers for notices about project meetings starting around January 2009 and participate in future events during the DEIS.

Lake Oswego to Portland

TRANSIT PROJECT

Draft Environmental Impact Statement

- Topics and Quick Summary -

SECTION: Social, Economic and Environmental

Land Use and Economic Activity	This analysis evaluates the potential impacts to land use and economic activity. Includes overview of past land use and transportation planning and expectations for future planning.
Displacements and Relocation	This analysis assesses the impacts to residences and businesses of displacement due to partial or full property acquisitions that may be needed for the project.
Community Impact Assessment (including Environmental Justice)	This analysis identifies and evaluates impacts to neighborhood character, cohesion and livability that could result from project generated impacts. This assessment includes an environmental justice analysis to ensure that there are not disproportionate adverse impacts to minority or low-income populations.
Visual Quality and Aesthetic Impacts	This analysis assesses the visual and aesthetic environment of the project and to evaluate adverse and beneficial impacts.
Historic Resources	This analysis examines the potential project impacts to historic districts, sites, buildings, structures, objects, listed on, or eligible for inclusion in the National Register of Historic Places.
Archaeological and Cultural Resources	This analysis examines the potential project impacts to archaeological sites.
Parklands, Recreation Areas, Wildlife and Waterfowl Refuges (Section 4(f))	This analysis examines the potential impacts to publicly owned parklands for the project.
Geology, Soils and Earthquake Impacts	This analysis identifies potential hazardous conditions in the study area due to soil types, geologic conditions, and potential seismic events.

Ecosystems Impacts	This analysis identifies and categorizes the biological resources that might be affected. These resources include vegetation and wildlife, fishery resources, and wetlands. The analysis evaluates and determines the significance of the potential impacts based on state, local and federal regulatory guidelines, and consultation with resource agencies.
Hydrology and Water Quality	This analysis identifies and measures the impacts to water systems such as rivers, storm water hydrology, floodplains, and water quality for the project.
Noise and Vibration Impacts	This analysis estimates the noise and vibration output of the project, assesses the impacts on the surrounding areas and identifies mitigation methods.
Air Quality Analysis	This analysis compares the existing air quality conditions to the projected conditions of air quality that would be expected with implementation of the project.
Energy Analysis	This analysis estimates the variations in the type and amount of energy that would be consumed to build and operate the project.
Utilities Analysis	This analysis examines facilities, such as water and sanitary sewers that the project could impact.
Public Services	This analysis examines the project and services that it could impact including fire and emergency medical services (including hospitals), public schools, postal service and solid waste collection and disposal.
Hazardous Materials	This analysis identifies and assesses potential hazardous materials risks and impacts associated with the project.
Security and Safety	This analysis documents the work of the safety and security task force that includes issues and measures dealing with personal safety and security when using project facilities.

SECTION: Financial

Capital Costs	This is the analysis of developing the estimates of how much the project is expected to cost. These estimates are based on engineering (plan and profile drawings) and operations. TriMet prepares these estimates based on a breakdown of the project into smaller units. These units are priced based on recent bids from the Interstate MAX, I-205 MAX, Portland Mall, Streetcar and Commuter rail projects. Estimates include contingencies to reflect 5% to 15% level of engineering, the cost of design and administration. Finally, costs are adjusted to the projected year of expenditure in order to account for inflation.
Operation and Maintenance Costs	This is the analysis of developing the estimates for how much the project will cost to operate and maintain annually. These estimates take into consideration the train operators, security, cleaners, dispatchers, maintenance workers, and administrators. Estimates are based on past experience from the existing light rail projects.

Financial Analysis

This is the analysis that assesses the fiscal feasibility of construction and operations. Analysis considers project capital costs and system operation and maintenance costs. Current available revenues are then compared to the costs. Shortfalls over a 20-year period are also identified. A financial plan is developed to fill projected shortfalls with additional revenues from local, regional, state, and federal sources.

Cost Effectiveness

This is the analysis that calculates various cost-effectiveness measures using several methods including operating cost and operating subsidy per originating ride, annual boarding rides per revenue hour, and incremental cost per new ride.

SECTION: Transportation

Transportation Impacts (traffic and transit)

This is the analysis that assesses regional and local transit and roadway impacts associated with the transit project. Includes motorized and non-motorized vehicles impact such as pedestrians and bicycles. Estimates and summarizes future traffic and transit ridership projections for the year 2030.

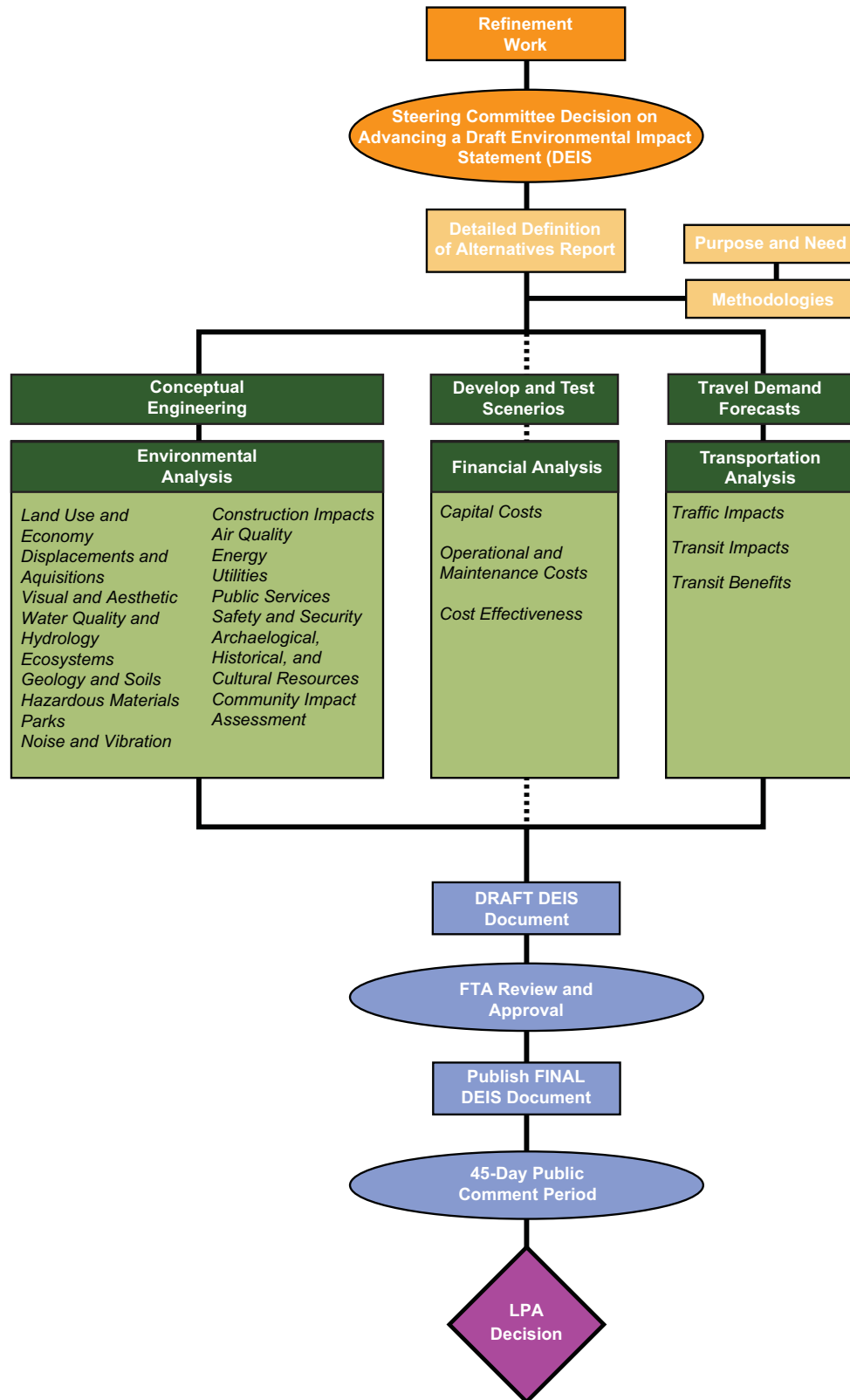
Critical Path and Timeline (DRAFT)



2008

2009

2010



April 2008

AGENCY SCOPING COMMENTS

Environmental Protection Agency



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 10

1200 Sixth Avenue, Suite 900
Seattle, Washington 98101-3140

July 18, 2008

Reply To
Attn Of: ETPA-088

Ref: 08-046-FTA

Mr. John Witmer, Community Planner
Federal Transit Administration, Region 10
915-2nd Avenue, Suite 3142
Seattle, Washington 98174

Mr. Ross Roberts
Metro
600 NE Grand Avenue
Portland, Oregon 97232

Dear Mr. Witmer and Mr. Roberts:

The U.S. Environmental Protection Agency (EPA) has reviewed the Federal Register Notice of Intent (NOI) to prepare an environmental impact statement (EIS) for the **Lake Oswego to Portland Transit Project** in Portland, Oregon. We are submitting scoping comments in accordance with our responsibilities under the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act. Section 309 of the Clean Air Act directs EPA to review and comment in writing on the environmental impacts associated with all major federal actions. Under our Section 309 authority, our review of the draft EIS will consider not only the expected environmental impacts of the proposed action and alternatives presented in the EIS, but also the adequacy of the EIS in meeting procedural and public disclosure requirements of NEPA.

Federal Transit Administration (FTA) and Metro propose to improve transit service between Lake Oswego and Portland by extending streetcar on the Willamette Shoreline right of way, Macadam Avenue, or parts of both, or by enhancing bus service. The EIS will also evaluate a No Action alternative. The purpose of the project is to develop a transit project that meets future travel demand and supports local and regional land use plans, that garners public acceptance and community support, and that will:

- Increase the mobility and accessibility within the geographically constrained Highway 43 corridor, connecting from the Portland Central City through the Lake Oswego Town Center;
- Minimize traffic and parking-related impacts to neighborhoods;
- Support and enhance existing neighborhood character in an environmentally sensitive manner;

- Leverage investment in the transit system to cost-effectively increase Corridor and system-wide transit ridership;
- Support transit-oriented economic development in Portland and Lake Oswego;
- Support community transportation, land use and development goals;
- Provide improved transportation access to and connectivity among significant destinations and activity centers including Downtown Portland, South Waterfront, Oregon Health & Sciences University, Tom McCall Waterfront Park, Willamette Park, Foothills and Downtown Lake Oswego;
- Provide additional transportation choices in the corridor and access for persons with disabilities;
- Be part of an integrated multi-modal transportation system; and
- Anticipate future needs and impacts and not preclude future expansion opportunities.

We support the effort to establish improved public transit in the project area. We have visited the project website, and are pleased to note that there is also intent to take next steps to create a bicycle and pedestrian trail in the corridor. Further refinement is required to determine whether to advance transit and trail together or separately. Our enclosed comments are intended to help identify issues that should be addressed in the environmental analysis and considered in the development of alternatives.

Thank you for this opportunity to offer comment. If you have questions or would like to discuss these comments, please feel free to contact me at (206)553-2966 or at somers.elaine@epa.gov. We look forward to working with all participants as the project develops.

Sincerely,

/s/

Elaine L. Somers
NEPA Review Unit

Enclosures

EPA Detailed Scoping Comments on the Proposed Lake Oswego to Portland Transit Project

Project Purpose

One objective stated in the project purpose, which is provided on the project website, is to develop a transit project that will “support community transportation, land use and development goals.” Because the community plans and goals may not be common knowledge, we recommend that the EIS include a summary or brief explanation of what is included in the plans and goals and how the proposed project would support them.

Indirect and cumulative effects

The indirect and cumulative effects that would result from growth and development that may be stimulated by the proposed project should be analyzed. For example, the proposed project may stimulate transit oriented development, commercial and residential mixed use areas, amenities that improve walkability/livability of the area, and so on. The project could also stimulate development that has the potential to encroach upon or otherwise impact sensitive habitat areas. Whether the effects are positive or negative, the EIS should analyze and disclose the potential environmental effects upon air quality, water quality and quantity, terrestrial and aquatic habitats, ecological connectivity and ecosystem processes, communities, and cultural/historical resources (see Cultural resources section below).

A key benefit of the indirect and cumulative effects analysis is that it may reveal outcomes that should be avoided, minimized, or otherwise mitigated. As mitigation for project stimulated impacts, we encourage the project proponents to work collaboratively with local land use planning entities to ensure that the land resource is used wisely and that environmental protections are incorporated prior to stimulating new growth. For example, the area shorelines and any other sensitive habitats and species should be fully identified and protected before project construction.

Aquatic resources – direct impacts

Transportation infrastructure sitting, construction, operation, and maintenance can impact waterways, wetlands and riparian areas from riparian/floodplain encroachment, runoff, disruption of drainage patterns, stockpiling of materials in staging areas, maintenance of construction and maintenance equipment, and sanding of roads or use of salt and deicers. Project proponents should plan, design, construct and maintain transportation infrastructure projects to avoid or have minimal long-term water quality and aquatic resources impacts. For any impacts that cannot be avoided through sitting and design, the NEPA document should include protection measures and describe the types, location, and estimated effectiveness of best management practices (BMPs) applied to minimize and mitigate impacts to aquatic resources.

The NEPA document should describe aquatic habitats in the affected environment (e.g., habitat type, plant and animal species, functional values, and integrity) and the environmental consequences of the proposed alternatives on these resources. Impacts to aquatic resources should be evaluated in terms of the aerial (acreage) or linear extent to be impacted and by the functions they perform.

The proposed activities may require a Clean Water Act Section 404 permit from the Army Corps of Engineers (ACOE). For wetlands and other special aquatic sites, the Section 404(b) (1) guidelines establish a presumption that upland alternatives are available for non-water dependent activities. The 404(b) (1) guidelines require that impacts to aquatic resources be (1) avoided, (2) minimized, and (3) mitigated, in that sequence. The NEPA document should discuss in detail how planning efforts (and alternative selection) conform to Section 404(b) (1) guidelines sequencing and criteria. In other words, FTA must show that they have avoided impacts to wetlands and other special aquatic sites to the maximum extent practicable. The NEPA document should discuss alternatives that would avoid wetlands and aquatic resource impacts from fill placement, water impoundment, construction, and other activities before proceeding to minimization/mitigation measures.

River, Stream, Riparian, and Floodplain Encroachment

Highway planning and design should avoid/minimize highway encroachment upon, or disturbance to, natural stream hydrology, stream migration zones, stream banks and channels, riparian areas, wetlands, and floodplains. It is important to maintain and preserve natural stream characteristics and hydrology, and restore and preserve the natural and beneficial effects of riparian areas and floodplains.

River channel modifications should be avoided. If channel impacts are unavoidable, channel changes should be planned and designed to simulate natural stream channel (and migration zone) dimensions and length and incorporate natural aquatic habitat features as much as possible. Aquatic biologists and staff with training and knowledge of fluvial geomorphology should be consulted during design of stream channel modifications; and appropriate permits and authorizations should be obtained (404 permits, 401 certification, short-term turbidity exemptions, etc.).

303(d) Listed Waters and Total Maximum Daily Loads (TMDLs)

To meet the requirements of the Clean Water Act, the NEPA document must identify all water bodies likely to be impacted by the project, the nature of the potential impacts, and the specific pollutants likely to impact those waters. If there are 303(d) listed water bodies in the project area, the NEPA document must additionally disclose information regarding TMDLs, the water bodies to which they apply, and pollutants of concern. Provisions for antidegradation of water quality also apply to water bodies where water quality standards are presently being met.

Highway improvements should not further degrade 303(d) listed waters and should be consistent with TMDLs to restore beneficial use support for impaired waters. If additional pollutant loading is predicted to occur to a 303(d) listed streams as a result of a transportation project, the project should include measures to control existing sources of pollution to offset pollutant addition from road construction, so that no deterioration of water quality occurs.

Where appropriate, consider implementing watershed or aquatic habitat restoration activities to compensate for past impacts of transportation infrastructure to aquatic resources, particularly in watersheds with 303(d) listed waters where highways may have contributed to aquatic impairments through past channelization, riverine or floodplain encroachments, sediment

delivery during construction, and other activities that may have affected channel stability, water quality, aquatic habitat, and designated waterbody uses.

Source Water Protection Areas

Public drinking water supplies and/or their source areas often exist on lands under federal management or near projects receiving federal funding. Project activities such as construction, operations, and maintenance may adversely affect waters that serve as sources of drinking water for communities. The 1996 amendments to the Safe Drinking Water Act (SDWA) require federal agencies that manage lands that serve as drinking water sources to protect these source water areas. Source Water is untreated water from streams, rivers, lakes, springs, and aquifers that is used as a supply of drinking water. Source Water Areas are the sources of drinking water delineated and mapped by the states for each federally-regulated public water system.

State agencies have been delegated responsibility to conduct source water assessments and provide a database of information about the watersheds and aquifers that supply public water systems. We recommend that the lead federal agency contact either the state agency (either the Department of Environmental Quality or the Department of Health Services), responsible for developing and maintaining this database to help identify source water protection areas within or downstream of the project area. Typical databases may contain GIS and Access information of the watersheds and aquifer recharge areas, the most sensitive zones within those areas, and the numbers and types of potential contaminant sources identified for each system.

EPA recognizes that providing high quality drinking water to protect human health is a high priority for a number of agencies. Implementing protective actions and land use decisions can be very effective in providing clean source water to public intakes and wells. This will preserve the use of public funds that would otherwise be spent to upgrade treatment facilities to remove contaminants downstream. Therefore, EPA recommends that the EIS:

- Identify all federally-regulated source water protection areas and state-regulated source water protection areas, if the state agency maintains that list, within or downstream of the project area.
- Identify all activities that could potentially affect source water areas.
- Identify all potential contaminants that may result from the proposed project.
- Identify all measures that would be taken to protect the source water protection areas in the draft EIS.

Climate change

Changing climatic conditions should be taken into account as the draft EIS is being developed. In particular, we recommend including analyses of potential impacts of changing climate on the project and the project's potential to exacerbate climate change phenomena through direct and indirect impacts. For example, increased combustion of fossil fuels could exacerbate the current trends in global warming and climate change. EPA acknowledges that the interaction between land use and climate change is complex and not entirely understood at this time. However, if this project has the potential to contribute to global warming and climate change, the EIS should discuss the potential contributions this project may have and what steps should be taken to minimize these impacts.

Ecological connectivity

The EIS should analyze and disclose the extent to which the various alternatives may bisect and fragment wildlife habitat and movement routes. If the current roadway infrastructure results in habitat fragmentation, we recommend that the proposed project incorporate measures to retrofit or otherwise mitigate this effect, where possible. It is important to include means to make the transit corridor permeable to wildlife movements, such as, by providing wildlife crossing structures of appropriate number, size, and locations to adequately accommodate wildlife movement. These mitigation measures prevent vehicular-wildlife collisions, which is important for both human and wildlife safety.

Ecological connectivity is a broader concept than wildlife movement in the landscape. It includes the connections and interactions between land and water, the transfer of water, wood, soil, nutrients, genes, species, and so on. For example, ecological connectivity is impaired when a stream is channelized and separated from its flood plain; when shoreline structures or bank armoring block sediment flows and shoreline enrichment processes; when dams are built or culvert installation block fish passage; when wetland fills or impervious surface prevent ground water aquifer recharge; when hillslope cuts breach seepage areas, springs, or underground aquifers; when aquatic habitat hydrological alterations and development interfere with surface water/ground water interactions and riverine hyporheic zones; and so on. Environmental impact assessments need to focus much more on identifying these connections and the consequences of severing them, and project design should incorporate the means to preserve them.

Endangered, threatened, candidate, sensitive species

If the proposed project activities could affect species listed under the Endangered Species Act, the NEPA document should include the Biological Assessment and the associated USFWS or NOAA Fisheries Biological Opinion or formal concurrence.

In addition to federally listed species, there may also be state listed species, candidate state or federal species, and other sensitive or declining plant and animal species and their habitats in the project area. The EIS should disclose these sensitive species and habitats, and the alternatives presented should reflect all possible measures to avoid and minimize disturbance or harm to them.

Any potential impacts to essential fish habitat must be analyzed and disclosed, and should include a description of measures proposed to avoid, mitigate, or offset the impacts of proposed activities on the essential fish habitat.

Air toxics

There is heightened concern for human health from projects that result in air toxics emissions and particulate matter from mobile sources, particularly diesel exhaust. The *National Air Toxics Assessment* (see <http://www.epa.gov/ttn/atw/nata>) indicates that a large number of human epidemiology studies show increased lung cancer associated with diesel exhaust and significant potential for non-cancer health effects. Also, the Control of Emissions of Hazardous Air Pollutants from Mobile Sources Final Rule (66 FR 17230, March 29, 2001) lists 21

compounds emitted from motor vehicles that are known or suspect to cause cancer or other serious health effects.

EPA recommends that the EIS disclose whether vehicular air toxics emissions would result from project construction and operations, discuss the cancer and non-cancer health effects associated with air toxics and diesel particulate matter, and identify sensitive receptor populations and individuals that are likely to be exposed to these emissions.

For each alternative, EPA recommends:

- Disclosure of all locations at which emissions would increase near sensitive receptors because of project construction, intersections, increased traffic, including increased diesel traffic, increased loads on engines (higher speeds, climbs, etc.).
- An assessment or accounting (qualitative or modeled depending on the severity of existing and projected conditions) of all the factors that could influence the degree of adverse impact on the population because of the activities listed above (e.g., distances to human activity centers and sensitive receptor locations, particularly parks, schools, hospitals, etc; amount, duration, and location of emissions from construction, diesel, and other vehicles, etc.).
- For receptor locations, we recommend that hotspot analysis be conducted for air toxics and particulate matter, and that construction mitigation measures be included. We have enclosed two lists of potential mitigation measures that could reduce emissions during construction (Enclosure 1).

For more information about conformity requirements and air toxics, please contact Wayne Elson of our Air Program office at (206)553-1463.

Community impact assessment

We recommend conducting community impact assessments for communities that would potentially be most affected by the proposed project. These usually include communities adjacent to or bisected by a proposed project, although an analysis of the direct, secondary, and cumulative effects of proposed alternatives may reveal additional affected populations/communities. The Federal Highway Administration (FHWA) publication, *Community Impact Assessment: A Quick Reference for Transportation* [publication No. FHWA-PD-96-036, HEP-30/8-96(10M) P] is available as guidance and other websites can also provide more information on the topic.

Environmental Justice

In compliance with NEPA and with E.O. 12898 on Environmental Justice, actions should be taken to conduct adequate public outreach and participation that ensures the public and Native American tribes truly understand the possible impacts to their communities and trust resources. Minority and/or low income communities and tribes must be effectively informed, heard, and responded to regarding the project impacts and issues affecting their communities and natural and cultural resources. The information gathered from the public participation process and how this information is factored into decision-making should be disclosed in the EIS.

EPA requests the following information from lead agencies, at a minimum, when reviewing EISs to determine the adequacy of analysis:

- Describe the efforts that have/will be taken to inform the communities about the impacts of the project and to ensure “meaningful public participation” by the potentially affected communities/individuals.
- Identify low income and people of color (minority) communities in the impact area(s) of the project.
- Disclose in the EIS what was heard from the community about the project during the public participation sessions by listing the impacts identified by the project proponent and the communities (perceived and real).
- Address whether these impacts are likely to occur and to whom, and evaluate all impacts for their potential to disproportionately impact low income and/or people of color (minority) communities.
- Describe how what was heard from the public was/will be incorporated into the decisions made about the project (such as the development of alternatives or choice of alternatives).
- Propose mitigation for the impacts that will or are likely to occur.

Tribal consultation

Government-to-government consultation with federally recognized Indian tribal governments is legally required. Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, and the President’s executive memorandum of September 22, 2004 are the latest iterations of federal government policy; the latter directed that:

Each executive department and agency ... shall continue to ensure to the greatest extent practicable and as permitted by United States law that the agency's working relationship with federally recognized tribal governments fully respects the rights of self-government and self-determination due tribal governments.

Executive Order 12898 on Environmental Justice is also relevant to Indian tribes, including both federally recognized tribes and tribes that are not formally recognized but that comprise minority and/or low-income populations. Special efforts must be taken to avoid disproportionate adverse environmental impacts on such tribes, and to eliminate barriers to their full participation in the NEPA process and related processes of environmental review.

The lead federal agency responsible for a NEPA analysis is responsible for consulting government-to-government with the governments of federally recognized tribes, and for consulting, though not necessarily on a formal government-to-government basis, with non-recognized tribes. In all cases, efforts must be made to respect tribal cultural interests, values, and modes of expression, and to overcome language, economic, and other barriers to tribal participation.

Special attention should be paid to environmental impacts on resources held in trust or treaty resources. Trust resources include those resources held in trust by the U.S. government on a tribe’s behalf (such as tribal lands, minerals, and timber). They also include resources in which a tribe has rights that the U.S. government is obligated to protect. However, there is a rule of treaty construction, established long ago by the Supreme Court, that a right not explicitly ceded by a tribe was reserved, so tribes may have a basis for arguing for consideration of a wide range

of traditional land rights, such as the right to use religious places and the right to protect the remains of their ancestors.

For a NEPA analysis, this means that close consideration should be given to all types of resources and aspects of the environment that tribes regard as significant, and that this consideration be carried out in consultation with tribes. Consultation should begin at the earliest stages of NEPA review, when the purpose and need for the action are considered, alternatives are formulated, and approaches to scoping are established. It should continue through the remainder of the NEPA analysis, documentation, and review process and be documented in Environmental Impact Statements (EISs) and Records of Decision (RODs), Environmental Assessments (EAs) and Findings of No Significant Impact (FONSIs,) and the recordkeeping supporting the application of categorical exclusions.

EPA recommends that FTA consult with the potentially affected tribes specific to their interests and concerns. Among the issues that in EPA's experience are often of concern to tribes are

- Reservation lands.
- Formally identified trust and treaty resources.
- Grave and burial sites.
- Off-reservation sacred sites.
- Traditional cultural properties or landscapes.
- Hunting, fishing, and gathering areas (including impacts to ecosystems that support animals and plants that are or once were part of the Tribes and tribal descendants' traditional resource areas).
- Access to traditional and current hunting, fishing and gathering areas and species.
- Changes in hydrology or ecological composition of springs, seeps, wetlands and streams, that could be considered sacred or have traditional resource use associations.
- Water quality in streams, springs, wetlands and aquifers.
- Travel routes that were historically used, and travel routes that may be currently used.
- Historic properties and other cultural resources.

Since the responsibility for government-to-government consultation with tribes is vested by law in the federal government, we recommend that a lead federal agency not delegate its tribal consultation responsibilities to the State or local government unless it has a formal agreement to such delegation with the pertinent tribal government or governments permitting such delegation, as well as a formal agreement with the State or local government as to how such consultation responsibilities will be carried out.

Cultural resources

Impacts on cultural resources are often of concern to Indian tribes, both recognized and non-recognized, but they are also of concern to other groups as well. The NEPA regulations, at 40 CFR 1508.27(b) (3) and (8), require that effects on cultural resources be considered in judging the significance of environmental impacts. A variety of specific federal laws, laws of many states, Indian tribes, and other jurisdictions and a number of international conventions and recommendations apply to the management of impacts on different kinds of cultural resources, such as:

- Historic buildings, structures, sites, districts, and landscapes.
- Religious practices, beliefs, and places.
- Traditional uses of land and resources.
- Ancestral human remains and burial sites.
- Traditional ways of life.

The lead federal agency conducting a NEPA analysis should ensure that all such impacts are considered in an orderly and systematic manner, in full consultation with all concerned parties, especially those who may ascribe cultural importance to such resources. Such parties should be contacted early in the scoping process and consulted throughout the analysis, documentation, and review process.

Section 106 of the National Historic Preservation Act and its implementing regulations (36 CFR 800) outlines specific procedures to be used in examining potential impacts on historic places. These procedures should be carefully followed in the course of any NEPA analysis, but agencies must be careful not to allow attention to Section 106 review to cause analysts to give insufficient consideration to other kinds of cultural resources. Not all cultural resources are “historic properties” as defined in the National Historic Preservation Act (that is, places included in or eligible for the National Register of Historic Places); hence they cannot all be addressed through Section 106 review, but this does not mean that they do not need to be addressed under NEPA.

EPA recommends that no Finding of No Significant Impact (FONSI) or Record of Decision (ROD) be completed until the processes of consultation, analysis, review and documentation required by Section 106 of NHPA have been fully completed. If adverse effects to historic properties are identified, any Memorandum of Agreement (MOA) developed to resolve these concerns under Section 106 of NHPA should be referenced in the FONSI or ROD. Unless there is some compelling reason to do otherwise, the Section 106 MOA should be fully executed before a FONSI or ROD is issued, and the FONSI or ROD should provide for implementation of the MOA’s terms.

Useful references include:

- <http://www.npi.org/nepa/index.html> regarding NEPA and cultural resources;
- http://www.epa.gov/compliance/resources/publications/ed/ips_consultation_guide.pdf includes the document, *Guide on Consultation and Collaboration with Indian Tribal Governments and the Public Participation of Indigenous Groups and Tribal Members in Environmental Decision Making*.
- Executive Orders:
E.O. 13175, Consultation and Coordination with Tribes;

E.O. 13007, Indian Sacred Sites;
E.O. 12898, Environmental Justice.

Invasive Species

Ground disturbing activities create opportunity for establishment of non-native invasive species. In compliance with NEPA and with the Executive Order 13112, analysis and disclosure of these actions and their effects, as well as any mitigation to prevent or control such outbreaks should be included. We urge that disturbed areas be revegetated using native species and that there be ongoing maintenance (wholly or primarily non-chemical means) to prevent establishment of invasives in areas disturbed by project activities.

Enclosure

Mitigation Measures to Reduce Emissions During Construction

- Properly maintain construction equipment.
- Evaluate the use of available alternative engines and diesel fuels:
 - Engines using fuel cell technology
 - Electric engines
 - Engines using liquefied or compressed natural gas
 - Diesel engines that meet the proposed EPA 2007 regulation of 0.01 g/bhp-hr (grams per brake horsepower hour)
 - Diesel engines outfitted with catalyzed diesel particulate filters and fueled with low sulfur (less than 15 ppm sulfur) fuel
 - Diesel engines fueled with biodiesel (diesel generated from plants rather than petroleum)
 - Fueling on-site equipment, e.g., mining equipment, with lower sulfur highway diesel instead of off-road diesel fuel
- Reduce construction-related traffic trips and unnecessary idling of equipment.
- Use newer, “cleaner” construction equipment.
- Install control equipment on diesel construction equipment (particulate filters/traps (DPTs), oxidizing soot filter, oxidation catalysts, and other appropriate control devices to the greatest extent that is technically feasible.) A particulate filter (“P-trap” or oxidizing sort filter) may control approximately 80% of diesel PM emissions. An oxidation catalyst reduces PM emissions by only 20%, but can reduce CO emissions by 40%, and hydrocarbon emissions by 50%. Different control devices may be used simultaneously.
- Reroute the diesel truck traffic away from communities and schools.
- Adopt a “Construction Emissions Mitigation Plan (CEMP). A CEMP would help to ensure that the procedures for implementing all proposed mitigation measures are sufficiently defined to ensure a reduction in the environmental impact from diesel PM and NOx due to the project’s construction. CEMP inclusions:
 - All construction-related engines are tuned to the engine manufacturer’s specifications in accordance with the timeframe recommended by the engine manufacturer; not idle for more than 5 minutes; not tampered with in order to increase engine horsepower; include particulate traps, oxidation catalysts and other suitable control devices on all construction equipment used at the construction site; and use diesel fuel having a sulfur content of 15 ppm or less, or other suitable alternative diesel fuel. Minimize construction-related traffic trips through appropriate policies and implementation measures.
- Implement an adaptive mitigation measure program over the project’s construction phase.

Construction Mitigation Measures Adopted for Several Major Projects in California

A. Administrative

1. Have a Mitigation Plan that is included in the FEIS and committed to in the ROD.
2. Require reporting.
 - a. Prepare inventory of all equipment prior to construction.
 - b. Report on suitability of add-on controls for each piece of equipment before groundbreaking.*
 - c. Evaluate other engine alternatives: electric, CNG, LNG, fuel cell, alternative diesel.
 - d. Monthly, public reports by Environmental Coordinator regarding fulfillment of requirements
3. Have suitability report subject to review by Air District, USDOT, State DOT, EPA and the public.

B. Equipment

1. Use add-on controls such as catalysts and particulate traps where suitable.
2. Use fuel with 15 ppm of sulfur or less unless unavailable.
3. Establish idling limit (e.g., 5-10 minutes per hour).
4. Tune to manufacturers' specs and do so at manufacturers' recommended frequency.
5. Prohibit any tampering with engines and require continuing adherence to manufacturers' recommendations.
6. Require that leased equipment be 1996 model or newer unless cost exceeds 110% of average lease cost.
7. Require 75% of total horsepower of owned equipment to be used to be 1996 or newer models.

C. Work limitations

1. Establish a cap on daily emissions and/or hours of work.
2. Use no more than 2 pieces of equipment simultaneously near or upwind from sensitive receptors.
3. Establish additional emissions limits within 1000 feet of any K-12 school.
4. Provide notification to all schools within 1000 feet.
5. Reduce truck trips and/or restrict hours of driving through communities to minimize risk.

* Suitability of control devices is based on whether there is reduced normal availability of the construction equipment due to increased downtime and/or power output, whether there may be significant damage caused by the construction equipment engine, or whether there may be a significant risk to nearby workers or the public. Such determination is to be made by the Contract Project Manager (CPM) in consultation with the appropriate vendor.

PUBLIC COMMENTS

Comment Cards

Letters

E-mails

Lake Oswego to Portland

TRANSIT PROJECT

Your written
comments will be
shared with project
decision-makers and
included in the project
comment report.

YOUR OPINION COUNTS

Comments due at Metro by 5 p.m., Friday, July 18, 2008

Name John Baringa E-mail JBARINAGA@aol.com
Address 11051 SW Riverwood Rd City/State/ZIP Port. OR. 97219
Phone number 503.750.3642 Fax _____
Do you want to be placed on the project mailing list? yes ☒ no ☐

Comments (please print)

The trolley/street car as many Govt.
projects is a waste of our Tax \$. Lets focus
on Dedicated Bus only lanes During Peak Times
focusing on "Green" Biddiesel Converted Buses
We already have the road. Keep the Trolley
and maybe even purchase a San Francisco
style street car that runs on weekends only. "Novelty line"



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comment report.

YOUR OPINION COUNTS

Comments due at Metro by 5 p.m., Friday, July 18, 2008

Name George Bean E-mail gibjpb@comcast.net
Address 11393 SW Riverwood Rd. City/State/ZIP Portland OR 97219
Phone number 503.636.8808 Fax _____
Do you want to be placed on the project mailing list? yes ☒ no ☐

Comments (please print)



Metro

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lakeoswego

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card rec'd e
4-21-08 scoping mtg
w/ testimony
printed from
previous submission

George Bean

From: George Bean
Sent: Sunday, September 09, 2007 2:11 PM
To: 'trans@metro.dst.or.us'
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 thoroughway 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.

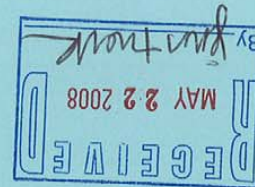
9/9/2007

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

Lake Oswego to Portland TRANSIT PROJECT



Your written
comments will be
shared with project
decision-makers and
included in the project
comment report.

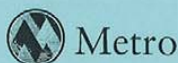
YOUR OPINION COUNTS

Comments due at Metro by 5 p.m., Friday, July 18, 2008

Name Marilyn Brett E-mail mbrett1@mac.com
Address 1650 North Shore Rd. City/State/ZIP Lake Oswego 97034
Phone number 503-381-8920 Fax 503-697-0707
Do you want to be placed on the project mailing list? yes ☒ no ☐

Comments (please print)

A 400 space park and ride in downtown L.O. would only add to an already problematic situation, especially at peak times for our traffic. I don't feel a Streetcar is the best solution, but if it were it would make sense to do the parking structure further South in West Linn or near Marylhurst.



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TRANSIT PROJECT

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comments will be
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decision-makers and
included in the project
comment report.

YOUR OPINION COUNTS

Comments due at Metro by 5 p.m., Friday, July 18, 2008

Name Maria Conkle E-mail _____ 97062
Address 4307 Kenthorpe City/State/ZIP West Linn OR
Phone number 503 636 0101 Fax _____

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

Comments (please print)

Do People in charge study Mass -
transportation in Europe?
Can legs be re-invented to
walk to a Bus stop 1/2 mile?



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Lake Oswego to Portland

TRANSIT PROJECT

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comment report.

YOUR OPINION COUNTS

Comments due at Metro by 5 p.m., Friday, July 18, 2008

Name Mike Dowd E-mail office@dowdarchitecture.com
Address 0753 SW Miles St. City/State/ZIP Portland 97219
Phone number 503 282-7704 Fax _____

Do you want to be placed on the project mailing list? yes ☒ no ☐ all
already am on it.

Comments (please print)

I am terrified that my ~~new~~ house will be
destroyed, or made condemned, or made
unlivable by the project. I will write
in more detail later. My specific concerns are
the conceptual design, slow the ROW being widened by
condemning my property, or I will end up with a
busy streetcar terminus at my front door.



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Lake Oswego to Portland

TRANSIT PROJECT

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comments will be
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decision-makers and
included in the project
comment report.

YOUR OPINION COUNTS

Comments due at Metro by 5 p.m., Friday, July 18, 2008

Name Rob Farrow E-mail rob@es-a-woods.wa
Address 91 Footwall Rd City/State/ZIP Lake Oswego OR
Phone number _____ Fax _____
97034

Do you want to be placed on the project mailing list? yes ☐ no ☐ ALREADY ON IT

Comments (please print)

SEE ATTACHED
Also, please look at train across RR bridge
to east side and back to west bank
at Sellwood / Springwater train



Metro

www.metro-region.org/
lakeoswego

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April 21, 2008

Dear Metro Councilors and Transit AA Steering Committee Members:

I am writing on behalf of the private property owners (Jim Mreen, Woodrow Taylor, Eileen Coholour, Rich Martin, Mike Halverson and myself) in the Foothills Road Area of Lake Oswego. We have been actively working with the City of Lake Oswego for over 7 years on the redevelopment of the Foothills Industrial Area.

This redevelopment will be a significant project – not just for Lake Oswego – but for the Metro area because of its impact on a key waterfront location on the Willamette River, the mouth of Tryon Creek, the current location of a water treatment plant, and a major crossroad of city, highway, bus, rail and now we hope streetcar.

Our developer, Bruce Wood, previously testified at the Metro Hearing on the Hwy 43 alternatives analysis that the streetcar would be significant in its impact on the development...The density it would bring to this project is extremely important to the economic feasibility required by the vision of the owners and the City of Lake Oswego.

I understand the concerns of some owners that reside close to the existing rail right-of-way. I also understand the necessity of this transportation mode for Lake Oswego and possibly West Linn in the future as this part of the metropolitan area continues to grow and fill out. The regional government **cannot** allow the self-serving interests of a few property owners that built or bought property along the existing rail line (**knowing full well that this usage was entirely possible at the time they either built or bought their property**) to hold a whole area hostage.

I do know that there are concerns about the exact alignment going through the John's Landing area. I feel that even though the existing right-of-way would have a lesser impact on the auto capacity of Macadam, some design modifications that would take the streetcar off the actual traffic lanes during the load and unload stops should be workable.

The delay in the decisions regarding the streetcar is a big concern of all involved in the redevelopment of Foothills. We are strongly in favor of the streetcar extending into at least Lake Oswego. This decision could make the difference of no development as the worst case if terminated in John's Landing or the ability of Lake Oswego and the area to have a major addition to the town center that would revitalize the waterfront and provide a minimum of 1250 housing units.

Thank you for your consideration in this matter.



Rob Fallow

91 Foothills Road

Lake Oswego, OR 97034

Lake Oswego to Portland

TRANSIT PROJECT



Your written
comments will be
shared with project
decision-makers and
included in the project
comment report.

YOUR OPINION COUNTS

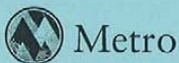
Comments due at Metro by 5 p.m., Friday, July 18, 2008

Name BILL FUTRELL E-mail billfutrell@mac.com
Address 725 E AVENUE City/State/ZIP Lake Oswego, OR 97034
Phone number (503) 750-8662 Fax _____

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

Comments (please print)

Strongly support bringing mass transit to L.O.



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lakeoswego](http://www.metro-region.org/lakeoswego)

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YOUR OPINION COUNTS

Comments due at Metro by 5 p.m., Friday, July 18, 2008

Name Sean Green E-mail N/A
Address 740 7th Street City/State/ZIP L.O. 97034
Phone number N/A Fax _____

Do you want to be placed on the project mailing list? yes ☐ no ☐ (already on it)

Comments (please print)

I am most excited about the prospect of
a bicycle path ~~and~~ between L.O. & Portland
as part of this project. Having a safe means of
transport b/w L.O. & Portland should be a high
transportation priority for Metro & the region.

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R
7/16 Further, as a resident of L.O. I would like to give
my support for the streetcar option.

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LAKE OSWEGO TO PORTLAND TRANSIT PROJECT

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600 NE Grand Ave.
Portland, OR 97232

Lake Oswego to Portland

TRANSIT PROJECT

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YOUR OPINION COUNTS

Comments due at Metro by 5 p.m., Friday, July 18, 2008

Name Josh Grgas E-mail jgrgas@gmail.com
Address 769 6th St City/State/ZIP L.O. 97034
Phone number _____ Fax _____

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

Comments (please print)

I believe it is essential, considering both the disposition of the region and the potential for success, to include a bike trail in the final plan. Metro has a unique opportunity to embolden the community towards a regional continuity of sustainability.



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Comments due at Metro by 5 p.m., Friday, July 18, 2008

Name ROGER HENNAGIN E-mail _____
Address 8 NORTH STATE ST. #300 City/State/ZIP LAKE OSWEGO, OR 97034
Phone number _____ Fax _____

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

Comments (please print)

IN ORDER FOR A STREETCAR TO CONSTITUTE A PREFERABLE ALTERNATIVE FOR RUSH HOUR COMMUTING I BELIEVE THAT IT HAS TO RUN FREE OF AND FROM HWY 43 TRAFFIC. IF IT IS SUBJECT TO CONGESTION IT LOSES ITS ATTRACTION



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Name Dixie Johnston E-mail _____
Address 5550 SW Palatine Hill Rd City/State/ZIP PDX 97219
Phone number (503) 636-0959 Fax _____

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

Comments (please print)

Please consider Tryon Creek entrance
into Willamette River in the
construction design — Daylighting
a possibility. We have Coho
steelhead & cutthroat in Tryon Creek.
THANKS!



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YOUR OPINION COUNTS

Comments due at Metro by 5 p.m., Friday, July 18, 2008

Name C. Kramer E-mail candacek@windermere.com
Address 1870 Twin Pk City/State/ZIP Lake Oswego
Phone number _____ Fax 97034

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

Comments (please print)

street car
move ahead with ~~new~~ line
trail would be nice to add.
like idea of going into Johns
Landing — helps business.
Safeway ties into trimet & helps
people get into downtown core
Can hardly wait — very green — less cars



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YOUR OPINION COUNTS

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Name Janet Mannein E-mail _____
Address 11835 SW Riverwood Rd City/State/ZIP Portland OR 97219
Portland 97219
Phone number 503-635-4486 Fax _____
Do you want to be placed on the project mailing list? yes ☒ no ☐

Comments (please print)

- Street car "not" desired
- Too much \$ - could be better spent elsewhere
- Would like enhanced bus service or
end streetcar @ John's Landing.
- Bike/walking path - okay
- I don't believe street car will solve
traffic problems - look into I-5 corridor



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YOUR OPINION COUNTS

Comments due at Metro by 5 p.m., Friday, July 18, 2008

Name Elly Yocum E-mail em@teleport.com
Address 11000 SW Riverwood City/State/ZIP _____
Phone number 503 636-4111 Fax _____
Do you want to be placed on the project mailing list? yes ☐ no ☐ ALL

Comments (please print)

Please explain the assumptions for travel time
along the proposed route. It would seem that
the assumptions would be an average speed that
would either be hazardous or unrealistic for
this proposed route. Has Barber Duns been
explored as an alternative. This would seem to
be considerably more cost effective.



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YOUR OPINION COUNTS

Comments due at Metro by 5 p.m., Friday, July 18, 2008

Name Lu Morgan E-mail lm@teleport.com
Address 11000 SW Interwood City/State/ZIP Portland
Phone number 503 636-4111 Fax _____

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

Comments (please print)

I have read assumptions about ridership,
and travel time and ultimate cost. How do
you intend to address issues related to the
impact to a residential neighborhood
and how will that impact travel time?
Why would this be funded in an area that is not
growing and this is not a redevelopment target?



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YOUR OPINION COUNTS

Comments due at Metro by 5 p.m., Friday, July 18, 2008

Name Brad Nase E-mail mnaseco@comcast.net
Address 6200 SW Virginia Ave City/State/ZIP Portland, OR 97239
Phone number #202 503 9771855 Fax 503 9771954

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

Comments (please print)

Trolley → Extend to West Linn (205), Park+Ride outside of L.O. downtown
Generally → Fix Sellwood Bridge. Charge tolls on new bridges on old bridges.
New Bridge → Clackamas County needs another river crossing, to reach pressure on
multitranh bridges (county). I see and feel the clackamas & Washington
county work live traffic flow going through SW Portland area every
day especially Sellwood bridge.



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YOUR OPINION COUNTS

Comments due at Metro by 5 p.m., Friday, July 18, 2008

Name Conan O'Harrow E-mail conan@ewc.co.jp
Address 4184 Orchard Way City/State/ZIP Lake Oswego OR 97035-1842
Phone number 503 756 5652 Fax _____
Do you want to be placed on the project mailing list? yes ☒ no ☐ MR

Comments (please print)

I am building a house on Fielding road. I would love
to see a streetcar that could take me downtown
Portland or to downtown Lake Oswego from a
station at Briarwood. I would hope that trains
would come every 10 minutes or so.



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Comments due at Metro by 5 p.m., Friday, July 18, 2008

Name Chock O'LEARY E-mail CHOCKSINVEST@COMCAST.NET
Address 1944 PAUSAPER TERR. DR City/State/ZIP L.O. OR 97036
Phone number 503/636-1215 Fax _____
Do you want to be placed on the project mailing list? yes ☒ no ☐ ALREADY

Comments (please print)

PROJECT IS LONG OVER DUE. PLEASE KEEP
THE PRESSURE ON.



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YOUR OPINION COUNTS

Comments due at Metro by 5 p.m., Friday, July 18, 2008

Name DREW PRELL E-mail PRELLD@QWEST.NET
Address P.O. Box 130 City/State/ZIP L.O. 97034
Phone number 503 8605308 ^{fax} 503 6361866
Do you want to be placed on the project mailing list? yes ☒ no ☐ ALREADY

Comments (please print)

WAY NOT DO THE RAIL? THERE IS
DEFINITELY A NEED. RAIL IS THE MOST
EFFICIENT, THE COST LOCALLY IS A BARGAIN
SINCE THE RAIL IS ALREADY OWNED!



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YOUR OPINION COUNTS

Comments due at Metro by 5 p.m., Friday, July 18, 2008

Name DAVID RUDAWITZ E-mail rudawitzd@acm.org
Address 887 6th st City/State/ZIP Lake Oswego, OR 97034
Phone number 503-636-7170 Fax _____
Do you want to be placed on the project mailing list? yes ☒ no ☐

Comments (please print)

I very much support a streetcar (or DMU) to extend into
Lake Oswego with a terminus near the Albertsons. It should
also include a circulator in LO and retain the current
bus stops @ the Safeway on 4th & A



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YOUR OPINION COUNTS

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Name Julie Schreck E-mail Julie.Schreck@Pnk.com
Address 11000 SW Rosewood City/State/ZIP Portland, OR
Phone number 503 636-4111 Fax _____
Do you want to be placed on the project mailing list? yes ☒ no ☐ ALREADY

Comments (please print)

I have a number of questions and concerns.
In terms of economic feasibility, would enhanced
bus service be a more cost-effective alternative?
I am a proponent of bike paths, it would seem
that this would be an alternative with a much
less costly impact should enhanced bus service
be an option.



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Lake Oswego to Portland

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YOUR OPINION COUNTS

Comments due at Metro by 5 p.m., Friday, July 18, 2008

Name Jim Schrock E-mail Jim.Schrock@att.com
Address 1000 SW Riverwood City/State/ZIP Portland, OR
Phone number 503.808.1348 Fax _____
Do you want to be placed on the project mailing list? yes ☐ no ☐ ALL

Comments (please print)

How will you deal with the numerous safety
concerns associated with the proposed track
plan. It would seem that this would cross
many avenues and pose many safety
issues for children & family.



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YOUR OPINION COUNTS

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Name Jim Schrock E-mail Jim.Schrock@att.com
Address 1000 SW Riverwood City/State/ZIP _____
Phone number _____ Fax _____
Do you want to be placed on the project mailing list? yes ☐ no ☐ ALL

Comments (please print)

Have you explored the option of streetcar to Sunland
and enhanced bus service to Lake Oswego.
How does this cost compare to a full street
car alternative?



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YOUR OPINION COUNTS

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Name Mike Sargent E-mail Mike.Sargent@pc.com
Address 11000 SW Greenwood City/State/ZIP Portland, OR
Phone number 503 808-1340 Fax _____

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

Comments (please print)

7.4 miles bike trail and 57.4 for enhanced bus services
and 25 miles streetcar. How is this a cost effective
alternative? What is the impact to downtown
Lake Oswego? Isn't Max approved to build 10?
Would that not duplicate the Max funding?
Why wouldn't we use this to address transportation
needs in redevelopment areas that need transportation

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Lake Oswego to Portland

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YOUR OPINION COUNTS

Comments due at Metro by 5 p.m., Friday, July 18, 2008

Name Lisa Shaw Ryan E-mail lisashawryan@mac.com
Address 745 4th street City/State/ZIP Lake Oswego
Phone number 503 697 8995 Fax _____

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

Comments (please print)

As the chair of First Addition Neighborhood Association
and Chair of the Downtown Business District Association
in Lake Oswego I believe it is vital to continue
forward with the environmental impact study
to fully explore options to Lake Oswego.
We support exploring Streetcar to Lake Oswego.

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YOUR OPINION COUNTS

Comments due at Metro by 5 p.m., Friday, July 18, 2008

Name Rick Smith E-mail rsmith1589@msn.com
Address _____ City/State/ZIP _____
Phone number _____ Fax _____
Do you want to be placed on the project mailing list? yes ☒ no ☐ *ALREADY*

Comments (please print)

*Alternatives - Street Car using Trolley Right of Way - making sure
to have trail/bike is my choice.
Macadam/43 is too narrow for ^{any} use without widening.
The final plan of the Sellwood Bridge will affect
the final D215 of this.
Are you building in segments? funded in segments?*



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YOUR OPINION COUNTS

Comments due at Metro by 5 p.m., Friday, July 18, 2008

Name Charisse Spada E-mail C.Spada@prodigy.net
Address 10900 SW Riverwood Rd City/State/ZIP Portland, OR 97219
Phone number 503-697-5949 Fax _____
Do you want to be placed on the project mailing list? yes ☒ no ☐ *ALREADY*

Comments (please print)

*How are you going to ensure the safety of pedestrians
and children playing in the yards which the
transit line will go through?
How can you run on-time with all of the
driveways you need to go thru?
Will you put walls up in front of people's
homes and who will pay for this?* *over*



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YOUR OPINION COUNTS

Comments due at Metro by 5 p.m., Friday, July 18, 2008

Name Charles Spada E-mail _____
Address 10900 SW Riverwood Rd City/State/ZIP Portland, OR 97219
Phone number 503-697-5449 Fax _____

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

Comments (please print)

If they are going to be 6000 riders - where
will everybody park - 400 spaces proposed is not
enough.

Will railroad crossings and arms be put at
each driveway?

What is the projected cost per rider?



West 21st - Since Milwaukie is building a line that will accommodate
why do we need another line which is parallel?

Lake Oswego to Portland

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YOUR OPINION COUNTS

Comments due at Metro by 5 p.m., Friday, July 18, 2008

Name Ruth Spetter (I think) E-mail _____
Address _____ City/State/ZIP _____
Phone number _____ Fax _____

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

Comments (please print)

Potential for hill loss - total
hill loss - is huge. Slopes very sensitive to
vibration - even from east side RR.
No one would be able to prevent this.
Purchase all homes, you do this b/c
you will - cause hill failure.



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YOUR OPINION COUNTS

Comments due at Metro by 5 p.m., Friday, July 18, 2008

Name Craig Stephens E-mail craigattbi@yahoo.com
Address 330 Durham City/State/ZIP Lake Oswego 97034
Phone number _____ Fax _____
Do you want to be placed on the project mailing list? yes ☐ no ☒ AK

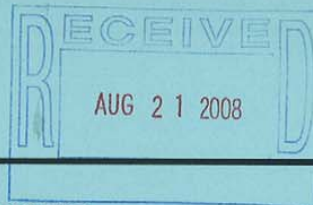
Comments (please print)

Please consider the environmental impact of air pollution: 1) Bus carrying emissions, incl biodiesel and/or cost of HEPA filtration 2) Increase bike transportation with adequate and well engineered walk/bike lane removes pollution sources. 3) Streetcar is favorable for emissions.
Also consider a multi-story parking garage w/ban eyecore.



Lake Oswego to Portland

TRANSIT PROJECT



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YOUR OPINION COUNTS

Comments due at Metro by 5 p.m., Friday, July 18, 2008

Name JOHN SURRETT E-mail johnsurrett@comcast.net
Address 1685 Edgcliff Terrace City/State/ZIP Lake Oswego, OR 97034
Phone number (503) 697-7064 Fax (503)
Do you want to be placed on the project mailing list? yes ☒ no ☐

Comments (please print)

Excessive increase projections on #43
co-mingled with overall transportation
corridor projections - confusing and
not accurate

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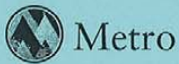
Name Jerry Wheeler, CEO LO Chamber of Commerce E-mail jerryw@lake-oswego.com
Address PO Box 368 City/State/ZIP LO 97034
Phone number 503-636-3634 Fax 503-636-7427

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

ALREADY

Comments (please print)

Based on the info I've received so far, of the options presented the streetcar seems the most practical, least expensive to the taxpayer option. Buses take more time & do not take traffic off of the highway. It would aid Lake Oswego businesses & certainly will bring Portland & LO closer. While it is not attractive to residents along the route, particularly Dunthorpe, I feel their concerns need to be accommodated as much as possible. But the tremendous growth expected in the region, outweighs any minuses to residents.



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YOUR OPINION COUNTS

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Name MIKE ZUPAN E-mail _____

Address 11833 S.W. RIVERWOOD City/State/ZIP PDX, OR 97219

Phone number _____ Fax _____

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

Comments (please print)

How is the new parking garage which
is proposed going to affect traffic in L.O.?

It appears this project is being based on
growth of population in L.O. Is this really where
new growth to pdx will be? Aren't there better
areas to spend these \$\$\$'s, such as taking the



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Street car to Sellwood.

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YOUR OPINION COUNTS

Comments due at Metro by 5 p.m., Friday, July 18, 2008

Name Kendra Zupan E-mail KendraVt@hotmail.com
Address 1833 SW Riverwood Rd. City/State/ZIP Portland, OR 97219
Phone number _____ Fax _____

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

Comments (please print)

What studies are being done to evaluate the traffic coming from Taylor's Ferry and trying to head East over the Sellwood bridge? This is a large piece of the traffic problem backing up Macadam Hwy 43 - not to mention the bikes that travel this path. What studies are being done to assess the having the John's landing metro included in the restructure of the Sellwood Br.



possibly connecting with the planned Milwaukie metro: Why would this plan not be included with the already laid plans for the milwaukie metro and restructuring the sellwood bridge? Why bring heavy traffic through a densely populated residential area (Riverdale/Dunthorpe)? I understand the growth of the John's landing area, but Dunthorpe is not a growing or urban area that should be included in this plan. Even Lake Oswego is not a urban growing neighborhood it is a quiet, peaceful suburb. If the metro comes how will the homeowners fill quality, high walls be built along the tracks? Who will pay for this, the homeowner or the taxpayers? What about the numerous driveways and homeowners that need to cross the tracks, get to their property and homes? How will they safely cross the tracks - will there be drop down rails at each crossing Point? Financially how does this add to costs? Thanks!

LAKE OSWEGO TO PORTLAND TRANSIT PROJECT

Metro through Dunthorpe/John's landing
600 NE Grand Ave.
Portland, OR 97232

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Andre Debar

Subject: FW: Lake Oswego to Portland transit project

1 COMMENT

From: Andre Debar [mailto:andre@debardesign.com]

Sent: Thursday, July 10, 2008 6:35 PM

To: 'trans@oregon-metro.gov'

600 NE GRAND AVE, PORTLAND, OR 97232

Subject: Lake Oswego to Portland transit project

I am a resident of Lake Oswego who is very interested and in favor of greater transit options between Portland and Lake Oswego, in particular a bikeway and, with a little less passion, the streetcar.

Bikeway:

I own my own business and my office is in the Central Eastside of Portland. I would love to have a relatively safe way to ride my bike to my office, however, there is no reasonably direct and minimal danger route currently. The missing link is effectively between downtown LO and the Sellwood Bridge. The shoulders on Hwy 43 are very tight in some areas and traffic flows at a much higher speed than bicycles making for a dangerous combination. It is unsafe during the day; I can't even imagine riding it in the dark, especially when it is dark and rainy - that would be a death wish.

I used to bike commute when I lived in Portland and if there was a bikeway near the river between Lake Oswego and Portland I would definitely use it as my primary means of commuting. I believe that having it relatively level (near the river / RR right-of-way) would make it much more accessible to potential bicyclists and lead to a lot higher ridership than something that was alongside Hwy 43 or up Terwilliger. Being relatively level would be more tempting for those not in optimum shape; be faster for those who do care about saving a few minutes on their commute; and if you didn't ride really hard the whole time you could show up for work without sweating like crazy (hard to do with hill climbs).

Streetcar:

While my biggest interest and passion is for the bike path along a river alignment to Lake Oswego, I am also very in favor of the streetcar to LO as well. I know my wife would ride the streetcar to her work on N Interstate if it were available but she won't take the bus. I think there are many people like her that are reluctant to take the bus with the more sporadic service and its more negative perception in general.

Streetcar - State St alignment:

In terms of streetcar LO terminus, I think the A/B/Safeway terminus seems better overall. The State St area considered as a terminus is already very congested at commute times and there is not a network of street to allow local traffic to avoid the congestion. I think this would be negative in terms of possible riders deciding not to ride since they don't want to deal with this congestion. The best reason I can think of for the State St location is that it is shorter for the people in West Linn and southeast Lake Oswego.

Streetcar - A/B alignment (preferred):

However, I think the A/B/Safeway option has more merit. There is a network of streets to allow some congestion relief and diversity of routes and the traffic congestion is not nearly as bad as the State St bottleneck at Albertsons etc. There is more developable land in the vicinity of this route that the streetcar could leverage into business and residential opportunities, and the zoning is already in place to support this development. Furthermore, it would go right by or near Lake Oswego's primary civic buildings and service the heart of downtown Lake Oswego which would strengthen downtown. Overall, I think this route has a lot more going for it.

Summary:

We need to reduce our carbon footprint and bike and mass-transit that more people will ride are part of the solution. Please make this happen soon - especially the bikeway!

Sincerely,

Andre DeBar

home: 691 G Ave, Lake Oswego, OR 97034

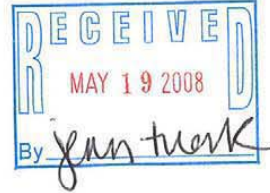
work: DeBar Architecture LLC, 1035 SE 9th Ave, Portland OR 97214



7/10/2008

To: Lake Oswego to Portland Transit Project
600 NE Grand Ave.
Portland, OR 97232

From: Nancy and Frederic Delbrueck
11385 SW Riverwood Rd
Portland Or 97219



Date: May 15, 2008

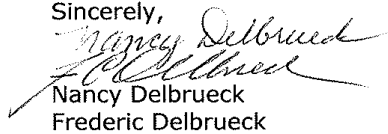
We have many concerns about the proposed Lake Oswego to Portland Transit Project. Among them are:

1. Streetcar service to the area between SW Nebraska and Lake Oswego would be of minimum value to residents who live along this stretch. The costs of rail improvement for streetcars through this area (trestle, tunnel, steep slope, doubling of track, numerous security gates, stations, lighting, sound barriers and fencing, reimbursement for loss of value for very expensive property, etc.) would be prohibitive and, in our opinion, poor use of tax money.
2. Also, of major concern is safety and security along this section as a result of streetcars running close to homes, through two parks and across driveways, as well as bringing the public to the yards of what is now a very safe neighborhood.
3. The streetcar would not encourage development in this area because it is already fully developed.
4. IN LAKE OWEGO enhanced bus service would be much less disruptive to the downtown area. There are two bottlenecks on Hwy 43, the Sellwood Bridge and State Street in Lake Oswego. Running streetcars around the downtown, or having many pedestrians and cars crossing State Street to reach the streetcar during busy times would only make congestion worse, especially at rush hour times. Streetcars would ruin the "village" feel of downtown Lake Oswego. On the other hand, buses could be moved around to meet the needs without the expense of putting in a permanent streetcar arrangement. Bus service is much more flexible.
5. MANY (OR MOST) PROJECTED FUTURE RIDERS are from OUTSIDE Lake Oswego. Putting what is basically a transfer station in the already congested downtown of Lake Oswego does not seem sensible. Drawing additional people into the area only adds to the congestion. Transit from Oregon City and Milwaukee on the East Side would alleviate much of the through-town traffic. Stafford and West Linn already have a good corridor along 205, and Tigard can use the Barbor Blvd corridor. Population and commercial density along those routes justify the expenditure of light rail or streetcar. The Lake Oswego to Portland corridor would not have the amount of ridership to justify putting in a transfer station and full rail line.

THEREFORE, WE STRONGLY RECOMMEND THE ENHANCED BUS SERVICE
ALTERNATIVE FOR SOUTH OF NEBRASKA AND THE COMMERCIAL AREA ON
MACADAM TO LAKE OSWEGO.

Thank you for your attention. We ask you to give your most serious
consideration of this recommendation.

Sincerely,



Nancy Delbrueck
Frederic Delbrueck

To: Portland Transit Project at METRO
From: Elizabeth English
Re: Lake Oswego to Portland Streetcar
Date: May 13, 2008

I attended the April 21st public meeting in Lake Oswego, where transit alternatives for the Highway 43 corridor were discussed. I am deeply concerned by my perception that the staff charged with defining and exploring the viability of the various transit alternatives have already decided that the Portland to Lake Oswego streetcar is the most desirable option. They appear to be presenting data, forecasting ridership and otherwise generally painting a picture to the public and to municipal governments which furthers their predetermined objective of funding and constructing the streetcar from Portland to LO. The numbers do not add up.

The larger transportation plan for the greater Portland region merits consideration before millions of dollars are channeled into funding a local streetcar project which will ultimately only increase congestion along Hwy. 43, rather than alleviate the problem. The streetcar "plan" includes a parking garage in downtown LO, envisioning a multitude of park and ride commuters. Commuters from West Linn, Oregon City or points south will not choose to travel on constrained Hwy. 43, drive up into a garage to park, then transfer to a streetcar to Portland. The time savings does not exist. Nor do the riders. Connection to the Milwaukie light rail or access to buses on Barbur Blvd would redirect much of the commuter traffic currently causing the congestion on Hwy. 43. Those alternatives must be considered within the context of the regional transportation plan. Funding the Portland to LO streetcar as a stand alone project, EVEN taking into account the potential for matching federal funds, is short sighted and an extravagant use of public dollars.

I am strongly opposed to construction of a streetcar south of John's Landing through unincorporated Multnomah and Clackamas Counties. The concomitant safety and pollution issues would wreak havoc in that stretch of Macadam/Hwy.43. Streetcar makes sense only in areas of high density development. Lake Oswego is maxxed out, and the corridor between LO and John's Landing is residential, with no capacity for redevelopment. I support enhanced bus service between John's Landing and Lake Oswego because it is cost effective and, along with redevelopment of high capacity corridors, i.e. Milwaukie and Barbur, makes sense for the region.

PO Box 144
Lake Oswego, OR 97034
July 12, 2008



Lake Oswego to Portland Transit Project
Metro
600 NE Grand Avenue
Portland, OR 97232

Hello,

Enclosed please find comments on the scope of the DEIS for the proposed Lake Oswego to Portland transit project. Could you do a favor and acknowledge receipt via email or phone? The number and email address are on the second line of the comments. *8/1/08*

Please contact me if there are any questions regarding these comments.

Thank you,

RA Fontes

RA Fontes

PO Box 144
Lake Oswego, OR 97034
July 12, 2008

Ms. Linda Gehrke
Federal Transit Administration
Jackson Federal Building - Room 3142
915 2nd Avenue
Seattle, WA 98174

Dear Ms. Gehrke,

Thanks again for returning my call earlier this week. Enclosed is a copy of comments on the scope of the DEIS for the proposed Lake Oswego to Portland transit project sent to Metro. Please contact me if there are any questions regarding these comments.

Thank you,

R A Fontes

R A Fontes

*Wad
Pitt
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LG



JUL 23 2008 11:13

Comments on Scope of Lake Oswego to Portland Transit Project

R A Fontes PO Box 144, Lake Oswego, OR 97034 503-675-7663 rfontes@q.com

Summary

Since the corridor lacks a safe, direct, and reasonably level pedestrian/bicyclist route, the provision of such must be a project priority.

The project Alternative Analysis underlying assumptions and projections depart significantly from what would be expected from reality as reported by US Census Bureau, ODOT, TriMet, and other agencies. Specifically:

- Projected streetcar trip time seems plausible but overly optimistic
- Projected Highway 43 congestion seems too high
- Projected bus trip time seems far too long
- Projected bus and streetcar ridership numbers seem absurdly high

Before Metro submits a DEIS funding request to the FTA, these projections and basic determination of need should be thoroughly reviewed, preferably by persons not involved with (or subject to influence by officials involved with) the project. FTA should not authorize DEIS funding until such a review is conducted.

If the review supports the projections and the project is needed then the analysis of the Bus Rapid Transit option also should be reviewed. The Alternatives Analysis process ended up sabotaging BRT by:

- Artificially requiring the BRT to terminate in Lake Oswego rather than continuing to Oregon City as a regular bus thereby increasing cost, total trip times, and rider inconvenience
- Assigning BRT operational costs far in excess of what would be expected from either the projected cost from the no-build option or actual costs from other lines with similar productivity or ridership
- Failure to disclose the inherent trip time advantages of both BRT and no-build as compared with the streetcar for trips other than PSU southbound peak hour commutes
- Handicapping both BRT and no-build with the underlying projections thereby overestimating peak hour trip times and the extent and cost of required BRT queue bypass lanes.

The DEIS should include the possibility of using part of the ROW for queue jumping for all bus alternatives.

Discussion

Projected streetcar trip time:

The LOAA projects peak hour streetcar trip time to be 24 minutes from PSU to the Lake Oswego terminus. [LOAA Evaluation Summary, Public Review Draft, July 12, 2007, {ES} page 17, figure 5-1] While possible, particularly if the ROW was significantly straightened and sightline obstructions removed [i.e. Elk Rock Tunnel rebored and major eminent domain purchases], 24 minutes still seems too few for the trip.

The existing Portland Streetcar is almost all shared ROW with trolleys averaging about six to seven mph. A better comparison would be with a high-speed MAX section. The three miles between Hollywood and Gateway on the Blue & Red lines is scheduled for seven minutes during moderate to heavy weekday hours or for six minutes other times, averaging 25.7 mph or 30 mph, respectively. www.trimet.org

The streetcar trip from PSU to Lowell is scheduled for 12 minutes, but Metro expects it to drop to 10 minutes with more double tracking. Allowing one minute to travel from ROW to either the Safeway or Albertsons terminus, the trolley would have to travel the 5.7 mile ROW in 13 minutes to make the PSU-LO trip in 24 minutes, averaging 26.3 mph including all stops. The MAX section has no grade crossings, one stop per mile, unobstructed visibility, and a top speed of 55 mph. The streetcar extension has multiple pedestrian and vehicle grade crossings, 1.4 stops per mile, restricted visibility, and a top speed of 43.5 to 46.6 mph.

Given also that safety, environmental, and neighborhood concerns may limit the streetcar's speed in several sections, how realistic is the projected 24 minute trip time?

Projected Highway 43 congestion:

Highway 43 traffic counts:

1993	2003	2006	Highway 43 corridor traffic volumes:
38,000	39,100	32,900	- .01 mile north of Sellwood Ferry Road (Bridge) [ODOT]
[unknown]		29,731	- 10/3/06 Sellwood Bridge Total [Portland Office of Transportation]
20,000	22,100	21,300	- South city limits of Portland [ODOT]
		83,931	- [total - all vehicles counted at each of two counters]
		41,966	- approximate actual total number of vehicles [total/2]
		71%	- approximate percentage of 1996 corridor traffic which was Sellwood traffic

Notes: ODOT at www.oregon.gov/ODOT/TD/TDATA/tsm/tvt.shtml

[Highway 43 listed as "OSWEGO HIGHWAY NO. 3" under legacy system]

Portland at www.portlandtransportation.org/trafficcounts/SearchTrafficCounts.htm

[Bridge would have more traffic if not for June 2004 heavy vehicle ban]

Population Data from PSU, Population Research Center [www.pdx.edu/prc/]:

	2000 Census	2007 Estimate	Growth Rate
Portland/Vancouver/Beaverton OR/WA MSA	1,927,881	2,159,720	1.58%
Cities contributing to both Highway 43 traffic and bus route 35:			
Lake Oswego	35,278	36,345	0.41
West Linn	22,261	24,180	1.15
City contributing to Highway 43 via Sellwood Bridge but no current corridor bus service:			
Milwaukie	20,490	20,920	0.29
The two zip code areas closest to the Sellwood Bridge, 97202 & 97206, were not reported by PSU, but together grew from 78,765 in 1990 to 82,543 in 2000:			0.47
City with minor Highway 43 traffic contribution but significant Route 35 ridership:			
Oregon City	25,754	30,060	2.16
Cities with miniscule Hwy 43 and Route 35 contribution, but partly in LOAA corridor study area:			
Tualatin	22,791	26,025	1.85
Wilsonville	13,991	17,405	3.06

The LOAA projects VHT of 73%, or 46% greater than the region. [ES, page 5, figure 3-1] Two problems:

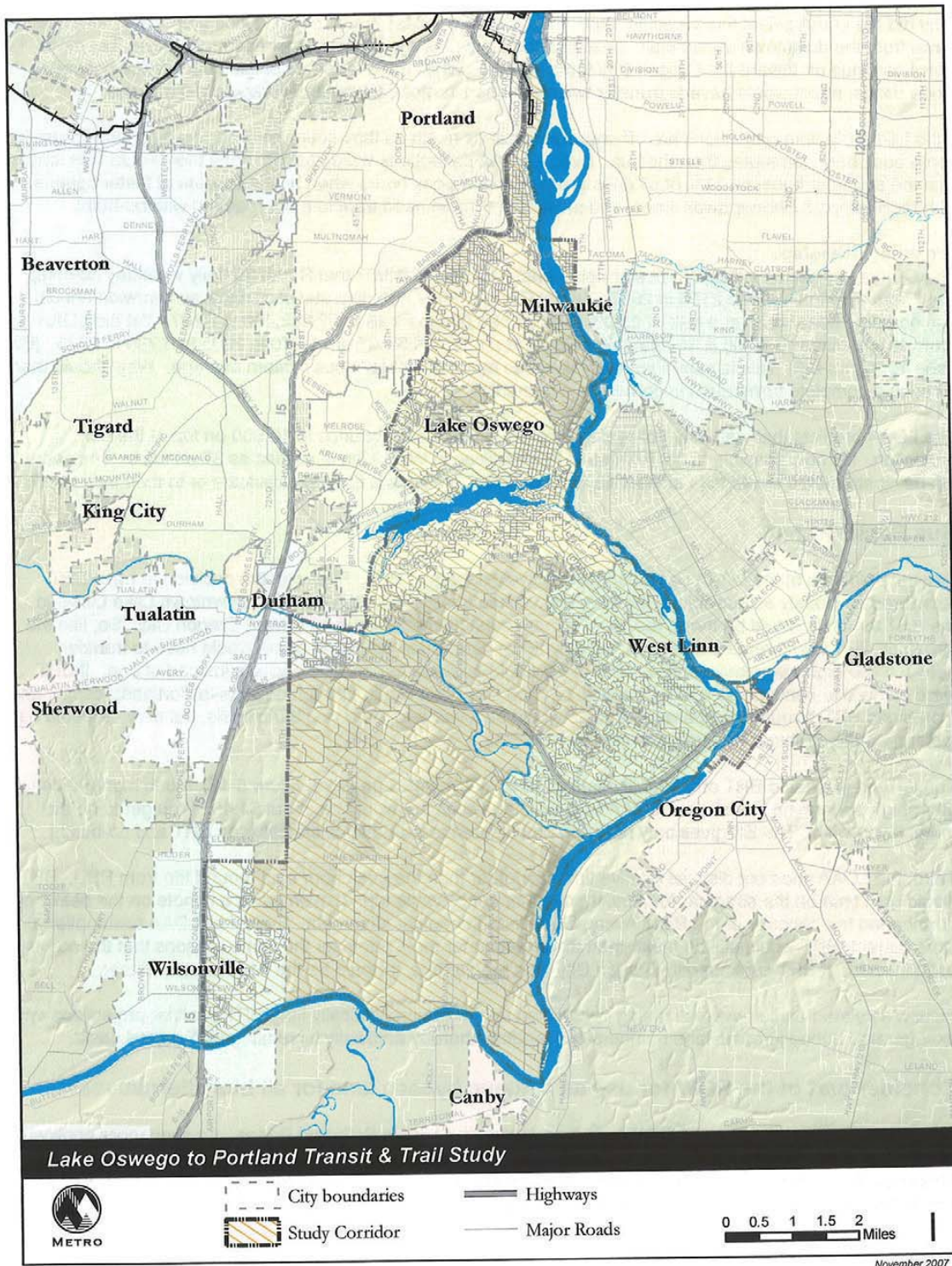
First, areas contributing most corridor traffic are growing relatively slowly compared with the region as a whole. From 1993 through 2003 (the last full year before the Sellwood Bridge's heavy vehicle ban), Hwy 43 traffic north of the Bridge grew only from 38,000 to 39,100 at an annual rate of 0.26%. The growth rate south of the bridge at 0.92% started from a lower base and is still well below the rate needed to meet LOAA projections.

Second, other routes are available. No one has to use Highway 43 for more than a few hundred yards. If Hwy 43 congestion increased much more than other routes then drivers would migrate accordingly. We may well have more Hwy 43 congestion, but not disproportionately more than on other arterials.

Why would LOAA projections depart so much from expectation? Part of the answer may be in Metro's corridor study area definition shown by the map on the next page. Significantly, it excludes almost all areas east of the Willamette River which contribute most corridor traffic but includes a large area southwest of the Tualatin River (shown in blue from Durham on the left to south of Oregon City) which has negligible effect on corridor traffic or bus ridership. Since the irrelevant included area (and its priority acreage for Urban Growth Boundary expansion) is growing much faster than the relevant excluded one, this study area definition would tend to overestimate growth in congestion, transit ridership, and bus trip times.

Projected bus trip time:

LOAA projects 2025 peak hour bus trip time from PSU to Lake Oswego at 42 minutes. [ES page 17, figure 5-1] Route 35 does not serve PSU right now because of transit mall reconstruction. However, TriMet shows the current peak hour trip from the closest stop on their schedule (1st & Lincoln) taking 24 minutes. [http://trimet.org/schedules/w/t1035_0.html] The oldest schedule I could find (9/2/02) shows that trip taking 25 minutes. Allowing four minutes for PSU to 1st & Lincoln, we would currently have a trip time of 28 minutes. So why would trip times which have been flat to declining for years jump 50% by 2025?



58-7116

Why did the LOAA select this particular trip? PSU is one of TriMet's most heavily used stops, but more riders travel from the downtown transit mall. Likewise, the Lake Oswego transit center has many users, but more riders continue on toward the Oregon City transit center. While route 35 offers single seat service between those points, riders would have to transfer twice with the streetcar, taking an average of 10 minutes.

If the LOAA trip time projections are off anywhere near as much as they seem, streetcars would take longer for some peak hour commutes than the bus. Even if LOAA projections were spot on, most trips would take longer with the streetcar because 71% of all rides are during non-peak hours when buses operate at faster speeds with fewer stops & shorter dwell times, and most riders would need transfers not required with no-build.

Projected ridership:

The Oregonian feature article "To bus or not to bus" reported 12/13/07 that Route 35 daily weekday ridership went from 2,340 in 1999 to 2150 in 2007. TriMet October 2007 ridership statistics show systemwide annual bus boarding rides rising at a rate of 0.79% from 58,596,000 in FY98 to 62,882,400 in FY07. Yet the LOAA projects combined route 35 & 36 ridership to jump at a rate of 6.65% from 1,870 in 2005 to 6,780 in 2025. [ES page 19, figure 5-5] This is more than eight times as much as TriMet's bus system average. Why should there be such a complete turnaround in corridor bus ridership?

The LOAA predicts that weekday trolley ridership would get a 60% bounce to 10,900 on top of the bus projection. It's now possible to get from MAX to McKillican in West Linn in as little as 32 minutes. The same trip using streetcars would take at least 43 to 52 minutes. Will riders flock to streetcars or to their own cars?

Bus Rapid Transit

Several elements of the LOAA combined to effectively sabotage BRT. First was the decision to have BRT structured as closely as possible to the streetcar. Since the existing ROW ends in downtown Lake Oswego, the BRT terminus would be there, too, even though most riders continue on toward Oregon City. So, like the streetcar, BRT would require an expensive downtown park & ride structure, riders would have to transfer between two high frequency services, and there would be three turnaround/layovers instead of one. If BRT were allowed to continue as a regular bus to Oregon City (as it would through downtown Portland), capital and (combined BRT & route 35) operational costs would be lower and, on a whole trip basis, the service would be faster than the streetcar for almost all affected riders.

The second is inflated BRT operational costs of \$2.67 per ride [ES page 25, figure 5-12], much higher than for other high performing bus routes. LOAA's no-build bus estimate would be about \$1.45. [You get to do the math, if you wish. The ES gives only ridership and difference in annual costs between BRT and no-build.]

Third, the LOAA does not discuss relative times for other than the peak hour southbound trip from PSU. BRT would gain time on the streetcar for almost any other conceivable trip. It even gains a minute on the peak hour northbound trip because of the Bond Avenue loop in the streetcar alignment. Even if all LOAA assumptions were correct, BRT would still be faster than the streetcar for most riders for the same reasons that the no-build option would. If BRT continued to Oregon City as a regular bus, it would be the hands down winner.

Finally, as stated earlier, overestimating congestion results in unrealistically long BRT trip time projections and exaggerated queue jumping lane numbers and lengths, thereby artificially increasing BRT capital costs.

Consider part of the ROW for use as a queue bypass lane for all bus alternatives

Some have suggested using the ROW as a bus guideway near the Sellwood Bridge. An even more applicable section might be the 9/10ths of a mile between the last house in Briarwood and B Avenue in Lake Oswego. This section could save several minutes in the evening commute, is adjacent to Hwy 43, would be outside of residential neighborhoods and parks, and could benefit riders even more after development of the Foothills area in Lake Oswego. Any ROW based bypass lanes could be developed to allow for joint use by the historic trolley or any future pedestrian/bicycle pathway, especially if bus use were restricted to commute hours.

Lake Oswego to Portland Transit Project
600 NE Grand Ave.
Portland OR 97232

As Superintendent of Riverdale School District, I am concerned about the advancement and apparent favoring of the streetcar alternative from John's Landing to Lake Oswego by the consortium of governmental agencies that both own the line and are evaluating the possible alternatives for reducing future congestion on Highway 43. As Metro prepares to enter into a costly study to find mitigations to obvious hazards that the proposed route imposes through the Dunthorpe community, I must reiterate my opposition to this alternative for the following reasons.

It is obvious that students will be placed at repeated risk of injury by the nature of the residential neighborhood through which the streetcar would be routed on the existing Willamette Shoreline Trolley tracks. Children are naturally curious and will find the streetcar of great interest as we have observed with the current trolley service. However, that antique trolley is only run infrequently during the summer months while the proposed streetcar, to meet the ridership goals that make it feasible to build, would need to run every 12 minutes every day at speeds varying from 20-40 mph through the neighborhood. Additionally, the line crosses many driveways, small streets and Military and Riverwood Roads where streetcar schedules will inevitably lead to our buses being slowed and increasing student risk.

As familiar as I am with the topography of the neighborhood, I find it impossible to imagine a scenario under which the real concerns about safety can be addressed while making this alternative a viable commuter transit choice. While it is tempting to utilize the publicly-owned right of way to extend the streetcar to Lake Oswego, it simply isn't workable or advisable given the characteristics of the neighborhood and the safety risks.

I would request that you to look closely at the tradeoffs and renew your due diligence to identify the very best technology available to create and streamline enhanced bus service in the Hwy 43 corridor. Lake Oswego appears to have little room or appetite for increasing density and most new riders will come from beyond the proposed route. With that in mind, it seems wise to improve buses as needed and route riders beyond the area to the Milwaukie light rail route under construction which will have the capacity to carry the increasing commuters at the reliable speed and timeliness required of a high transit alternative.

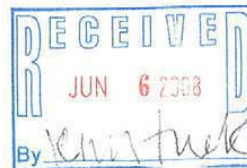
I urge you to look closely at the needs of the area when identifying which alternative to move beyond the environmental impact study phase.

Please feel free to contact me with questions or concerns.

Sincerely,



Dr. Thomas Hagerman





CITY OF
LAKE OSWEGO

380 A Avenue
P.O. Box 369
Lake Oswego
Oregon 97034

503-635-0213
Fax 503-697-6594
mayor@ci.oswego.or.us

JUDIE HAMMERSTAD,
MAYOR

ROGER HENNAGIN,
COUNCILOR

KRISTIN JOHNSON,
COUNCILOR

ELLIE McPEAK,
COUNCILOR

FRANK GROZNIK,
COUNCILOR

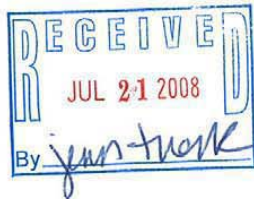
DONNA JORDAN,
COUNCILOR

JOHN TURCHI,
COUNCILOR



July 17, 2008

Ross Roberts
Transit Program Director
Metro
600 NE Grand Avenue
Portland, OR 97232



RE: Lake Oswego to Portland Draft Environmental Impact Statement Public Scoping Comment

The City of Lake Oswego is looking forward to the DEIS as the next step in the process to develop a viable, cost effective and sustainable form of transit in the Portland to Lake Oswego Corridor.

The City of Lake Oswego supports the Purpose and Need statement as written. There has been a great deal of public involvement and agency review of this document and it accurately reflects the important issues for the success of a chosen project.

The City agrees with studying the range of alternatives that has been developed in the Alternatives Analysis phase. As you conduct these studies, we encourage Metro to seek out public input from a broad segment of our community's residents and businesses. I believe you will find strong support for extending the line to Lake Oswego. In fact, as part of the City's 2008 Biennial Community Survey, an overwhelming majority of Lake Oswego residents, 81%, indicated that they agreed or strongly agreed with the idea of extending the streetcar line to Lake Oswego as an additional transportation alternative to driving Highway 43.

Another local initiative that preceded the Alternatives Analysis was the Downtown Transit Alternatives Committee (DTAAC). Comprised of local business, neighborhood and special interest groups, the DTAAC recommended to our City Council that the streetcar line be extended to the proposed Albertson's terminus along State Street. They determined that this was the mode of transportation, location and best development tool that would serve Lake Oswego's goals as a Town Center.

We are confident that Metro, through the DEIS process, will thoroughly review the range of alternatives and address any special community impacts that are identified for each of these alternatives.

Thank you for this opportunity to comment. We look forward to participating in the DEIS process.

Sincerely,

Judie Hammerstad
Mayor

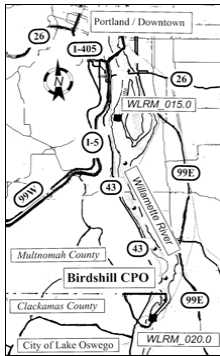
Public Comments on Metro LOPTPT and Talking Points of Charles B. Ormsby (Skip)

2008 June 26 Thursday 15:00 U [3:00 PM PT]



Prepared By:

Charles B. Ormsby (Skip)
Resident of Birdshill area
in Clackamas County
Oregon. Who has
attempted to be equitably
involved in process
associated with the
extension of Portland
Streetcar Line to Lake
Oswego.



Location:

The Birdshill area is located
on the west bank of the
Willamette River between
river miles (WLRM)
WLRM_019.4 south to
WLRM_020.4. This is
about seven miles south of
downtown Portland Oregon
and immediately north of
Lake Oswego Oregon in
Clackamas County Oregon.

Latitude : 045° 25' 42.19" N
Longitude: 122° 39' 41.51" W
Info from: Google Earth

Contact Information:

E-mail: Birdshill_CPO@hotmail.com

Residence: **Birdshill Area Clackamas Co OR**
170 SW Birdshill Road
Portland OR 97034-0120

Mail: **Birdshill Area Clackamas Co OR**
PO Box 1072
Lake Oswego OR 97034-0120
Phone: **503.789.3378**

Website(s):

1. <http://www.neighborhoodlink.com/org/birdshill/>
2. <http://www.neighborhoodlink.com/org/or43corr/>

Attached Files / Cross Referenced Files:

1. Please See List of Files Under "Documents Referenced" at
End of these "Talking Points"

Venue (Location):

Private Meeting – No Public Announcement
John Hedlund (Private Residence)
Birdshill Area of Clackamas County Oregon
240 SW Birdshill Road
Portland Oregon 97219-

Attendees:

Charles B. Ormsby (Skip) Birdshill Area
John Hedlund, Birdshill Area
Roger Martin, Public Relations Consultant on Streetcar For Lake Oswego
Mail: Martin & Associates, PO Box 588, Lake Oswego OR 97034
Office: 503.636.8188, Fax: 503.636.1359, Cell: 503.781.3451

Project Designer:

Name: Lake Oswego to Portland Transit Project (LOPTP),
Draft Environmental Impact Statement (DEIS)
FR Document: E8-8189
Filing Date: 2008 Apr 15 08:45 U (8:45 AM PT) by FTA Region 10

Subject:

Issues with respect to Birdshill Area of Clackamas County Oregon and
Metro (Lead Agency of WSL Consortium) project: Lake Oswego to
Portland Transit and Trails Study in Draft Environmental Impact Statement
(DEIS) phase. Beginning about 2008 July to about 2010 July. Cost about
\$4 million (2008). Birdshill includes taxlots in both Clackamas County and
the City of Lake Oswego Oregon. The surface water drainage area further
includes taxlots in Multnomah County and City of Portland Oregon from
the southern boundary of Socrates H. Tryon Donation Land Claim (DLC)
Number 37 south to Multnomah / Clackamas Co line.

Category(ies):

LARPA: Laws, Administrative Rules, Policies & Agreements
with respect to Birdshill Area of Clackamas Co & Lake Oswego

Summary:

1. **Hazardous Area of Willamette Shore Line ROW**
See Lake Oswego USGS Quadrangle Map and
Oregon Department of Geology Earthquake Hazards Map.
2. **Surface Water Management and Population Density**
Drainage from OR Hwy 43 and taxlots to west resulting in collection of water
on Fielding and Stampfer Roads **must** be addressed in DEIS due to water
under and through Willamette Shore Line Right of Way.
3. **Streetcar & Trail Issues**
Safety, Security of conveyance and right-of-way users along with adjoining
property owners. Connectivity in Portland Core Area (PCA).
4. **Project Costs and Project Visions For Lake Oswego**
How is LO area to afford all the costs of infrastructure projects?
Who is going to benefit from these projects and how much?
What are the projects cost effects on school financing?
5. **Recognition of the Birdshill area**
As a Clackamas County Community Planning Organization (CPO) / Lake
Oswego Neighborhood Association (NA). Voting seats on committees.
6. **Personal Recommendation of Charles B. Ormsby (Skip)**
Complete Streetcar Portland Core Area Circulator, Express Bus to
Lake Oswego & West Linn. Pedestrian safety improvements on OR 43.

Acronyms

CPO – Community Planning Organization
DEIS – Draft Environmental Impact Statement
DLC – Donation Land Claim (Oregon Land Survey Term)
LARPA – Laws, Administrative Rules, Policies & Agreements
NA – Neighborhood Association, OR – Oregon
WSL ROW – Willamette Shoreline Right-of-Way

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Public Comments on Metro LOPTP and Talking Points of Charles B. Ormsby (Skip)
 Private Meeting With: Roger Martin, LO Streetcar Lobbyist, and John Hedlund Resident of Birdhill 2008 Jun 26 Thu 15:00 U

110th Congress Representatives wrt Oregon District 05

Note all documents sent by US mail to Washington DC Congressional Offices are subject to inspection. Inspection delays US Mail by 3 + Weeks.

Ref No.	Party Aff	Term Limit	Name and Title	Washington DC Contact Information	Oregon Office Contact Information
United States 110th Congress 2007 Jan 04 Tuesday – TBD, United States Senate					
<i>Elected 2006 Nov 14 Tuesday Term: US Congresses, 104th – 112th 2007 Jan 04 Thursday through 2012 Dec 31 Monday</i>					
01.	Dem	No	Ron Wyden US Senator – State of Oregon Position 1 of 2 Wb: http://wyden.senate.gov	Grant Couch Legislative Correspondent Ron Wyden US Senator – State of Oregon 223 Dirksen Senate Office Building (Lev 2 / NW Exterior) Washington DC 20510-3703 Phn: 202.224-5244 – DC Fax: 202.228-2717 – DC Em: grant_couch@wyden.senate.gov	Loretta Smith Field Representative Ron Wyden US Senator – State of Oregon Edith Green Federal Office Bldg 1220 SW 3 rd Avenue Suite 585 Portland OR 97204- Phn: 503.326.7525 – Portland Fax: 503.326.7528 – Portland Em: loretta_smith@wyden.senate.gov
<i>Elected 2002 Nov 12 Tuesday Term: US Congresses, 105th – 110th – 2003 Jan 07 Tuesday through 2008 Dec TBD</i>					
02.	Rep	No	Gordon H. Smith US Senator – State of Oregon Position 2 of 2 Wb: http://gsmith.senate.gov	Chris Holt Legislative Specialist – Senate Committee on Aging US Senator – State of Oregon Gordon H. Smith 404 Russell Senate Office (Lev 4 / SE Interior) Washington DC 20510-3704 Phn: 202.224.4839 – DC Fax: 202.228.3997 – DC Em: Chris_Holt@aging.senate.gov	Gary Schmidt Field Representative Gordon H. Smith US Senator – State of Oregon World Trade Center 1 121 SW Salmon Street Suite 1250 Portland OR 97204- Phn: 503.326.3386 – Portland Fax: 503.326.2900 – Portland Em: gary_schmidt@gsmith.senate.gov
United States 110th Congress 2007 Jan 04 Tuesday – TBD, United States House of Representatives					
<i>Elected 2006 Nov 07 Tuesday : US Congresses 110th – 2007 Jan 04 Thursday through 2008 Dec 31 Wednesday</i>					
01.	Dem Ancd Retire	No	Darlene Hooley US Representative State of Oregon District 05 Wb: http://www.house.gov/hooley	Sarah Bittleman Legislative and Policy Director Darlene Hooley US Representative – State of Oregon District 5 2430 Rayburn House Office Building (Lev 3 / SE Ext) Washington DC 20515-3704 Phn: 202.225.5711 – DC Fax: 202.225.5699 – DC Em: sarah.bittleman@mail.house.gov	Suzanne Krunse District Co-Director Darlene Hooley US Representative – State of Oregon District 5 Bolton Plaza 21570 Willamette Drive West Linn OR 97068- Phn: 503.557.8422 – West Linn Fax: 503.557.1981 – West Linn Em: jennifer.wagner@mail.house.gov

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Oregon Delegation to US 110th Congress.

Ref No.	Party Aff	Term Limit	Name and Title	Entity	Phone
United States 110th Congress 2007 Jan 04 Tuesday – TBD, United States House of Representatives					
<i>Elected 2006 Nov 07 Tuesday : US Congresses 110th – 2007 Jan 04 Thursday through 2008 Dec 31 Wednesday</i>					
01.	Dem	No	David Wu US Representative State of Oregon District 1 Wb: http://www.house.gov/wu	Nils Truscott Tillstrom Legislative Assistant – Healthcare Policies US Representative – State of Oregon District 1 – David Wu 2338 Rayburn House Office Building (Lev 2 / SE Int) Washington DC 20515-3701 Phn: 202.225.0855 – DC Fax: 202.225.9497 – DC Em: nils.tillstrom@mail.house.gov	Legislative Assistant David Wu, Member of Congress 1 st District Oregon Federal Courthouse Bldg 620 SW Main Suite 606 Portland OR 97205- Phn: 503.326.2901 – Portland Fax: 503.326.2901 – Portland Em:
01.	Rep	No	Greg Walden US Representative State of Oregon District 2 Wb: http://walden.house.gov	Erica Chalkley Staff Assistant – Healthcare Policies US Representative – State of Oregon District 2 – Greg Walden 1210 Longworth House Office Building (Lev 2 / SE Ext) Washington DC 20515-3702 Phn: 202.226.7432 – DC Fax: 202.225.5774 – DC Em: Erica.Chalkley@mail.house.gov	Phn: 800.533.3303 – Medford
01.	Dem	No	Earl Blumenauer US Representative State of Oregon District 3 Wb: http://blumenauer.house.gov	Christa Shively Legislative Assistant – Healthcare Policies US Representative – State of OR District 3 – Earl Blumenauer 2267 Rayburn House Office Building (Lev 2 / SW Ext) Washington DC 20515-3703 Phn: 202.225.4811 – DC Fax: 202.225.8941 – DC Em: Christa.Shively@mail.house.gov	Phn: 503.231.2300 – Portland
01.	Dem	No	Peter DeFazio US Representative State of Oregon District 4 Wb: http://www.house.gov/defazio	Ed Hill Legislative Assistant – Healthcare Policies US Representative – State of Oregon District 4 – Peter DeFazio 2134 Rayburn House Office Building (Lev 2 / SE Ext) Washington DC 20515-3704 Phn: 202.225.6416 – DC Fax: 202.225.0032 – DC Em: ed.hill@mail.house.gov	Phn: 541.465.6732 – Eugene

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United States Congressional Committees of 110th Congress with Respect to Transportation

United States 110th Congress 2007 Jan 04 Tuesday – TBD			
Ref No.	Committee Name	Majority Party (Democrat) Contact Information	Minority Party (Republican) Contact Information
01.	US Senate Committee on Environment and Public Works	Anne Collesano Majority Press Assistant Barbara Boxer US Senator – State of California SD-410 Dirksen Senate Office Building Washington DC 20510 Phn: 202.224.8832 – DC Fax: 202 228.1273 – DC Em: anne_collesano@epw.senate.gov	Alex J. Renjel Minority Staff Assistant SD-410 Dirksen Senate Office Building Washington DC 20510 Phn: 202.224.8832 – DC Fax: 202 228.1273 – DC Em: Alex_Renjel@EPW.Senate.gov
02.	US House Committee on On Transportation and Infrastructure	David Heymsfeld Staff Director Room 2165 Rayburn House Office Building Washington DC 20510 Phn: 202.225-4472 – DC Fax: 202 226-1270 – DC Em:	James Coon Chief of Staff Room 2165 Rayburn House Office Building Washington DC 20510 Phn: 202.225-9446 – DC Fax: 202 225.6782 – DC Em:
03.	US House Committee on On Transportation and Infrastructure	Allison Dane Professional Staff Peter DeFazio US Representative – State of Oregon, 4 th District B-370A Rayburn House Office Building Washington DC 20510 Phn: 202.225-9989 – DC Fax: 202 226-0224 – DC Em: Allison.Dane@mail.hous.gov	

United States Department of Transportation / Federal Transportation Administration (FTA) Officials

Ref No.	Department Name	Washington DC Contact Information	Region 10 – Seattle WA Contact Information
01.	US Senate Committee on Environment and Public Works	Elizabeth Day (Beth) Community Planner New Starts Program Federal Transportation Administration (FTA) US Department of Transportation East Building 1200 New Jersey Avenue SE Washington DC 20590 Phn: 202.366.5159 – Washington DC Em: elizabeth.day@dot.gov	John Witmer Community Planner Federal Transportation Administration (FTA) US Department of Transportation Region 10 Office Sam Jackson Building 915 Second Avenue STE 3142 Seattle WA 98174 Phn: 206.220.7954 – Seattle WA Office Phn: 206 220.7964 – Seattle WA Direct Em: john.witmer@dot.gov

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Elected State of Oregon Officials

Ref No.	Party Aff	Term Limit	Name and Title	Salem Oregon Contact Information	District Office Contact Information
Oregon Executive					
<i>Elected 2006 Nov 14 Tuesday. Term 2: OR Legislatures, 72nd – 75th 2003 Jan 13 Monday through 2011 Jan 10 Monday</i>					
01.	Dem	No	Theodore Kulongoski Governor State of Oregon Wb: http://www.governor.oregon.gov	State of Oregon Governor's Office 160 State Capitol 900 Court St NE Salem OR 97301-4047 Phn: 503.986.1719 – Salem OR Fax: 503.986.1080 – Salem OR Em: sen.richarddevlin@state.or.us	Go to Website and fill out on-line form. Refer to website to pull off information in PDF File format.
Oregon Legislature 74th Session 2007 Jan 08 Monday – TBD					
<i>Elected 2006 Nov 14 Tuesday. Term 2: OR Legislatures, 72nd – 75th 2003 Jan 13 Monday through 2011 Jan 10 Monday</i>					
01.	Dem	No	Richard Devlin State of Oregon Senator Oregon Senate District 19 (HSE DST 38 – LO SW Portland) (HSE DST 37 – West Linn) Wb: http://www.leg.state.or.us/devlin	State of Oregon Capitol 900 Court St NE S-316 Salem OR 97301 Phn: 503.986.1719 – Salem OR Fax: 503.986.1080 – Salem OR Em: sen.richarddevlin@state.or.us	Anna Haley Legislative Assistant Senator Richard Devlin 10290 SW Anderson Court Tualatin OR 97062 Phn: 503.691.2026 – Tualatin Em: sen.richarddevlin@state.or.us
<i>Elected 2006 Nov 14 Tuesday Term 3: Oregon Legislative Session: 74th 2007 Jan 08 Monday to 2009 Jan 12 Monday</i>					
02.	Dem	No	Greg MacPherson State of Oregon Representative Oregon House District 38 Lake Oswego & SW Portland Wb: http://www.leg.state.or.us/macpherson	State of Oregon Capitol 900 Court St NE H-384 Salem OR 97301 Phn: 503.986.1438 – Salem OR Fax: 503.986.1130 – Salem OR Em: rep.gregmacpherson@state.or.us	322 2 nd Street Lake Oswego OR 97034 Phn: 503.326.7525 – Lake Oswego Em: rep.gregmacpherson@state.or.us
<i>Elected 2006 Nov 14 Tuesday Term 2: Oregon Legislative Session: 74th 2007 Jan 08 Monday to 2009 Jan 12 Monday</i>					
03.	Rep	No	Scott Bruun State of Oregon Representative Oregon House District 37 West Linn / Wilsonville Wb: http://www.leg.state.or.us/bruun	State of Oregon Capitol 900 Court St NE H-447 Salem OR 97301 Phn: 503.986.1437 – Salem OR Fax: 503.986.1158 – Salem OR Em: rep.scottbruun@state.or.us	Isabel Bruun Chief of Staff Representative Scott Bruun 2020 8 th Ave MB 160 West Linn OR 97068 Phn: 503.326.7525 – West Linn Em: isabel.bruun@state.or.us

Public Comments on Metro LOPTP and Talking Points of Charles B. Ormsby (Skip)
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Elected Officials Local Government Levels

Metro Regional Council:

Ref No.	Name 4 Char Abv	Term Limit	Name	Title	Area	Telecom
2007 – 2008 Lake Oswego City Council						
<i>Elected 2006 Nov 07 Tuesday Term: 2007 Jan 01 Monday through 2010 Dec 31 Friday</i>						
01.	BRAG	None	David Bragdon	Council President	Metro Region	B: 503.797.1889 F: 503.797.1793 Em: bragdond@metro.dst.or.us
<i>Elected 2004 Nov 02 Tuesday Term: 2005 Jan 01 Saturday through 2008 Dec 31 Wednesday</i>						
02.	HOST	None	Carl Hosticka	Councilor District Three (3)	BVRT, TGRD, TUAL, WLVL Canyon / Farm Rd So WILV WM/Cnty Ln West to UGB	B: 503.797.1549 F: 503.797.1793 Em: hostickac@metro.dst.or.us
03.	BURK	None	Rex Burkholder	Councilor District Five (5)	NW, N, NE Portland Col Rv South US 26 / Belmnt WM/Cnty Ln East to I-205	B: 503.797.1546 F: 503.282.2599 Em: burkholderr@metro.dst.or.us
04.	LIBR	None	Robert Liberty	Councilor District Six (6)	SW, SE Portland WM/Cnty Ln East to 122_nd US 26 / Belmnt south Barbur Blvd MC/Cnty Ln	B: 503.797.1552 F: 503.797.1793 Em: libertyr@metro.dst.or.us
<i>Elected 2006 Nov 07 Tuesday Term: 2007 Jan 01 Monday through 2010 Dec 31 Friday</i>						
05.	PARK	None	Rod Park	Councilor District One (1)	NE Portland, TROT, GRSH Col Rv South OR 212 122_nd East Sandy River	B: 503.797.1547 F: 503.663.2696 Em: parkr@metro.dst.or.us
06.	NEWN	None	Carlotta Collette	Councilor District Two (2)	SWPD, LKOS, MILK, ORCT MC/Cnty Ln So ORCT UGB WM/Cnty Ln East to Este Jnct	B: 503.797.1887 F: 503.797.1793 Em: carlotta.collette@oregonmetro.gov
07.	HARR	None	Kathryn Harrington	Councilor District Four (4)	BVRT, HLSB, CORN, FRGR US 26 South Farmington Rd WM/Cnty Ln West to UGB	B: 503.797.1553 F: 503.797.1793 Em: harringtonk@metro.dst.or.us

Ref No.	Name 4 Char Abv	Term Limit	Name	Title	Address	Telecom
01.		None	Christina Billington	Metro Council Operations Manager	Metro Headquarters 600 NE Grand Ave Portland OR 97232-2736	B: 503.797.1542 F: 503.797.1793 Em: billingtonc@metro.dst.or.us
02.		None	Dove Hotz	Assistant to Metro Council Operations Manager	Metro Headquarters 600 NE Grand Ave Portland OR 97232-2736	B: 503.797.1878 F: 503.797.1793 Em: hotzd@metro.dst.or.us

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Clackamas County Board of County Commissioners

Ref No.	Name 4 Char Abv	Term Limit	Name	Title	Address	Telecom
2007 – 2008 Clackamas County Board of County Commissioners						
<i>Elected 2004 Nov 02 Tuesday Term: 2005 Jan 01 Saturday through 2008 Dec 31 Wednesday</i>						
01.	SCHD	None	Martha Schrader	Commissioner	Public Services Building 2051 Kaen Road Oregon City OR 97405	Ph: 503.375.8581 Fx: 503.742.5919 Em: bcc@co.clackamas.or.us
02.	KENN	None	Bill Kennemer	Commissioner	Public Services Building 2051 Kaen Road Oregon City OR 97405	Ph: 503.375.8581 Fx: 503.742.5919 Em: bcc@co.clackamas.or.us
<i>Elected 2006 Nov 07 Tuesday Term: 2007 Jan 01 Monday through 2010 Dec 31 Friday</i>						
03.	PETR	None	Linda Peterson	Commissioner	Public Services Building 2051 Kaen Road Oregon City OR 97405	Ph: 503.375.8581 Fx: 503.742.5919 Em: bcc@co.clackamas.or.us
2007 – 2008 Parties and Staff of note with respect to items of concern to Birdshill area.						
Ref No.	Name 4 Char Abv		Name	Title	Address	Telecom
01.	MNTY		Jonathan Mantay	County Administrator	Public Services Building 2051 Kaen Road Oregon City OR 97405	Ph: 503.375.3990 Fx: 503.742.5919 Em: jonman@co.clackamas.or.us
02.	MTRC			Meeting Recorder	Public Services Building 2051 Kaen Road Oregon City OR 97405	Ph: 503.375.8581 Fx: 503.742.5919 Em: bcc@co.clackamas.or.us

Lake Oswego City Council

Ref No.	Name 4 Char Abv	Term Limit	Name	Title	Address	Telecom
2007 – 2008 Lake Oswego City Council						
<i>Elected 2004 Nov 02 Tuesday Term: 2005 Jan 01 Saturday through 2008 Dec 31 Wednesday</i>						
01.	HAMR	2 Limit	Judy Hammerstad	Mayor	City of Lake Oswego	B: 503.635.0213 City Hall H: 503.697.2748 Res
02.	GROZ	1	Frank Groznik	Councilor	City of Lake Oswego	H: 503.624.9882 Res
03.	MPEK	2 Limit	Ellie McPeak	Councilor	City of Lake Oswego	H: 503.699.1928 Res
04.	TRCH	2 Limit	John Turchi	Councilor	City of Lake Oswego	H: 503.636.8522 Res
<i>Elected 2006 Nov 07 Tuesday Term: 2007 Jan 01 Monday through 2010 Dec 31 Friday</i>						
05.	HENG	1	Roger Hennigan	Councilor	City of Lake Oswego	H: 503.636.0400 Res
06.	JNSN	1	Kristin Johnson	Councilor	City of Lake Oswego	H: 503.704.4133 Cell
07.	JORD	1	Donna Jordon	Councilor	City of Lake Oswego	H: 503.675.1120 Res
Ref No.	Name 4 Char Abv		Name	Title	Address	Telecom
01.				City Administrator	City of Lake Oswego City Hall 380 A Avenue PO Box 369 Lake Oswego OR 97034-0369	503.635.0213 City Hall 503.697.2748 Res Fax: 503.697.6594
02.			Robyn Christie	City Recorder	City of Lake Oswego City Hall Public Affairs 380 A Avenue PO Box 369 Lake Oswego OR 97034-0369	503.675.3984 City Hall Em: robync@ci.oswego.or.us
			Jane McGarvin	Deputy City Recorder		503.635.0239 City Hall Em: jmcgarvin@ci.oswego.or.us

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Multnomah County Board of County Commissioners

Ref No.	Name 4 Char Abv	Term Limit	Name	Title	Area or Assignments	Telecom
2007 – 2008 Lake Oswego City Council						
<i>Elected 2006 Nov 07 Tuesday Term: 2007 Jan 01 Monday through 2010 Dec 31 Friday</i>						
01.	WHLR	None	Wheeler, Ted	Chair	At Large	B: 503.988.3308 F: 503.988.3093 Em: mult.chair@co.multnomah.or.us Wb: http://www.co.multnomah.or.us/cc/chair/
<i>Elected 2004 Nov 02 Tuesday Term: 2005 Jan 01 Saturday through 2008 Dec 31 Wednesday</i>						
02.	ROJO	None	Rojo De Steffey, Maria	District One (1) Commissioner	COLM Cnty Ln South CLAK Cnty Ln WM/Cnty Ln East to WLRV &- WLRV East to 39 th Av UPRR/I-84 So CLAK Cnty Ln	B: 503.988.5220 F: 503.988.5440 Em: district1@co.multnomah.or.us Wb: http://www.co.multnomah.or.us/cc/ds1/
03.	NATO	None	Naito, Lisa	District Three (3) Commissioner	UPRR/I-84 So CLAK Cnty Ln &- 39 th Av East to 148 th Ave	B: 503.988.5217 F: 503.988.5262 Em: district3@co.multnomah.or.us Wb: http://www.co.multnomah.or.us/cc/ds3/
06.	RBRT	None	Roberts, Lonnie	District Four (4) Commissioner	CORV State Ln South CLAK Cnty Ln 148 th Ave East to HDCN Cnty Ln	B: 503.988.5243 F: 503.988.5262 Em: lonnie.j.roberts@co.multnomah.or.us Wb: http://www.co.multnomah.or.us/cc/ds4
<i>Elected 2006 Nov 07 Tuesday Term: 2007 Jan 01 Monday through 2010 Dec 31 Friday</i>						
05.	COGN	None	Cogen, Jeff	District Two (2) Commissioner	CORV State Ln South UPRR/I-84 WLRV East to I-205	B: 503.988.5219 F: 503.988.5440 Em: district2@co.multnomah.or.us Wb: http://www.co.multnomah.or.us/cc/ds2

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Portland City Council

Ref No.	Name 4 Char Abv	Term Limit	Name	Title	Area or Assignments	Telecom
2007 – 2010 Portland City Mayor						
<i>Elected 2006 Nov 07 Tuesday Term: 2007 Jan 01 Monday through 2010 Dec 31 Friday</i>						
01.	POTR	None	Potter, Tom	Mayor	At Large	B: 503.823.4120 F: 503.823.3588 Em: mayorpotter@ci.portland.or.us
<i>Elected 2004 Nov 02 Tuesday Term: 2005 Jan 01 Saturday through 2008 Dec 31 Wednesday</i>						
02.	ADMS	None	Adams, Sam	Position One (1) Commissioner Public Utilities	At Large Bureau Assignments: Office of Transportation Bureau of Environmental Svcs	B: 503.823.3008 F: 503.823.3017 Em:
03.	LEON	None	Leonard, Randy	Position Four (4) Commissioner Public Safety	At Large Bureau Assignments: Emergency Communications Development Services Water Bureau	B: 503.823.4682 F: 503.823.4019 Em: randy@ci.portland.or.us
<i>Elected 2006 Nov 07 Tuesday Term: 2007 Jan 01 Monday through 2010 Dec 31 Friday</i>						
05.	STEN	None	Sten, Eric	Position Two (2) Commissioner Public Works	At Large Bureau Assignments: Housing and Community Development	B: 503.823.3589 F: 503.823.3596 Em: erik@ci.portland.or.us
06.	SLTZ	None	Saltzman, Dan	Position Three (3) Commissioner	At Large Bureau Assignments: Parks & Recreation Sustainable Development Cable & Franchise Mgmt Children's Investment Fund	B: 503.823. F: 503.823. Em: dsaltzman@ci.portland.or.us

Public Comments and Talking Points:

Introduction:

First I would like to thank Roger Martin for meeting with John Hedlund and myself to engage in a dialogue with respect to issues about the extension of Portland Streetcar Service to Lake Oswego. I would further like to thank you Roger Martin for picking me up at the Chevron Station Inc Station No. 1144, 9025 SW Barbur Blvd, Portland OR 97219. At this date I lack access to a vehicle. I returned this week from Corona CA, Inland Empire of Southern California, ten miles south of the Interstate 15 / CA 91 interchange. I had been assisting my brother Richard "Chad" for ten months as a secondary family caregiver. His wife – Gwyn passed on 2008 Mar 17 Monday 15:35 U, due to complications brought on by the neurological condition of ALS (Amyotrophic Lateral Sclerosis, "Lou Gehrig's Disease"). I was at the Capital Plaza, 9024 SW Barbur Blvd, picking up an employment application for an in home care service. My mother Margaret Ormsby now requires assistance. So it is the thought of my brothers I might be paid for performing this type of service.

The walk from Birdshill at roughly OR Hwy 43 and SW Terwilliger Blvd to Capital Plaza on SW Barbur Blvd. is about five miles and one hour and one half walking time. While a pleasant walk on a summer day through Tryon Creek State Park and Marshal Park in the City of Portland, it illustrates a fundamental problem with Streetcar service along the Willamette Shore Line Right of Way between Portland and Lake Oswego. That is how do commuters, students, and travelers get between SW Portland on Barbur Blvd and the Willamette Shore Line ROW and / or Lake Oswego? My estimate without access to a Tri-Met Schedule Book or website, if I had to take the bus would be about an hour and one half. This travel would require a trip to the Portland Transit Mall and by Line 35 – Macadam, and back to SW Portland (Multnomah District) on Barbur Blvd by Line 12 – Barbur Blvd. There is no cross town service in SW Portland / Lake Oswego as suggested by representatives from Lewis and Clark College at a meeting of the Lake Oswego to Portland Transit and Trails Alternatives Analysis Committee. See Metro LOPTTAAS meeting minutes of 2007 Apr 24 Tue 17:30 U (5:30 PM PT), page 2, Item 1.0 Call to Order, Public Comments by Carl Vance of Lewis & Clark College¹.

This document evolved from a set of meeting notes and talking points to memorialize a discussion with Roger Martin to my personal comments on the LOPTTAAS process, which will bring fundamental changes to the Birdshill area. These changes are not good. Land use changes to support the population required to "buy" the streetcar, unchecked pedestrian traffic along with bicycle traffic on Fielding road will bring a host of problems. Unlike upgrades to the infrastructure of the Willamette Shore Line right-of way, catenary, roadbed, rails, trestles, and tunnels, the problems with people have little or no agreed upon "social engineering" principles in a handbook to begin to systematically address.

It is my perception from attending most of the DTAAC, and LOPTTAAS meetings since 2005 March the politicians do not have a concept of a system let alone a respect for the interaction of components. These components are like the turbo pump in the Space Shuttle Main Engine (SSME). They rotate in a dynamic situation of high stresses and extreme temperature. If things begin to go awry on the launch pad the operative verb is RUN! In Birdshill there are many subtle components and interactions that make the quality of life here unique on the planet. The streetcar / bike trail will destroy many of them and bring no relief to congestion on Oregon Highway 43 that would not be brought about by replacing the Sellwood bridge and instituting traffic calming devices at key gateways to its approaches.

The Streetcar terminus in Lake Oswego is not far enough south of the choke point of Lake Oswego Creek / George Rogers Park / McVey Ave – Stafford Road to make any significant difference and relieve the congested and constrained segment of OR 43 / State Street between Lake Oswego Creek and "A" Avenue. In this segment it is unlikely that feeder buses will be able to make "timed transfer" connections on a consistent basis to encourage drivers to leave their cars even though regular gas in Lake Oswego is \$4.31 per gallon.

The streetcar in the north within the Portland Core Area functions very well to connect Portland State with the NW district. I however is a pain for travelers who originate in South Waterfront, John Landing, Riverdale, Birdshill, Lake Oswego and West Linn. Transfers are required at the PSU Urban Center. This adds time, risk, and energies at periods of inclement weather and night that today's bus service avoids because of direct travel to and from the Portland Downtown District, a two block radius from the copula of the Pioneer Courthouse. Time, risk and energies that politicians do not need to take and deal with, not to forget the streetcar advocates who will likely not use the streetcar to meetings in Lake Oswego let alone mission critical meetings such as plane / train departures, court appearances, and business meetings for a profit.

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The intent of this document is to expose issues that were intentionally not addressed in the alternatives analysis phase simply because it is common knowledge the “fix is in” for the politically preferred alternative of the streetcar. If the voters who have to pay fees and taxes were presented with the facts a far different scenario would emerge. Those facts include but are not limited to, all elements of the “deal” for the streetcar, orders in which the elements are arranged and dimensions in which the orders and elements are arrayed along with cross connections in enabling documents such as “full funding” agreements.

This document is also intended to serve as an access for Birdshill area residents in an attempt to get the total picture of what is going on between the members of the Willamette Line Consortium and their biased and discriminatory actions against the area of Birdshill. These choices of government cliques have put our neighborhood livability in peril. Consider only the security issue and boundary / response conditions on Fielding Road and it will be demonstrated explicitly. Also note in light of the recent quote by Mayor Hammerstad of Lake Oswego, “safety is a surrogate for not-in-my-backyard”. This thought came to mind from Robert Anson Heilein, in Citizen of The Galaxy, page 203 – 204, character Grandma to Thorby, “Sometime during the night he seemed to hear Grandmother' impatient voice: " —then think it over! If you don't understand it, and the laws under which it will be executed, then don't sign it! —no matter how much profit may appear to be in store. Too lazy and too eager can ruin a trader", and a neighborhood.

In the immortal words of the patriot John Adams from Massachusetts, “Read, Think, Speak and Act!”

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Subject: Outline of Talking Point Issues in private meeting at Hedlund Residence and research afterwards for Public Comments on the Lake Oswego to Portland Transit² Project (LOPTP). Note Level 01 to Level 03 statements of outline represent points discussed. Level 04 statements and inward to Level 09, generally represent points researched after meeting. Note superscripts for endnotes. Click on the superscript and go to endnote. Document referred to can be accessed by clicking on Hlink, blue shaded file name.

01	Hazardous Area of Willamette Shore Line ROW
01.01	Visual exam of USGS Oquad for Lake Oswego ³ .
01.02	Visual exam of OR Dept Geology - Relative Earthquake Hazard ⁴
01.02.01	Isolation of WSL ROW
01.02.02	Class A earthquake Hazard in Dunthorpe Area
01.02.02.01	OR Hwy 43 MP 04.00 / Riverwood Road ^{5 6 7 8}
01.02.02.01.01	Six stories above Willamette River
	Four stories below OR Hwy 43
01.02.02.01.02	Oregon Subduction Earthquake ^{9 10}
01.02.02.02	Elevation Profile Along the Willamette River ^{11 12 13 14 15}
02	Surface Water Management and Population Density
02.01	<u>MUST be addressed and resolved in DEIS.</u>
02.02	OR Hwy 43, 5 acres of pavement.
02.02.01	OR 43 MP 4.90 / Greenwood Ave.
02.02.02	OR 43 MP 5.72 / Terwilliger Blvd.
02.03	Surface water passes through or under WSL ROW and does not get to Willamette River.
02.04	Collects on Stampher Rd. & eastside of Fielding Rd
02.05	Issue since floods of 1964 Dec & 1996 Feb
02.06	Limited or no coordination between WSL Consortium members and Birdshill area residents, mainly ODOT.
02.07	Population with poor planning causes surface water issues. See LO Review 2008 May 15 Thu, Pg A1&A2, "A trail to nowhere right now". ¹⁶
02.08	US Army Core of Engineer Impacts ¹⁷
02.08.01	Cross-Reference with structures for City of LO dock on Willamette River at River Mile (WRM) 20.4. Beginning 2005 Jun 06 Monday 17:00 U.
02.09	Population required to support streetcar
02.09.01	Metro Code: Chapter 3.07.130 & 3.07.170. ¹⁸
02.09.02	Birdshill illustration of Metro Code 3.07. ¹⁹
02.09.03	Contrast with present by Ross Roberts, Metro LOPTTAAS, 2007 Feb 13 Tue 17:30 U Agenda Item IV (4) "Streetcar & Development" Power Point presentation: "Portland Streetcar Influence on Development". Handout two slides per page. Page 5, Slide 9, "Ground Rules, Some areas are low-density residential and open space and are NOT under discussion for increased development: Powers Marine Park, as well as other parks and open space. Unincorporated areas – Dunthorpe, Riverdale, Birdshill." ²⁰
02.09.03.01	Dunthorpe / Multnomah Co / Riverdale.
02.09.03.02	Dunthorpe / Clackamas Co / Birdshill.
02.09.03.03	Where are change orders to Metro Code 3.07?
02.09.03.03.01	Where is a resolution from the Metro Council?

Public Comments on Metro LOPTP and Talking Points of Charles B. Ormsby (Skip)

Private Meeting With: Roger Martin, LO Streetcar Lobbyist, and John Hedlund Resident of Birdshill 2008 Jun 26 Thu 15:00 U

02.09.03.04	Where are change orders to notify to local governments in the Birdshill area to modify their comprehensive plans including but not limited to:
02.09.03.04.01	County of Clackamas Oregon?
02.09.03.04.02	City of Lake Oswego Oregon?
02.09.03.04.03	County of Multnomah Oregon?
02.09.03.04.04	City of Portland Oregon?
02.09.03.04.05	And other governing entities as required?
02.09.04	Examine LOCC report on Serial Partitions 2006 Apr 04 Tue, Sidero Sin, LO Planner and contradictions with above opinion of Metro. ²¹
02.09.04.01	Note Exhibit E-2: City County Partition Comparison, NE corner (Birdshill).
02.09.05	Examine Natural Resource Inventory and annexation plans of Lake Oswego for Birdshill area, beginning: 2007 Mar 06 Tue 19:00U at LOCC meeting. ²²
02.09.06	Population assumptions for transportation models never revealed explicitly to citizens despite written and transmitted request. Hand delivered and e-mail request as result of LONAC / Metro Land Use Summit: 2007 Feb 28 Wed 19:00 U ²³
02.09.07	Compare with Portland land use planning four years after opening of Interstate MAX. ²⁴
02.09.08	Compare with Full Funding Agreements for Max Westside as illuminated in Cascade Policy Institute report. Note Full Funding Agreements for MAX Westside, and MAX Interstate never revealed or reviewed by LOPTTAAS. ²⁵
02.09.09	Compare with Earl Blumenauer (US Congress OR District 2) revision to "Small Starts" program 2008 July 03 Thursday, Portland Tribune, page A2: "such as encouraging the construction of taller, denser, buildings near streetcar lines, as well as boosting economic development in the areas". ²⁶
02.09.10	Compare and contrast with retort by Lake Oswego Engineer to Public Comments made by Charles Ormsby on surface water Management. ²⁷
02.09.11	Contrast with Oregon Land Use Goal 1: ²⁸
02.09.12	Compare with testimony by Portland Bureau of Planning in opposition to HB 2484 (Urban Service Provider Annexations ORS Chapter 195) ²⁹
02.09.13	Compare with statements made by members of the Lake Oswego City Council in the meeting of 2003 Oct 17 Tuesday at -7:30 U (7:30 AM PT). ³⁰
02.09.14	Compare with the TODAvocate.com Website ^{31 32}
03	Streetcar & Trail Issues
03.01	Criminal activity on Streetcar.
03.01.01	Encapsulated and insulated driver cabin.
03.01.02	Five to ten minute run time LO to Taylors Ferry.
03.01.02.01	Advised niece not to let daughter commute to St. Mary's Academy in 2006.
03.01.02.02	Exposed issue in public testimony before LO Planning Commission circa 2005 June.
03.01.03	Assaults and crime brought by MAX to suburbs.
03.01.03.01	Panel Presentation / Discussion at Oak Lodge Citizens Informed and Aware 2007 Jan 10 Wed 19:00 U (7:00 PM PT) ³³

Public Comments on Metro LOPTP and Talking Points of Charles B. Ormsby (Skip)

Private Meeting With: Roger Martin, LO Streetcar Lobbyist, and John Hedlund Resident of Birdshill 2008 Jun 26 Thu 15:00 U

03.01.03.02	Crime near MAX and streetcar Stations ³⁴
03.01.03.03	Assault on Gresham MAX patron circa 2007 Nov. ^{35 36 37}
03.01.03.04	Crime at LA Bus Stop ³⁸
03.01.04	Crime on ROW and vehicles:
03.01.04.01	In response to my public testimony before the Clackamas County Board of County Commissioners on or about 2007 Dec 13 Thursday, with respect to expected crime on the WSL ROW the County Administrator John Mantay volunteered to produce a report in conjunction with the Clackamas County Sheriffs' Department. Where is this report now seven months later?
03.01.04.02	Assault on MAX by black teenage gang including a girl on white women 2007. ³⁹
03.01.04.03	Honolulu Hawaii Rider Safety not addressed in plans. ⁴⁰
03.01.04.04	Metal theft mantra: remove, resell, repeat. ⁴¹
03.01.04.05	Equipment theft Clackamas Co MAX Green. ⁴²
03.01.04.06	Art theft, Volumn Estate, Skyline Blvd. ⁴³
03.01.04.07	Name plate theft, Pamela Blake, Tryon Creek St Pk ⁴⁴
03.01.04.08	Closure of I-205 Rest area. ⁴⁵
03.01.04.09	Duin column, Hammerstad quote: “safety is a surrogate for ‘not-in-my-backyard’” ⁴⁶
03.02	Criminal actions by bicyclists.
03.02.01	Springwater Trail – Milwaukie to Gresham. ⁴⁷
03.02.01.01	See Oregonian: “A difficult mix on the trail”, 2005
03.02.02	Sauvie Island perimeter road. ⁴⁸
03.03	Bicycle / Pedestrian Issues.
03.03.01	No speed control of bikes on trails
03.03.01.01	See signage on Tryon Creek Bike Trail
03.03.01.01.01	Tryon Creek Nature House north to
03.03.01.01.02	Lewis & Clark Law School
03.03.01.02	Why no signage on Tryon Creek Bike Trail
03.03.01.02.01	Iron Mt Road SE to
03.03.01.02.02	OR Hwy 43
03.03.01.02.03	Note 5 % grade on Terwilliger Blvd.
03.03.01.02.04	Bikes induce head on collisions.
03.03.01.03	See radar reader board sign installations:
03.03.01.03.01	Borland Road – Meridian Park Hospital. ⁴⁹
03.03.01.03.02	Country Club Rd. LO Junior / Senior HS.
03.03.01.04	RFID tags (Package Tracking Tags) for bikes
03.03.01.04.01	ID rider and responsible party.
03.03.01.05	GPS devices and services.
03.03.01.05.01	Pay for road use like cars?
03.03.02	Political Power of Bicycle Lobby
03.03.02.01	Evolving power. ⁵⁰
03.03.02.02	Bike ban on freeways overturned. ⁵¹
03.03.02.03	Portland Bike Boulevard ⁵²
03.03.02.04	Lake Oswego Bike Plan Implementation ^{53 54 55}

Public Comments on Metro LOPTP and Talking Points of Charles B. Ormsby (Skip)

Private Meeting With: Roger Martin, LO Streetcar Lobbyist, and John Hedlund Resident of Birdshill 2008 Jun 26 Thu 15:00 U

03.03.03	Validate all LARPA – <u>L</u>aws, <u>A</u>ddministrative <u>R</u>ules, <u>P</u>olicies and <u>A</u>greements for issues of present and proposed states of existing and new or modified transportation conveyance structures in Birdshill Area. This is to insure issues between governing entities and levels in the Birdshill area with respect (wrt) to LARPA are revealed, aligned and validated prior to unintended consequences evolving, taking root, and becoming accepted (or ignored) behavior.
03.03.03.01	Identify, Delineate, Describe, Define, Discuss & cross-reference and cross-relate, (14D2C) all issues wrt LARPA between all levels of governance in Birdshill Area.
03.03.03.01.01	Example: Emergency response dispatch system and time of response for households in Birdshill area. Switching from Clackamas Co. to City of Lake Oswego dispatch centers. ⁵⁶
03.03.03.01.01.01	See “Service Improvements at a Glance” City of Lake Oswego handouts during 2003 ORS Chapter 195 subjugation attempt (Urban Service Provider Annexations).
03.03.03.01.01.02	What to do about north end of Fielding Rd in Multnomah County and south portal of Elk Rock Tunnel on WSL ROW?
03.03.03.02	Measure, Monitor, Mitigate (3M) with evolving process over time all inconsistencies and issues in Birdshill area between LARPA at and between all levels of governance and residents.
03.03.03.02.01	Offline court case testing Clack Co. simulate.
03.03.03.02.02	Offline court case testing Mult Co. simulate.
03.03.03.02.03	ROWs (Right-of-Ways)
03.03.03.02.03.01	Bike Trails
03.03.03.02.03.02	Bike Trails / Driveway Interfaces.
03.03.03.02.03.03	Roads
03.03.03.02.03.04	Roads / Driveway Interfaces.
03.03.03.02.03.05	Station Platforms.
03.03.04	Demonstrate an effective and proven system of Law Enforcement and Deterrence.
03.03.04.01	Metro 2040 Plan ⁵⁷
03.03.04.02	Tri-Met 2005 Service ^{58 59}
03.03.04.03	Map of Corridor and Birdshill area Jurisdictions ⁶⁰
03.03.04.04	Service Issues and Response in Multnomah Co ^{61 62}
03.03.04.05	Issues and Response in Portland Oregon ⁶³
03.03.04.06	Service Issues and Response in Clackamas Co ⁶⁴
03.03.04.07	Laws in Lake Oswego ⁶⁵
03.03.04.08	Bicyclist intimidation in Portland ^{66 67}
03.03.04.09	Complaint about lack of coordinated enforcement of Bicyclist behavior on Terwilliger Blvd. ^{68 69 70}
03.03.04.10	Personal arms training for Birdshill residents
03.03.04.10.01	Classes from:
03.03.04.10.01.01	National Rifle Association?
03.03.04.10.01.02	Sheriff's Offices?
03.03.04.10.02	Subsidized Training simulator facility & time?
03.03.04.10.03	Subsidized Weapon range facility and time?
03.03.04.11	Subsidized personal arms purchases.
03.03.04.12	Subsidized armored mail boxes?
03.03.04.12.01	“Fort Knox” brand specifications or better.
03.03.04.13	Subsidized PO Boxes in Lake Oswego?

Public Comments on Metro LOPTP and Talking Points of Charles B. Ormsby (Skip)

Private Meeting With: Roger Martin, LO Streetcar Lobbyist, and John Hedlund Resident of Birdshill 2008 Jun 26 Thu 15:00 U

03.04	Safety Issues For Streetcar
03.04.01	Note this subject was phrased and delivered in a MS Power Pt presentation at time of interview questions 2005 May 05 Thur 13:00 U (1:00 PM PT). Slides 42 – 45, But never given an agenda item in LOPTTAAS meetings or small groups as was TOD possibilities along OR Hwy 43 corridor. ⁷¹
03.04.02	Location of First Responders and safety equipment ^{72 73}
03.04.02.01	Lake Oswego FD Main Fire Station
03.04.02.02	Portland FD Station 10 at 451 SW Taylors Fry Rd
03.04.02.03	Ambulance Stations
03.04.03	Safety Equipment required for Streetcar service
03.04.03.01	Lake Oswego FD Main Fire Station
03.04.03.02	Portland FD Station 10 at 451 SW Taylors Fry Rd
03.04.03.03	Ambulance Stations
03.04.04	Training for first responders
03.04.04.01	Lake Oswego FD Main Fire Station
03.04.04.02	Portland FD Station 10 at 451 SW Taylors Fry Rd
03.04.04.03	Ambulance Stations
03.04.05	Who Pays and How?
03.04.05.01	Lake Oswego Residents
03.04.05.02	Riverdale Fire District Residents
03.04.05.03	Portland Residents
03.04.06	Scenarios to plan for
03.04.06.01	Emails Before and after Riverdale Neighborhood Meeting of 2004 May 24 Tue 19:00U ⁷⁴
03.04.06.01.01	Question 24.3 – Trestle @ OR Hwy 43 MP 4.0
03.04.06.01.02	Question 24.3 – Elk Rock Tunnel
03.04.06.02	Fire Prevention Strategies
03.04.06.02.01	Brush and tree trimming adjacent to conveyance structures.
03.04.06.02.02	Traffic diversion during emergencies.
03.04.07	Fire Safety Issues
03.04.07.01	Streetcar installation requires overhead catenary power supply of vehicle to be installed and operated.
03.04.07.02	Length of WSL ROW in heavily wooded area
03.04.07.02.01	Sellwood Bridge at OR Hwy 43 MP 02.79 So.
03.04.07.02.02	Tryon Creek culvert at OR Hwy 43 MP 05.79
03.04.07.02.03	Total (5.79 – 2.79) = 3.00 miles.
03.04.07.03	Tree Trimming Issues and Single track
03.04.07.03.01	Full Proof Controls?
03.04.07.03.01.01	Note Wreck at Bertha on former Southern Pacific RR interurban train “westside”, 1920 May 9 Sunday. Present day Fred Meyer at intersection of SW Barbur Blvd and SW Terwilliger Blvd. ⁷⁵
03.04.07.03.02	Processes for public validation.
03.04.07.04	Fire Scenarios to consider
03.04.07.04.01	Elk Rock tunnel fire, circa 1972 – 1978. NOTE burned for 3 days.
03.04.07.04.02	Tryon Creek Fire circa 1982.
03.04.07.04.03	Oakland Fire in Oakland CA circa 1990’s.
03.04.07.04.04	Swan Island / U of Portland cliff fire circa 2001. ⁷⁶
03.04.07.04.05	San Diego CA Wild Fires circa 2003. ⁷⁷

Public Comments on Metro LOPTP and Talking Points of Charles B. Ormsby (Skip)

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03.04.07.04.06	Homeless camp fire on Riverview Cemetery property at about OR Hwy 43 MP 03.00, west of Powers Marine Park. Spotted in the morning by KPTV Channel 12 news / traffic helicopter circa 2005 or 2006.
03.04.07.04.07	Miller Road Fire, Portland West Hills 2004. ^{78 79}
03.04.07.04.08	2007 California Orange Co Santiago fires. ^{80 81}
03.04.07.04.09	2008 California Wild fires. ⁸²
03.04.07.05	Evacuation Plans established, simulated, tested, and validated for the following areas: ⁸³
03.04.07.05.01	Dunthorpe / Clackamas Co / Birdshill
03.04.07.05.01.01	Elk Rock Tunnel – So Portal to No Portal.
03.04.07.05.01.02	Fielding Road including lots in Mult Co.
03.04.07.05.01.03	Stampher Road.
03.04.07.05.01.04	Elk Rock Road.
03.04.07.05.01.05	Remainder of Birdshill west of OR 43 in case a fire sparked by streetcar operation on WSL ROW gets out of control.
03.04.07.05.02	Dunthorpe / Multnomah Co / Riverdale
03.04.07.05.02.01	Elk Rock Tunnel – No Portal to So Portal.
03.04.07.05.02.02	Riverwood Road
03.04.07.05.02.03	Military Road
03.04.07.05.02.04	Military Place.
03.04.07.05.02.05	Trestle at OR Hwy 43 MP 4.0.
03.04.07.05.02.06	Lots on east side of OR Hwy 43
03.04.07.05.02.06.01	MP 4.0 north to MP 3.64
03.04.07.05.02.07	Remainder of Riverdale west of OR 43 in case a fire sparked by streetcar operation on WSL ROW gets out of control.
03.04.07.05.03	Collins View Neighborhood, Taylors Ferry south to Palater Rd, OR Hwy 43 west to Terwilliger Bv.
03.04.07.05.04	Tryon Creek State Park protection from wildfire disaster sparked by streetcar operation on WSL ROW.
03.04.07.06	Water Supply – Fire Hydrant Access
03.04.07.06.01	Desire the minimum distance between hydrants in an urban area including vertical on cliffs.
03.04.07.06.01.01	Note and contrast fire fighting efforts to control brush fire at Willamette falls on 2008 July 15 Tuesday due to cut power line. Contrast response of Oregon City and West Linn/Tualatin Valley Fire and Rescue and issues of terrain on a hot summer day. Apply to Dunthorpe area.
03.04.07.06.02	Dunthorpe / Clackamas Co / Birdshill
03.04.07.06.02.01	WSL ROW Tryon Creek north to Elk Rock Tunnel north portal.
03.04.07.06.03	Dunthorpe / Multnomah Co / Riverdale
03.04.07.06.03.01	WSL ROW – Taylors Ferry South to South Portal of Elk Rock Tunnel
03.04.07.07	Water Supply – Aerial Tanker Support Contracts
03.04.07.07.01	Issues for water scooping from LO due to LOIS? ⁸⁴

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03.04.07.07.02	What about Aerial Fire Fighting equipment? Such as: ⁸⁵
03.04.07.07.02.01	Sikorski Firehawk
03.04.07.07.02.02	Bombardier Tanker
03.04.07.07.02.03	C-130 Tanker, US Forest Service pallets
03.04.07.07.02.04	Martin Mars Tanker
03.04.07.07.02.05	Evergreen 747 Tanker
03.04.07.07.02.06	DC-10 Tanker to CA 910
03.04.08	Pedestrian Access
03.04.08.01	Safety?
03.04.08.02	Why was not “ LightGuard ” system. Revealed by planners? ⁸⁶
03.04.08.02.01	Note ODOT delay for crosswalk signal on US 101 about five years after a fatal incident. ⁸⁷
03.04.08.03	Demonstrated by consultants?
03.04.08.03.01	Why not used – locations:
03.04.08.03.01.01	LO at 5 th & A Avenue (Safeway to Wells Fargo)
03.04.08.03.01.02	LO OR Hwy 43 MP 7.32 / Cherry Lane
03.04.08.03.01.02.01	Nearest road for Mayor Hammerstad of Lake Oswego with Tri-Met bus stop IDs:
03.04.08.03.01.02.02	Eastside & North Bound = 6310.
03.04.08.03.02	Westside & South Bound = 6311.
03.04.08.03.02.01	Rating Plan for all OR Hwy 43 Intersections
03.04.08.03.02.02	Ross Island Bridge South to (OR Hwy 43 MP 00.64) to Old Oregon City Bridge (OR Hwy 43 MP 11.43)
03.04.09	Security on Platforms?
03.04.09.01	Validate LARPA wrt Birdshill area.
03.04.09.01.01	I4D2C wrt Birdshill area.
03.05	Connectivity Issues for Streetcar
03.05.01	South terminal in Lake Oswego.
03.05.01.01	Park and ride at OR 43 / North Shore Rd.
03.05.01.01.01	OR 43 MP 6.38, North Shore Rd
03.05.01.01.01.01	Impacts on adjoining neighborhoods
03.05.01.01.01.01.01	Traffic
03.05.01.01.01.01.02	Overflow parking
03.05.01.01.01.01.03	Security
03.05.01.01.01.01.03.01	Users
03.05.01.01.01.01.03.02	Adjoining property owners
03.05.01.01.01.01.04	Air pollution
03.05.01.01.01.01.05	Scale
03.05.01.01.01.01.05.01	Architecturally friendly?
03.05.01.01.01.01.06	Public Restrooms
03.05.01.01.01.01.06.01	Closure of I-205 rest area. ⁸⁸
03.05.01.01.01.01.06.02	Closure of Powers Marine Rest Rms ⁸⁹
03.05.01.01.01.01.06.03	PHLUSH Study for City of Portland ⁹⁰
03.05.01.01.01.01.06.04	City of Seattle WA Public Toilets. ^{92 93}
03.05.01.01.01.01.06.05	City of Portland pedestrian subway maintenance and lack thereof. ⁹⁴

Public Comments on Metro LOPTP and Talking Points of Charles B. Ormsby (Skip)

Private Meeting With: Roger Martin, LO Streetcar Lobbyist, and John Hedlund Resident of Birdshill 2008 Jun 26 Thu 15:00 U

03.05.01.02	How do feeder buses make consistent timed
03.05.01.02.01	Timed transfers Bus / Streetcar / Bus? WLCC Mtg 2005 Dec 19 Mon 19:30 U Clackamas County Commissioner (At this date LO City Councilor / JPAC member for Clackamas County) Lynn Peterson to West Linn City Council: Essentially "State Street (OR Hwy 43) between McVey and "A" Ave has the heaviest volume" ⁹⁵
03.05.01.02.02	How do you make a "timed" transfer schedule?
03.05.01.02.03	Physical Cliffs:
03.05.01.02.03.01	OR 43 MP 6.67, McVey Ave south to OR 43 MP 7.10, Burnham Rd.
03.05.01.02.04	Congestion and Constraints:
03.05.01.02.04.01	OR 43 MP 6.38, North Shore Rd south to OR 43 MP 6.67, McVey Ave
03.06	North routing in Portland Core Area
03.06.01	Definition of "Downtown Portland" never made clear in:
03.06.01.01	Any committee associated with WSL ROW
03.06.01.01.01	Lake Oswego
03.06.01.01.01.01	Foothills District Plan
03.06.01.01.01.02	DTAAC
03.06.01.01.02	Metro
03.06.01.01.02.01	LOPPAC
03.06.01.01.02.02	Technical Advisory Group
03.06.01.01.02.03	Policy Advisory Group
03.06.01.01.02.04	Metro Council
03.06.01.01.03	Tri-Met
03.06.01.02	Any model used in ridership projections
03.06.01.02.01	Not transparent and not available for public review / inspection /demonstration like watching Krispe Kream Donuts being made.
03.06.01.02.02	Model maps hurriedly reviewed by committee
03.06.01.02.02.01	No discussion of inputs.
03.06.01.02.02.02	No discussion of assumptions.
03.06.01.02.02.02.01	Population projections
03.06.01.02.02.02.01.01	Impacts upon infrastructure
03.06.01.02.02.02.01.02	Request of C. B. Ormsby (Skip)
03.06.01.02.02.03	Limited discussion of transfer point operation.
03.06.01.02.02.03.01	Time Impacts of vehicle transfer and comparison with MAX service at Hillsboro or Beaverton. ^{96 97 98}
03.06.01.02.02.03.02	Routing of Buses over the Hawthorne Bridge for base year at 2005 Sep 04 Sun. ⁹⁹ ¹⁰⁰
03.06.01.02.02.03.02.01	Peak Hour Travel
03.06.01.02.02.03.02.02	Non-Peak Hour Travel
03.06.01.02.02.03.02.02.01	Weekdays
03.06.01.02.02.03.02.02.02	Weekends
03.06.01.02.02.03.02.02.03	Holidays
03.06.01.02.02.03.02.03	Employer On Time requirements enforced by automated time clocks with no policy exceptions for transit riders.

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03.06.01.02.02.03.03	Safety Aspects of Transfers and Streetcar.
03.06.01.02.02.03.03.01	Location in Portland Core Area
03.06.01.02.02.03.03.01.01	Portland State Urban Center southbound connections between Bus / MAX and Streetcar service at SW 5 th and Harrison identified as a hazardous transfer point. ^{101 102 103}
03.06.01.02.02.03.03.01.02	10 th and Morrison Station for MAX to Southbound streetcar service identified as hazardous nighttime transfer point. ¹⁰⁴
03.06.01.02.02.03.03.02	Walk time between MAX.
03.06.01.02.02.03.03.03	Transfer time between MAX
03.06.01.02.02.03.03.04	Time of Day
03.06.01.02.02.03.03.04.01	Daylight
03.06.01.02.02.03.03.04.02	Evening / Night
03.06.01.02.02.03.03.05	Weather
03.06.01.02.02.03.03.05.01	Sunny Days
03.06.01.02.02.03.03.05.02	Rain / Snow Days
03.06.01.02.02.04	No discussion of feeder line routings and neighborhood service:
03.06.01.02.02.04.01	Impacts ¹⁰⁵
03.06.01.02.02.04.02	Regional connections South Portland. ¹⁰⁶ ¹⁰⁷
03.06.01.02.02.04.03	Originations
03.06.01.02.02.04.04	Destinations
03.06.01.02.02.04.05	Connection Times for TAZ
03.06.01.02.02.04.05.01	Walk
03.06.01.02.02.04.05.02	Ride
03.06.01.02.02.04.05.02.01	Bike
03.06.01.02.02.04.05.02.02	Car
03.06.01.02.02.04.05.02.03	Feeder Bus Lines.
03.06.01.02.02.05	No discussion of alternative line routings to existing Portland Streetcar alignment on 10 th & 11 th Ave couplet in Portland Core Area (PCA)
03.06.01.02.02.05.01	Why not contemplated 2 nd & 3 rd or 3 rd & 4 th avenue couplet streetcar alignment to increase north / south circulation within the PCA?
03.06.01.02.02.05.01.01	Known and long standing problem to provide direct connection between Old Town, Yamhill District, and South Auditorium Urban Renewal District within Portland Core Area.
03.07	Fuel Supply For Feeder Bus Lines
03.07.01	Why no plasma trash burner in LO Foothills District?
03.07.01.01	No trash transport 170 miles east to Boardman OR
03.07.01.01.01	I-84, Exit 165. I-84 mile points begin in Portland at interchange with I-5. Seven miles north of Lake Oswego. Trash is likely routed through Metro, Oregon City Transfer Station. ¹⁰⁸
03.07.01.01.01.01	What are the trash transport impacts on Columbia River Gorge (CRG) versus plasma trash burner in Lake Oswego? ¹⁰⁹
03.07.01.01.01.02	What are the coal fired electrical power generation impacts for streetcar power on CRG? ^{110 111 112 113}

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03.07.01.01.01.03	What are the LNG fired electrical power generation impacts for streetcar power on lower Columbia River downstream of the confluence with the Willamette River at Columbia River Mile 101.10? ^{114 115}
03.07.01.01.01.04	What are the impacts of streetcar service on regional electric supply considering the increasing demands (competition) for electrical power required for hybrid and other electrical vehicle services. ¹¹⁶
03.07.01.01.01.05	Simulate, test, and validate current electrical supply to insure avoidance of unintended consequences of electrical power supply demands. ¹¹⁷
03.07.01.01.01.06	The Lake Oswego Chamber of Commerce (LOCCm) supports the extension of the Portland Streetcar South to Lake Oswego. Is the LOCCm willing to tax and fee its membership to cover environmental costs of power production and / or transmission for streetcar power sources that are inflicted upon other communities such as Boardman Oregon?
03.07.01.01.01.07	Generation IV Nuclear Power? ¹¹⁸
03.07.01.02	Combine with waste stream from sewer plant
03.07.01.03	Net production of methane for feeder buses
03.07.01.04	Addresses issue of sustainability.
03.07.01.05	Low traffic impact compared to housing
03.07.01.06	Electrical Power production for Streetcar
04	Project Costs and Project Visions For Lake Oswego
04.01	Projects identified
04.01.01	Lack of cost control
04.01.01.01	Charles B. Ormsby (Skip), Birdshill Resident
04.01.01.01.01	“Projects Along OR 43 Hwy Corridor”,
04.01.01.01.02	Edition: 2007 May 25 Fr 14:00 U ¹¹⁹
04.01.01.02	Jane Heisler, LO Planner / Community Relations
04.01.01.02.01	Email response to “Projects”, Jane Heisler, 2007 May 27 Sun 22:21 U, mid Memorial Day. ¹²⁰
04.01.01.03	Urban Renewal District Issues
04.01.01.03.01	Financing Issues in Portland ^{121 122 123 124}
04.01.01.03.02	Locations and percent of ceiling In Metro Area ¹²⁵
04.01.01.03.03	Beaverton Round in Financial Straits – Again ¹²⁶
04.01.01.03.04	Political Unrest by Population – Clackamas Co ¹²⁷
04.02	“Numbers” generated for projects and public scrutiny
04.02.01	Numbers placed in public domain without derivation or cross-reference to paragraphs in legal agreements.
04.02.01.01	Tri-Met
04.02.01.01.01	Bumper sticker on Tri-Met Buses. ¹²⁸
04.02.01.01.02	Initial estimates for Portland Streetcar Extension to Lake Oswego. ¹²⁹
04.02.01.01.03	Lack of willing revelation Ridership figures in Westside area. ^{130 131}

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04.02.01.02	Clackamas County Clearwater Waste Water Treatment Plant (WWTP)
04.02.01.02.01	Presentation of graph on Clearwater cost projections. ("Red line bad. Green line good.") by Mr. Kyle of Clackamas County Water Environment Services (WES) at West Linn Neighborhood Mtg of Hidden Springs 2005 Oct 18 Thursday.
04.02.01.03	Lack of disclosure of assumptions presented for I-5 Columbia River Crossing study and their impacts and implications for results produced by transportation models. ^{132 133}
04.02.01.04	Lake Oswego LO Foothills District Refinement Plans (FDRP)
04.02.01.04.01	Calculations presented barely traceable.
04.02.01.04.02	Foothills Reports
04.02.01.04.02.01	FDRP Task 2.6 ODOT – TGM ATA#23397 Existing Conditions Report ¹³⁴
04.02.01.04.02.02	FDRP Task 3 ODOT – TGM ATA#23397 Opportunities and Constraints ¹³⁵
04.02.01.04.02.03	FDRP Task 4 ¹³⁶
04.02.01.04.02.04	FDRP Task 5 ODOT – TGM ATA#23397 Alternatives Evaluation and Refinement ¹³⁷
04.02.01.04.03	Critique Foothills by Bjorn Bojleson LONAC Handout 2005 May 07 Sat 09:30U ¹³⁸
04.02.01.05	Metro 217 Corridor Plan Economic Consultant wrt public knowledge about financial plan. ¹³⁹
04.02.01.05.01	"The public doesn't need to know that level of detail.", 2004 Oct 06 Wed 16:30 U, Beaverton Resource Center, Beaverton OR.
04.02.01.06	Financial Implications of Civic Bankruptcy ^{140 141}
04.02.02	Response by Charles B. Ormsby (Skip), Birdshill.
04.02.02.01	Monograph: Schema For Calculation EvaluationNote earlier version presented to Lake Oswego City Council at 2005 December 13 Tue mtg. ¹⁴²
04.03	Request for cost impact model of fees and taxes in OR Hwy 43 corridor study area
04.03.01	For all levy code areas (LCA) in Multnomah County Riverdale Mtg e-mail, 2004 May 24 Mo 13:00U, Question 16 (Fees and Taxes for Multnomah County Levy Code Areas (LCA), and Clackamas County Tax Area Codes (TCA)) ⁷⁴
04.03.02	See Jane Heisler's models of tax and fee impacts produced during 2003 subjugation attempt of Birdshill area & others within Lake Oswego Urban Growth Management Area (UGMA).
04.03.02.01	Skylands (SKLN) ¹⁴³
04.03.02.02	Forest Highlands (FRHL) ¹⁴⁴
04.03.02.03	Cross ref with Birdshill area property tax issues ^{145 146 147 148 149}
04.04	Alternative for current vision of "Downtown LO"

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04.04.01	Tillamook Branch Line (TBL) as a utility corridor
04.04.01.01	Bury Tillamook Branch Line at OR Hwy 43.
04.04.01.02	Run sewer line along TBL rather than “floating” it in Lake Oswego or pumping around lake.
04.04.01.03	Electrical transmission lines in conduit along TBL
04.04.01.04	Run Gas main along TBL
04.04.02	Strike a deal with RR company to rebuild roadbed between I-5 and Willamette River / Milwaukie (?).
04.04.02.01	Eliminates at grade crossings (Safety)
04.04.02.02	Eliminates horn blowing in morning (04:00 U)
05	Recognition of the Birdshill area
05.01	Explain the attributes of the selection process used for the LOPTTAS committee.
05.01.01	Lack of Public notice of the committee formulation
05.01.02	“Kinda Acquiescence” to exclusion of representatives
05.01.02.01	From
05.01.02.02	Sellwood District
05.01.02.02.01	West Linn
05.01.02.02.01	Note West Linn represents about 30% of base year 2005, ridership for the direct Tri-Met Line 35 – Macadam bus line service along the west bank of the Willamette River between Oregon City north to Portland.
05.01.02.03	Stafford Hamlet
05.01.03	Preference for Developer representatives with stated Transit Oriented Development ties to local government members of the Willamette Line Consortium over stated opponents to concept of Streetcar, exclusion of Birdshill
05.01.03.01	Why no LOPPAC agenda items that included: ¹⁵⁰
05.01.03.01.01	Transit Oriented Crime (TOC).
05.01.03.01.02	Transit Assisted Home Invasions (TAHI).
05.01.03.01.03	Crimes on bike / pedestrian paths
05.01.04	Systematic and intentional discrimination of Charles B. Ormsby (Skip) and residents of Birdshill area.
05.01.04.01	Lake Oswego in Foothills District Advisory Plan
05.01.04.02	Lake Oswego visioning meetings for Foothills.
05.01.04.03	Lake Oswego Downtown Transit Alternatives Advisory Committee (DTAAC)
05.01.04.03.01	Placement of high density housing in Stampher Road area. ^{151 152}
05.01.04.03.01.01	Low water pressure to fire hydrants.
	Dangerous access for Stampher Road to OR Hwy 43 at MP 5.79 (OR Hwy 43 / Terwilliger Blvd & Stampher Road) instituted by members of Willamette Shore Line Consortium to support Willamette Shore Line Trolley and keep WSL ROW rights active.
05.01.04.04	Initial interview by Metro and
05.01.04.04.01	Lake Oswego Public Relations Person
	Joshua Thomas
05.01.04.04.02	Compare with Foothills Proposal by Gilmer and letter response in Lake Oswego Review at time of evaluation subsequent actions of Mayor Hammerstad. ^{153 154 155}
05.01.04.05	Selection of members only from Riverdale School District. ¹⁵⁶

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05.01.04.06	Lack of second interview for open position.
05.01.04.07	Veiled threat of exclusion of Birdshill area if interviewed member did not take position on LOPTTAAS.
05.01.04.08	Compare and contrast with appointment of Brian Newman to Lake Oswego Planning Commission. ¹⁵⁷
05.01.04.08.01	Resident of Lake Oswego Urban Growth Management Area (Resident of Clackamas County, rather than within the established city limits of Lake Oswego Oregon).
05.01.04.08.02	Supports extension of Portland Streetcar service to Lake Oswego.
05.01.04.08.02.01	Likely would not use streetcar due to transit pattern from Rosewood CPO / NA area of Lake Oswego UGMA to OHSU.
05.01.04.08.02.02	Residence is outside of "travel shed" used to model streetcar.
05.01.04.08.02.02.01	Explain why this map was delayed in being handed out to LOPTTAAS study committee.
05.01.05	Repeated statements by Ross Roberts of Metro referring to the Lack of "recognized neighborhood"
05.01.05.01	Compare with US constitution
05.01.05.02	Compare with treatment of "Foothills area.
05.01.05.03	Compare with treatment of Riverdale area.
05.01.05.04	Compare with treatment of West Linn area residents.
05.01.05.04.01	Neighborhood briefing of Hidden Springs.
05.01.05.04.02	Neighborhood briefing of Willamette.
05.01.05.04.03	Treatment of residents at LOPPAC meetings by Ross Roberts, admonishing them the refreshments are for committee (LOPPAC) members only.
05.01.05.05	Compare and contrast with repeated delays in preparing By-law documents for Birdshill area.
05.01.06	Power of Local Politicians
05.01.06.01	Judy Hammerstad –
05.01.06.01.01	See "Lake Oswego Streetcar a no-brainer" ⁴⁶
05.01.06.02	Lynn Peterson, Clackamas County Commissioner
05.01.06.02.01	Judy Hammerstad protégé. ¹⁵⁸
05.01.06.03	Backers of Oregon Ironworks / US Streetcar ¹⁵⁹
05.01.06.04	Jim Bernard, Mayor of Milwaukie
05.01.06.04.01	Ethical Issues: Milwaukie LR and property. ¹⁶⁰

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06	Personal recommendation of Charles B. Ormsby (Skip)
06.01	Preferred Alternative:
06.01.01	Combine elements of Express Bus and Streetcar
06.01.01.01	FIRST Fund new Sellwood Bridge (replacement) and access points and construct with neighborhood involvement
06.01.01.01.01	Insure connectivity and smooth calm flow of traffic in SW Portland through intersections of:
06.01.01.01.01.01	OR Hwy 43 and Sellwood Bridge
06.01.01.01.01.02	Terwilliger Blvd / Taylors Ferry Road
06.01.01.01.01.03	Terwilliger Blvd / Barbur Blvd
06.01.01.01.01.04	Bertha Blvd / Beav Hills Hwy (OR Hwy 10)
06.01.01.01.01.05	I-5 / Capital Hwy / Barbur Blvd.
06.01.01.01.02	Insure connectivity and smooth calm flow of traffic in SE Portland & Milwaukie through intersections of:
06.01.01.01.02.01	McGloughlin Bv (US 99E) / Tacoma Street
06.01.01.01.02.02	McGloughlin Bv (US 99E) / River Road
06.01.01.01.02.03	McGloughlin Bv (US 99E) / 17 th Avenue
06.01.01.01.02.04	McGloughlin Bv (US 99E) / Milwaukie Av
06.01.01.01.03	Provide means for Streetcar connectivity on Bridge.
06.01.01.02	Streetcar North Connectivity
06.01.01.02.01	Complete Streetcar "Circulator" within Portland Core Area (PCA)
06.01.01.02.01.01	Harrison Street to north
06.01.01.02.01.01.01	Run Streetcar on 2 nd or 4 th Ave north
06.01.01.02.01.01.02	Run Streetcar on Third Ave south
06.01.01.02.01.01.03	Connect with existing and proposed lines north of NW Glisan Street.
06.01.01.03	Streetcar South Connectivity
06.01.01.03.01	Terminate with future connections
06.01.01.03.01.01	At OR Hwy 43 MP 2.11,
06.01.01.03.01.02	Taylor's Ferry Road/Miles St.
06.01.01.03.01.03	Keep Excursion Trolley to Lake Oswego.
06.01.01.03.01.03.01	Secure WLS ROW
06.01.01.03.01.03.01.01	Recording cameras with night vision at:
06.01.01.03.01.03.01.02	So. boundary of Powers Marine Pk.
06.01.01.03.01.03.01.03	Elk Rock Tunnel.
06.01.01.03.01.03.01.04	Tryon Creek
06.01.01.03.01.04	Validate for court use.
06.01.01.03.01.04.01	Next Legs:
06.01.01.03.01.04.02	Sellwood-Reed College-Woodstock-Lents / after new bridge and access points are complete.
06.01.01.03.01.04.02.01	Lake Oswego / Stafford / West Linn?
06.01.01.03.01.04.02.02	OR Hwy 43 and River Road to West Linn?
06.01.01.03.01.04.02.03	OR Hwy 43, McVey Ave / Rosemont Rd to West Linn top of hill?
06.01.01.03.01.04.02.04	Tunnel from Oswego Creek to Stafford basin?

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06.01.01.03.01.04.02.03.01	Note 6+% grade on McVey at max climb limit of Streetcar.
06.01.01.03.01.04.02.03.02	Else McVey Ave would need to be widened with severe impacts to adjacent property owners.
06.01.02	Express Bus Service for Lake Oswego and West Linn
06.01.02.01	Run to / from Portland and on Transit Mall in PCA like Tri-Met Line 35 – Macadam service was routed for in schedule of 2005 Sep 04 Sunday (Labor Day) ⁹⁶
06.01.02.01.01	Stops south of Harrison Street
06.01.02.01.01.01	OHSU Tram (Lower Terminal)
06.01.02.01.01.02	John's Landing – OR 43 / Boundary Street
06.01.02.01.01.03	South Portland – OR 43 / Taylor's Ferry Rd
06.01.02.01.01.04	Run local mode south of Sellwood Bridge to Oregon City.
06.01.02.01.01.05	Possibly consider a Transit Station at or in vicinity of OR 43 (State Street) and A Ave
06.01.02.01.01.05.01	If Lake Oswegans: Can afford it by seeing all financial calculations and their derivation.
06.01.02.01.01.05.02	Vote upon any financial measure / means used to fund, operate and secure any facility.
06.01.02.02	Services from Lake Oswego.
06.01.02.02.01	Lake Grove District to PCC and Portland route.
06.01.02.02.01.01	No transfers at Kerr Parkway & Country Club.
06.01.02.02.01.02	Connect NW Lake Oswego to Lake Grove & PCC (Portland Community College directly
06.01.02.02.02	Lake Oswego to Tualatin for connection to WES
06.01.02.02.03	Lake Oswego to Tigard (Washington Sq?) via Kruse Way and connection to WES.
06.01.02.02.04	Lake Oswego to Multnomah via Lewis and Clark College, connect LC, Tryon Creek and LO.
06.01.02.03	Services from West Linn
06.01.02.03.01	Aim :Reduce transfers required for north – south movement between West Linn and MAX Lines
06.01.02.03.01.01	West Linn to Clackamas Town Center
06.01.02.03.01.02	West Linn to Gateway Transit Center.
06.01.02.03.02	Local Destinations
06.01.02.03.02.01	West Linn to Oregon City Red Soils District (Clackamas County Government Buildings)
06.01.02.03.02.02	Clackamas Community College.
06.01.02.03.02.03	Wilsonville
06.01.02.03.02.03.01	Let West Linn join SMART and leave Tri-Met service district due to exclusion of voting seats in LOPTTAAS processes.
06.01.03	Enhance safety of pedestrian crossings
06.01.03.01	Ross Island Bridge (OR Hwy 43 MP 00.64) So to Old Oregon City Bridge (OR Hwy 43 MP 11.43) Use "LightGuard" System to protect pedestrians in crossings. ⁸⁶
06.01.03.02	Use "Speed Reader Boards", to assist in control of traffic. ⁴⁹
06.01.03.03	Use cameras with night vision at intersections.
06.01.03.04	I4D2C all LARPA and issues wrt pedestrians.

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06.01.03.05	Validate all LARPA wrt pedestrians and out of court so that all LARPA may be understood by residents.
06.01.03.06	Institute processes of measure, monitor, and mitigate over time to adapt the system of law and deterrence to evolving, new and unknown conditions.
06.01.03.07	Validate the system of law enforcement and deterrence in all jurisdictions and courts
06.01.03.08	Enforce all LARPA in all courts.
06.01.03.09	Finance system of Pedestrian Improvements ¹⁶¹
06.01.03.10	Please complete the following table and fill cells with numbers requested for each jurisdiction:
06.01.03.10.01	Between the Ross Island Bridge at OR Hwy MP 0.20 (Kelly Ave) and the Old Oregon City Bridge at OR Hwy MP 11.43, what is the number in each of the following classes of vehicle – pedestrian accidents the members of the Willamette Shore Line Consortium are willing to tolerate along OR Hwy 43 within their administrative jurisdiction?
06.01.03.10.01.01	Near misses with no vehicle – pedestrian contact.
06.01.03.10.01.02	Minor vehicle – pedestrian contact.
06.01.03.10.01.03	Severe vehicle – pedestrian impact with resultant permanent motor disabilities
06.01.03.10.01.04	Fatalities.
06.01.04	No Pedestrian / Bike Trail on WSL ROW through:
06.01.04.01	Multnomah Co / Dunthorpe / Riverdale
06.01.04.02	Clackamas Co / Dunthorpe / Birdshill
06.01.04.03	Tri-Met – Zone One Fare, for Bicyclists:
06.01.04.03.01	Taylor's Ferry Road to Lake Oswego to mitigate safety issues in OR Hwy 43 “Red Zone” ¹⁶²
06.01.04.03.02	In place of hyper expensive bicycle path ¹⁶³
06.01.05	Mandate Future Studies:
06.01.05.01	<u>Lake Oswego AND West Linn TOGETHER</u>
06.01.05.01.01	Connection to Portland
06.01.05.01.02	Connection to Milwaukie
06.01.05.01.03	Connection with Wilsonville – Beaverton WES at Tualatin
06.01.05.01.04	Feeder Line Services
06.01.05.01.05	Energy Supply Issues for vehicles
06.01.05.01.06	Water Supply for LO and traffic management on OR Hwy 43 on State Street. ¹⁶⁴
06.01.05.02	DMU Milwaukie / Tualatin
06.01.05.02.01	Eliminate at grade crossing of Tillamook Branch Line at OR Hwy 43 MP 06.19.
06.01.05.02.02	Rebuild roadbed
06.01.05.02.02.01	Eliminate at grade crossings
06.01.05.02.02.01.01	OR 43 west to I-5
06.01.05.02.02.01.02	Eliminates “Horn Blowing” at 04:00 U.
06.01.05.02.03	Combine with “Utility Corridor”
06.01.05.02.03.01	Sewer Main alongside Tillamook Branch Line ROW and not in Lake.
06.01.05.02.03.01.01	Personal Bet: LOIS or Lake Oswego Interceptor Sewer will fail well before 70 year life span.

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06.02	Land Use Modifications
06.02.01	Modify Metro Code Chapter 3.07 18& codify intent expressed by Ross Roberts, transportation planning manager that Metro has no plans to increase population in order to justify streetcar, other high capacity transit modes for:
06.02.01.01	Dunthorpe / Multnomah Co / Riverdale
06.02.01.02	Dunthorpe / Clackamas Co / Birdshill
06.02.01.03	Update Comprehensive Plans For:
06.02.01.03.01	Multnomah County Oregon
06.02.01.03.02	Clackamas County Oregon
06.02.01.03.03	City of Portland Oregon
06.02.01.03.04	City of Lake Oswego Oregon
06.03	Generate a comprehensive MS4W or surface water management plan for:
06.03.01.01	Dunthorpe / Multnomah Co / Riverdale
06.03.01.02	Dunthorpe / Clackamas Co / Birdshill
06.03.01.03	Simulate to validate the plan and LARPA
06.04	Generate a comprehensive emergency evac plan for
06.04.01	Dunthorpe / Multnomah Co / Riverdale
06.04.02	Dunthorpe / Clackamas Co / Birdshill
06.04.03	For following scenarios
06.04.03.01	Fire caused by sparking of Streetcar
06.04.03.01.01	Note KATU – Rail Grinding in Gorge 2008 July 16 Wed 17:12 U (5:12 PM PT)
06.04.03.02	Earthquake Subduction episode.
06.04.04	Simulate to validate the plan wrt LARPA
06.05	Generate a comprehensive crime deterrence plan
06.05.01	Address issue of meth tweakers and metal thefts
06.05.01.01	Design standards for streetcar to prevent effects of metal removal that can become catastrophic.
06.05.01.01.01	Example high school bleacher collapse in town on lower Columbia River. Metal thieves had taken partial bracing from stands. Bracing removal reduced bleacher design load capacity invisibly. When loaded bleacher stands collapsed.
06.05.01.02	ID and permanently monitor metal thieves and associates gleaned in penitentiaries.
06.05.02	Neighborhood involvement and authorization.
06.05.03	Streetcar users
06.05.04	Simulate to validate the plan wrt LARPA.
06.06	Generate a comprehensive Pedestrian Safety access plan
06.06.01	OR Hwy 43 corridor.
06.06.01.01	Ross Island Bridge so to Old Oregon City Bridge (OR Hwy 43 MP_00.20 to OR Hwy 43 MP 11.43)
06.06.01.01.01	Prioritize intersections
06.06.01.01.02	Show current project IDs
06.06.01.02	Lake Oswego area not on OR Hwy 43
06.06.01.03	Technologies
06.06.01.03.01	LightGuard system or equivalent
06.06.01.03.01.01	Night Vision
06.06.01.03.01.02	Recording Cammeras
06.06.01.03.01.03	Imbeded LEDs in roadways
06.06.01.03.01.04	Solar Pannel power.

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06.07	Generate a comprehensive traffic management plan
06.07.01	Boundaries
06.07.01.01	Willamette River east to centerline of
	SW Barbur Blvd or I-5
06.07.01.02	Barbur Blvd south to Willamette River between
	Canby –Wilsonville.
06.07.02	Sensor net
06.07.02.01	Note:
06.07.02.01.01	Sensors should collect real time data on traffic
	movements.
06.07.02.01.02	The aim should be to assess then project data
	collected to prevent neighborhood cut through
	traffic in Lake Oswego and SW Portland prior to
	infill development and / or expansion of the UGB
	(Urban Growth Boundary) in the Stafford area.
06.07.02.01.03	OR Hwy 43 - McVey Ave – Stafford Rd has
	been designated a regional evacuation route.
06.07.02.02	Attributes
06.07.02.02.01	Sensor coils imbedded in roadways for ongoing
	real time vehicle counts
06.07.02.02.02	Sensors linked to central repository for data
	collection
06.07.02.02.03	Visual capabilities including night vision and
	inclement weather (ice storms).
06.07.02.02.04	Note: The customer does not know about data
	collection until they see it. Then the customer
	will want what they see or go to where they can
	get it no matter what obstacles governments or
	planners put in their path.
06.08	Scrap the existing “Public Involvement Plan” this plan
	should more aptly be titled a “Propaganda Infusion Process”
06.08.01	Equal “vetting” of all neighborhoods and “civic groups”
	such as a chamber of commerce in a travel shed area.
06.08.02	Timely “vetting” of groups six months prior to search for
	study area committee members.
06.08.03	Resolution of all boundary conditions
06.08.04	Inventory of exiting neighborhood conditions
06.08.05	Equal representation of all neighborhoods.
06.08.06	Equal access to all representatives that is enjoyed by
	Developers and Lawyers representing their “interests”
06.08.06.01	Invitations to such events as the “Get Centered”
06.08.07	Access to GIS data systems to create or have created
	maps that are neighborhood centric to a corridor study.
06.08.07.01	ESRI Arc Explorer For Windows ¹⁶⁵
06.08.08	Presentation of calculations in a manner that can be
	understood and is required under Oregon Goal 1,
	Technical Information.
06.08.09	Summary specification sheets that easily explain
	equipment to lay people who have limited knowledge of
	transportation issues.
06.08.10	Presentation of all LARPA with respect to a
	neighborhood.
06.08.10.01	Present conditions of LARPA
06.08.10.02	Transition (Construction) conditions of LARPA
06.08.10.03	Future conditions of LARPA.
06.08.11	Validation of LARPA especially at boundary conditions

Public Comments on Metro LOPTP and Talking Points of Charles B. Ormsby (Skip)

Private Meeting With: Roger Martin, LO Streetcar Lobbyist, and John Hedlund Resident of Birdshill 2008 Jun 26 Thu 15:00 U

06.08.12	Establish Relations with all libraries in a travel shed.
06.08.12.01	PDF file creation and edit capabilities
06.08.12.01.01	PDF files are the most likely means of communicating with government entities.
06.08.12.02	Common placement in reference sections
06.08.12.02.01	Know the reference librarians
06.08.12.02.01.01	This is implied in Goal One 28 which has been completely disrespected by the LOPTTAAS PIP.
06.08.12.02.01.01.01	Examine / Test / Compare the condition of documents at:
06.08.12.02.01.01.01.01	Lake Oswego OR Library
06.08.12.02.01.01.01.02	West Linn OR Library
06.08.12.02.01.01.01.03	Hillsdale / Portland / Mult Co Library.
06.08.13	Google Earth Capabilities
06.08.14	Website Capabilities
06.08.14.01	The website for LOPTTAAS was pathetic and unprofessional.
06.08.14.01.01	Meeting documents not placed for timely downloads
06.08.14.01.02	Novice file naming conventions.
06.08.14.01.03	Oversize files – place on a kilobyte diet.
06.08.14.01.04	Try a comparison with Swiss Rail (http://www.rail.ch) technical website.
06.08.14.01.04.01	Clear Graphics
06.08.14.01.04.02	Clear language even when translated.
06.08.14.01.05	Expunge the phrase “You can find it on our website.”
06.08.14.01.05.01	Like the classic “You can’t miss it.”
06.08.15	If model person / family needed:
06.08.15.01	Find a family with terminal case of ALS / Lou Gehrig’s Disease in the final months.
06.08.15.01.01	Workload is asymptotic, implies a cliff jump up.
06.08.15.01.02	These people have amassed technology rapidly.
06.08.15.01.03	The council and Metro employees might develop some empathy with “Abysmal Land-use Systems that will paralyze and vivisect existing neighborhoods.
06.08.16	Plans that are chucked over the fence.
06.08.16.01	Let someone else solve the next phase
06.08.16.01.01	No policing plans to protect anyone or property.
06.08.16.01.02	No emergency evac plans to protect life and limb.
06.08.16.01.03	Integration – not likely
06.08.16.01.03.01	No concept of a system
06.08.16.01.03.02	No precepts or laws of “social engineering”
06.08.16.01.03.03	Only deals for designated landowners
06.08.16.01.03.03.01	Foothills District land owners
06.08.16.01.03.03.02	Macadam frontage land owners
06.08.16.01.03.04	Other property holders get:
06.08.16.01.03.04.01	Nose bleed section participation
06.08.16.01.03.04.02	Contempt for questions asked.
06.08.16.02	Costs that are not exposed.
06.08.16.02.01	Models for costs that are low ball estimates without safety factors for inflation.

Acronyms referred to in Talking Points

3M	Measure, Monitor and Mitigate, with evolving process over time all inconsistencies and issues in Birdhill area between LARPA at and between all levels of governance and residents.
ATA	Unknown, used in Lake Oswego Foothills Refinement Plan
BH	Birdhill, 2 letter abbreviation
BRDH	Birdhill, 4 letter abbreviation.
CCOM	Clackamas County emergency dispatch center. From LO handout: Service Improvements at a Glance during 2003 subjugation attempt (ORS Chapter 195 Urban Service Provider Annexation). Cross reference with LOCOM. NOTE time delay in emergency dispatch response time.
CPO	Community Planning Organization, Clackamas County Oregon construct for citizen involvement.
CRG	Columbia River Gorge
DEIS	Draft Environmental Impact Statement
DLC	Donation Land Claim (Oregon Land Survey Term), see tax assessor maps at ORMAP website.
DMU	Diesel Motor Unit. Transit vehicle constructed to US rail road vehicle standards. Runs with existing trains on standard US gauge railroad lines. Example: Wilsonville OR to Beaverton OR Tri-Met suburb to suburb service. Expected to commence operation in 2008 Fall. Other example operations in Salt Lake City UT. Prime manufacturer, Colorado Railcar.
DTAAC	City of Lake Oswego: Downtown Transportation Alternatives Analysis Committee, prior to 2004 March referred to as Streetcar Advisory Committee. Note Downtown Lake Oswego refers to about a 200 yd / meter radius from the intersection of OR Hwy 43 (State Street) / A Avenue (OR Hwy MP 06.13) on the eastside of Lake Oswego.
FD	Fire Department
FDRP	Foothills District Refinement Plan, Lake Oswego area bounded by: east – centerline of the Willamette River, south – by Leonard Street (approximately), west – centerline of State St (OR Hwy 43), north – centerline of Tryon Creek. Study conducted by the City of Lake Oswego funded by ODOT grant – TGM ATA#23397, circa 2004 June – 2005 June.
GPS	Global Positioning System (Satellite System used for navigation and location of points on Earth)
HS	High School
I4D2C	Identify, Delineate, Describe, Define, Discuss, Cross Reference and Cross Relate. Process of exposing issues between governing entities and levels in the Birdhill area to insure LARPA are revealed, aligned and validated prior to unintended consequences evolving, taking root and becoming accepted (or ignored) behavior.
ID	Identification
LARPA	Laws, Administrative Rules, Policies and Agreements
LED	Light Emitting Diode, Used in LightGuard Pedestrian Crossing System.
LNG	Liquefied Natural Gas
LO	Lake Oswego
LOCC	Lake Oswego City Council
LOCOM	Lake Oswego Communications Emergency dispatch center. From LO handout: Service Improvements at a Glance during 2003 subjugation attempt (ORS Chapter 195 Urban Service Provider Annexation). Cross reference with CCOM. NOTE time delay in emergency dispatch response time.
LOIS	Lake Oswego Interceptor Sewer. In the lake buoyant sewer interceptor, 20,000 ft long. Construction starts 2008 Fall.
LOPTP	Lake Oswego to Portland Transit Project, announced in Federal Register 2008 Apr 16 Wednesday Pages 20741 – 20743.
LOPTTAAS	Lake Oswego to Portland Transit and Trails Alternatives Analysis Study Metro Study circa 2005 Jul – 2007 Jul of OR Hwy 43 Corridor Options.
LR	Light Rail
MAX	Metropolitan Area Xpress (Portland Metro / Tri-Met Light Rail Service)
MP	Mile Point
NA	Neighborhood Association
ODOT	Oregon Department of Transportation
OR	Oregon
OR 43 MP	Oregon Highway 43 Mile Point
PAC	Policy Advisory Committee

Acronyms referred to in Talking Points Continued

PCA	Portland Core Area. Area bounded by centerline of the Willamette River west to centerline of Interstate-405, (I-405, or Stadium Freeway, and south to centerline of I-5.
PGE	Portland General Electric
PO Boxes	Post Office Boxes (Mail Boxes located at United States Post Office facility)
RFID	Radio Frequency Identifier (tag). Tag placed on packages to permit tracing by radio frequency at selected checkpoints.
ROW	Right-of-way, refers to property on which a roadway, bikeway, or rail bed exists.
TAHI	Transit Assisted Home Invasion
TEA-21	Transportation Equity Act for the 21 st Century.
TGM	Transportation Growth Management Program. a joint program of the Oregon Department of Transportation (ODOT) and the Oregon Department of Land Conservation and Development (DLCD or LCD)
TOD	Transit Oriented Development
UGB	Urban Growth Boundary
UGMA	Urban Growth Management Area
USGS	United States Geological Survey (Department of the Interior)
WES	Water Environmental Services, Clackamas County Department in charge of sewer services for portions of Clackamas County.
WSL	Willamette Shore Line, aka Jefferson Street ROW
WSL Consortium	Local Government Consortium consisting of seven (7) members. 1. Oregon Dept of Transportation, 2. Tri-Met, 3. Metro, 4. County of Multnomah OR, 5. County of Clackamas OR, 6. City of Portland OR, and 7. City of Lake Oswego OR. Formed in 1988 to purchase the Jefferson Street right-of-way from the Southern Pacific Rail Road Company. The right-of-way at the time of purchase ran from approximately SW Jefferson Street in the Portland Core Area which is at about the Hawthorne Bridge at Willamette River Mile 13.0 south to Lake Oswego at approximately the Tillamook Branch Line crossing of Oregon Highway 43 (State Street) at OR Hwy 43 MP 06.19 or about Willamette River Mile 20.4.
WSL ROW	Willamette Shore Line right-of-way
WRM	Willamette River Mile. Reference points on Willamette River from confluence with Columbia River at base point, WRM_000.0 south to headwaters south of Eugene Oregon.

Public Comments on Metro LOPTP and Talking Points of Charles B. Ormsby (Skip)
Private Meeting With: Roger Martin, LO Streetcar Lobbyist, and John Hedlund Resident of Birdhill 2008 Jun 26 Thu 15:00 U

Documents Reviewed / Referred to in Talking Points

- ¹ Title: Lake Oswego to Portland Transit and Trail Alternatives Analysis Policy Advisory Committee Minutes
Date: 2007 Apr 24 Tue 17:30 U (5:30 PM PT)
Type: Meeting Minutes of LOPPAC Public Comments, Lewis and Clark College access
to Willamette Shore Line & Lake Oswego.
Mtg: LOPTTAAS, 2007 Apr 24 Tue 17:30 U. Agenda Item I (1) Public Comments,
Carl Vance of Lewis & Clark College, page 2.
Auth: Not Applicable
File: MTMN_MTRO_LOPTTAAS_2007_04Apr_24Tu_1730U.pdf
Hlink: ..\ZRef_Fils\MTMN_MTRO_LOPTTAAS_2007_04Apr_24Tu_1730U.pdf

- ² Title: Intent to prepare an Environmental Impact Statement for the Lake Oswego to Portland
Transit Project in the Portland OR Metropolitan Area
Date: 2008 Apr 14 We 06:00 R (6:00 AM ET)
Type: Notice placed in Federal Register, by US Dept Transportation
Federal Transportation Administration Region 10 Office Seattle WA on 2008 Apr 15 Tue 08:45 U
Auth: Not Applicable
File: NOTC_FREG_RG10_LOPTP_DEIS_2008_04Apr_16We_0600R.pdf
Hlink: ..\ZRef_Fils\NOTC_FREG_RG10_LOPTP_DEIS_2008_04Apr_16We_0600R.pdf

- ³ Title: "Lake Oswego" (Quadrangle)
Date: 1970 Jan 01 Th 17:00 U (5:00 PM PT)
Type: Map US Size "D" (22 in x 44.0 in)
Auth: USGS, USGS (US Geological Survey)
File: PPDP_BRDH_Map_Lib_Catalogue_2007_01Jan_02Tu_0700U.PDF or PPT, Slide 2 of 24
Hlink: ..\ZRef_Fils\PPDP_BRDH_Map_Lib_Catalog_2007_01Jan_02Tu_0700U.pdf
File: EXTR_BHMapLibCat_LO_Quad_2007_01Jan_02Tu_0700U.pdf
Hlink: ..\ZRef_Fils\EXTR_BHMapLibCat_LO_Quad_2007_01Jan_02Tu_0700U.pdf

- ⁴ Title: "Relative Earthquake Hazard", (GSM-91)
Date: 1995 Jan 01 Su Th 17:00 U (5:00 PM PT)
Type: US Size "D" (22 in x 44.0 in)
Auth: OR Dept of Geology
File: PPDP_BRDH_Map_Lib_Catalog_2007_01Jan_02Tu_0700U.pdf or PPT, Slide 3 of 24
Hlink: ..\ZRef_Fils\PPDP_BRDH_Map_Lib_Catalog_2007_01Jan_02Tu_0700U.pdf
File: EXTR_BHMapLibCat_Earthquake_2007_01Jan_02Tu_0700U.pdf
Hlink: ..\ZRef_Fils\EXTR_BHMapLibCat_Earthquake_2007_01Jan_02Tu_0700U.pdf

- ⁵ Title: Digital Video Log 504
Date: 2003 Dec 02 Tuesday 08:30 U (8:30 AM PT)
Type: List of ODOT Oregon Hwy 43 Mile Points. Note OR Hwy 43 also referred to as Hwy 003 & and Lake Oswego Hwy
Mtg: Paul Wirfs, PE, ODOT, Urban Hydraulic Engineer, Geo / Hydro Section, Technical Service
ODOT Headquarters, 355 Capitol St NE, Room 301, Salem OR 97301-3871,
Ph: 503.896.3365, Em: paul.r.wirfs@odot.state.or.us
Mtg Held at Barlow Building, 3700 SE 92 nd Ave, Portland OR
Auth: Not applicable
File: LIST_ODOT_DSTR_OR43MP_2003_12Dec_08Tu_0830U.pdf, (ODOT OR Hwy 43 Mile Points)
Hlink: ..\ZRef_Fils\LIST_ODOT_DSTR_OR43MP_2003_12Dec_08Tu_0830U.pdf

Public Comments on Metro LOPTP and Talking Points of Charles B. Ormsby (Skip)
Private Meeting With: Roger Martin, LO Streetcar Lobbyist, and John Hedlund Resident of Birdhill 2008 Jun 26 Thu 15:00 U

⁶ Title: State Highways
Date: 2003 Dec 02 Tuesday 08:30 U (8:30 AM PT)
Type: List of State Highways in the State of Oregon
Mtg: Paul Wirfs, PE, ODOT, Urban Hydraulic Engineer, Geo / Hydro Section, Technical Service
ODOT Headquarters, 355 Capitol St NE, Room 301, Salem OR 97301-3871,
Ph: 503.896.3365, Em: paul.r.wirfs@odot.state.or.us
Mtg Held at Barlow Building, 3700 SE 92 nd Ave, Portland OR
Auth: Not applicable
File: LIST_ODOT_PLAN_StHwys_2003_12Dec_02Tu_0830U.pdf (ODOT List of OR State Hwys)
Hlink: ..\ZRef_Fils\LIST_ODOT_PLAN_StHwys_2003_12Dec_02Tu_0830U.pdf

⁷ Title: Glossary of Terms
Date: 2003 Dec 02 Tuesday 08:30 U (8:30 AM PT)
Type: Glossary of Terms with respect to Oregon Highways and ODOT lists
Mtg: Paul Wirfs, PE, ODOT, Urban Hydraulic Engineer, Geo / Hydro Section, Technical Service
ODOT Headquarters, 355 Capitol St NE, Room 301, Salem OR 97301-3871,
Ph: 503.896.3365, Em: paul.r.wirfs@odot.state.or.us
Mtg Held at Barlow Building, 3700 SE 92 nd Ave, Portland OR
Auth: Not applicable
File: GLOS_ODOT_DSTR_TermMP_2003_12Dec_08Tu_0830U.pdf (ODOT Glossary of Terms)
Hlink: ..\ZRef_Fils\GLOS_ODOT_DSTR_TermMP_2003_12Dec_08Tu_0830U.pdf

⁸ Title: OR Hwy 43 Mile Point List
Date: 2007 Jun 28 Thursday 16:00 U (4:00 PM PT)
Type: Spreadsheet of Oregon Hwy 43 Mile Points
Auth: Charles B. Ormsby (Skip), Birdhill Sentinel
File: SPSH_BRDH_OR43_MilePt_2007_06Jun_28Th_1600U.pdf
(Birdhill list of OR 43 Mile Pts, Equivalent Willamette River Miles, and Tri-Met Bus Stops Numbers)
Hlink: ..\ZRef_Fils\SPSH_BRDH_OR43_MilePt_2007_06Jun_28Th_1600U.pdf

⁹ Title: One-two punch lurks in the Pacific
Date: 2005 Jan 17 Monday 06:00 U (6:00 AM PT)
Type: Article from Oregonian, Section A: Headlines, Page s A1 & A4
Auth: Richard L. Hill
File: WSEnv_ATCL_OREG_Earthquake_2005_01Jan_17Mo_0600U.pdf
Hlink: ..\ZRef_Fils\WSEnv_ATCL_OREG_Earthquake_2005_01Jan_17Mo_0600U.pdf

¹⁰ Title: What if quake hit six counties (Mid Willamette Valley Counties)
Date: 2008 Jul 15 Tuesday 06:00 U (6:00 AM PT)
Type: Article from Oregonian, Section D: Metro, Page s D1 & D6
Auth: Michael Milstein
File: WSEnv_ATCL_OREG_Earthquake_2008_07Jul_15Tu_0600U.pdf
Hlink: ..\ZRef_Fils\WSEnv_ATCL_OREG_Earthquake_2008_07Jul_15Tu_0600U.pdf

¹¹ Title: Elevation Cut Lines WRT Center-Line of Willamette River
Date: 2007 Mar 18 Sunday 12:00 U (12:00 PM PT)
Type: MAP US A size (8.5 inch x 11 inch), (Portrait), Charles B. Ormsby (Skip)
Source: USGS Lake Oswego Quadrangle Map, 1973, 1:24 000 (Reduced 64%)
File: MPUA_BH3601_2007_03Mar_18Su_1200U.pdf, 97 kb.
Hlink: ..\ZRef_Fils\MPUA_BH3601_2007_03Mar_18Su_1200U.pdf

Public Comments on Metro LOPTP and Talking Points of Charles B. Ormsby (Skip)
Private Meeting With: Roger Martin, LO Streetcar Lobbyist, and John Hedlund Resident of Birdshill 2008 Jun 26 Thu 15:00 U

¹² Title: Elevations With Respect to Willamette River
Date: 2006 Jul 09 Sunday 22:00 U (10:00 PM PT)
Type: Table, 1 page (Landscape), Charles B. Ormsby (Skip)
Source: USGS Lake Oswego Quadrangle Map, 1973, 1:24 000 and NOAA Willamette River
File: SPTB_3503_Elevations_WRT_WLRV_2006_07Jul_09Su_2200U.pdf, 24 kb.
Hlink: ..\ZRef\Fils\SPTB_3503_Elevations_WRT_WLRV_2006_07Jul_09Su_2200U.pdf

¹³ Title: Willamette River Miles Portland to Oregon City vs. Elevations
Date: 2006 Jul 09 Sunday 22:00 U (10:00 PM PT)
Type: Spreadsheet Graph (SPGR), 1 page (Landscape), Charles B. Ormsby (Skip)
File: SPGR_WLRM_Elv_PTOC_2006_07Jul_09Su_2200U.pdf, 20 kb.
Hlink: ..\ZRef\Fils\SPGR_WLRM_Elv_PTOC_2006_07Jul_09Su_2200U.pdf

¹⁴ Title: Willamette River Miles in RVNA, BRDH, FTHL, OLTN vs. Elevations
Date: 2006 Jul 09 Sunday 22:00 U (10:00 PM PT)
Type: Spreadsheet Graph (SPGR), 1 page (Landscape), Charles B. Ormsby (Skip)
File: SPGR_WLRM_Elv_RBFO_2006_07Jul_09Su_2200U.pdf, 16 kb.
Hlink: ..\ZRef\Fils\SPGR_WLRM_Elv_RBFO_2006_07Jul_09Su_2200U.pdf

¹⁵ Title: Willamette River Miles in BRDH (Birdshill CPO vs. Elevations)
Date: 2006 Jul 09 Sunday 22:00 U (10:00 PM PT)
Type: Spreadsheet Graph (SPGR), 1 page (Landscape), Charles B. Ormsby (Skip)
File: SPGR_WLRM_Elv_BRDH_2006_07Jul_09Su_2200U.pdf, 20 kb.
Hlink: ..\ZRef\Fils\SPGR_WLRM_Elv_BRDH_2006_07Jul_09Su_2200U.pdf

¹⁶ Title: A trail to nowhere right now
Date: 2008 May 15 Thursday 09:00 U (9:00 AM PT)
Type: Article from Lake Oswego Review, Section A: Lake Oswego, pages A1 & A2.
Auth: Lee Van Der Voo, Staff Reporter
File: WSLMS4_ATCL_LORV_SWMPlan_2008_05May_15Th_0900U.pdf
Hlink: ..\ZRef\Fils\WSLMS4_ATCL_LORV_SWMPlan_2008_05May_15Th_0900U.pdf

¹⁷ Title: Lake Oswego Dock
Date: 2005 Jun 06 Monday 17:00 U. (5:00 PM PT) Beginning with US Army Core of Engineers Letter
Type: Letter: US Army Corps of Engineers to Birdshill
Mtg: Lake Oswego City Council Agenda Item 8.1, 2005 Apr 04 Tuesday 18:00 U (6:00 PM PT)
Auth: Not applicable
File: AGND_2006_04Apr_04Tu_1815U_LOCC_Item_081.pdf
Hlink: ..\ZRef\Fils\AGND_2006_04Apr_04Tu_1815U_LOCC_Item_081.pdf
File: PQKT_USCE_LKOS_FHDock_2005_06Jun_15Tu_1700U.pdf
Hlink: ..\ZRef\Fils\PQKT_USCE_LKOS_FHDock_2005_06Jun_15Tu_1700U.pdf

¹⁸ Title: Chapter 3.07 – Urban Growth Management Plan – Regional Functional Plan Requirements
Date: 2007 Jul 05 Thursday 21:00 U (9:00 PM PT)
Type: Metro Code Edition: 2005 Sep 21 We 17:00 U (5:00 PM PT)
Auth: Not applicable
File: EXTR_MTRO_Code_Ch307_2005_09Sep_21We_1700U.pdf
Hlink: ..\ZRef\Fils\EXTR_MTRO_Code_Ch307_2005_09Sep_21We_1700U.pdf

Public Comments on Metro LOPTP and Talking Points of Charles B. Ormsby (Skip)
Private Meeting With: Roger Martin, LO Streetcar Lobbyist, and John Hedlund Resident of Birdhill 2008 Jun 26 Thu 15:00 U

- ¹⁹ Title: Willamette Shore Line Stations and Population Densities
Date: 2006 May 23 Tuesday 11:00 U (11:00 AM PT)
Type: Extract MAP of Willamette Shore Line, Stations – Birdhill, Willamette Shore Line Stations and Population Densities
Auth: Charles B. Ormsby (Skip), Birdhill Sentinel
File: EXTR_PPEP_WSLPop_2006_05May_23Tu_1100U.pdf
Hlink: [..\ZRef Fils\EXTR_PPEP_WSLPop_2006_05May_23Tu_1100U.pdf](#)
- ²⁰ Title: Portland Streetcar Influence on Development
Date: 2007 Feb 13 Tue 17:30 U (5:30 PM PT)
Type: Power Point Handout two slides per page,
Page 5, Slide 9, Ground Rules. Mentions Birdhill as NOT being rezoned.
Mtg: LOPTTAAS, 2007 Feb 13 Tue 17:30 U Agenda Item IV (4) Streetcar & Development
Auth: Ross Roberts, Transportation Planning Manager, Ph: 503.797.1752, Em: robertsr@metro.dst.or.us
File: PPH2_MTRO_LOPC_SCnDev_2007_02Feb_17Tu_1730U.pdf (PPH2 Presentation Handout)
Hlink: [..\ZRef Fils\PPH2_MTRO_LOPC_SCnDev_2007_02Feb_17Tu_1730U.pdf](#)
File: AGND_MTRO_LOPC_LOPTTAAS_2007_02Feb_17Tu_1730U.pdf (Agenda for the meeting)
Hlink: [..\ZRef Fils\AGND_MTRO_LOPC_LOPTTAAS_2007_02Feb_17Tu_1730U.pdf](#)
- ²¹ Title: Serial (Series) Partitions
Date: 2006 Apr 11 Tuesday 18:00 U (6:00 PM PT)
Type: Staff Report (Council Report) to City of Lake Oswego Oregon
Mtg: LOCC, 2006 Apr 11 Tue 18:00 U. Agenda Item 3.2, Serial (Series) Partitions
Auth: Sidero Sin, City of Lake Oswego Oregon Planner.
File: CNRP_LOCC_SerPrt_2006_4Apr_11Tu_1800U.pdf
Hlink: [..\ZRef Fils\CNRP_LOCC_SerPrt_2006_4Apr_11Tu_1800U.pdf](#)
File: AGND_2006_04Apr_11Tu_1800U_LOCC_Item_032_EXBT_E1_2005_Annex.pdf (2005 Annex Status)
Hlink: [..\ZRef Fils\AGND_2006_04Apr_11Tu_1800U_LOCC_Item_032_EXBT_E1_2005_Annex.pdf](#)
File: AGND_2006_04Apr_11Tu_1800U_LOCC_Item_032_EXBT_E2_Serial_Prtm.pdf, (City County Partition Compare)
Hlink: [..\ZRef Fils\AGND_2006_04Apr_11Tu_1800U_LOCC_Item_032_EXBT_E2_Serial_Prtm.pdf](#)
- ²² Title: Natural Resource Inventory Update
Date: 2007 Mar 06 Tuesday 18:00 U (6:00 PM PT)
Type: DVD and Transcript Files
Mtg: LOCC, 2007 Mar 06 Tue 18:00 U. Agenda Item 8.2 Natural Resources Inventory Update,
Auth: Jonna Papaefthimiou, Natural Resource Planner
DVD: LOCC 2007 Apr 03 Tue, Extract of Agenda Item 8.2, Distributed to Birdhill residents by Karen Rose.
File: EXTR_AGPK_LOCC_Itm082_2007_03Mar_06Tu_1800U.pdf (Extract of Meeting Packet For Item 8.2)
Hlink: [EXTR_AGPK_LOCC_Itm082_2007_03Mar_06Tu_1800U.pdf](#)
File: TSCP_LOCC_CounMtg_2007_03Mar_06Tu_1800U.pdf (Partial Transcript of Meeting)
Hlink: [..\ZRef Fils\TSCP_LOCC_CounMtg_2007_03Mar_06Tu_1800U.pdf](#)
File: TSTM_BRDH_LOCC_NatRsr_2007_04Apr_03Tu_1800U.pdf (Public Testimony before LOCC (DRAFT))
Hlink: [..\ZRef Fils\TSTM_BRDH_LOCC_NatRsr_2007_04Apr_03Tu_1800U.pdf](#)
File: MPUB_LKOS_NatRsr_2007_02Feb_07We_1700U.pdf
Hlink: [..\ZRef Fils\MPUB_LKOS_NatRsr_2007_02Feb_07We_1700U.pdf](#)
- ²³ Title: Encapsulation of Issues Regarding Metro TAZ (Transportation Analysis Zones) – Neighborhoods and Population Densities.
Date: 2007 Feb 22 Thursday 09:00 U (9:00 AM PT)
Type: Power Point Encapsulation Presentation by Charles B. Ormsby (Skip), Hand delivered to
Metro Planning Director Robin McArthur., Ph: 503.797.1714, Em: mcarthurr@metro.dst.or.us
Mtg: LONAC Land Use Summit, 2007 Feb 28 Wed 19:00 U, Lake Oswego City Hall, Council Chambers
Auth: Charles B. Ormsby (Skip), Birdhill Sentinel
File: PPEP_MTRO_TAZNbrhd_2007_02Feb_22Th_0900U.pdf
Hlink: [..\ZRef Fils\PPEP_MTRO_TAZNbrhd_2007_02Feb_22Th_0900U.pdf](#)
File: PPEP_BRDH_MTRO_PopFigs_2007_02Feb_28We_1915U.pdf (Request Detail)
Hlink: [..\ZRef Fils\PPEP_BRDH_MTRO_PopFigs_2007_02Feb_28We_1915U.pdf](#)
File: TSTM_BRDH_MTRO_LandSm_2007_02Feb_28We_1915U.pdf (Public Testimony Cover Sheet)
Hlink: [..\ZRef Fils\TSTM_BRDH_MTRO_LandSm_2007_02Feb_28We_1915U.pdf](#)

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Prepared By: Charles B. Ormsby (Skip)

Produce Filename: TKPT_CBOX_DSTR_LOPTP_DEIS_2008_06Jun_26Th_1500U.doc

Release Filename: TKPT_CBOX_DSTR_LOPTP_DEIS_2008_06Jun_26Th_1500U.pdf

Public Comments on Metro LOPTP and Talking Points of Charles B. Ormsby (Skip)
Private Meeting With: Roger Martin, LO Streetcar Lobbyist, and John Hedlund Resident of Birdhill 2008 Jun 26 Thu 15:00 U

- ²⁴ Title: Planning priorities play out on Interstate
Date: 2008 Jun 26 Thursday 09:00 U (9:00 AM PT)
Type: Article from Portland Tribune
Auth: Jim Redden
File: WSLlnd_ATCL_PTRB_Interstate_2008_06Jun_26Th_0900U.pdf
Hlink: [..\ZRef_Fils\WSLLnd_ATCL_PTRB_Interstate_2008_06Jun_26Th_0900U.pdf](#)
- ²⁵ Title: The Mythical World of Transit Oriented Development
Date: 2007 Jan 22 Monday 14:00 U (2:00 PM PT)
Type: Report from Cascade Policy Institute
Auth: John A. Charles, MPA and Michael Barton, PhD
File: CPI_Myth_TOD_Orenco.pdf (Source documents for extract)
Hlink: [..\ZRef_Fils\CPI_Myth_TOD_Orenco.pdf](#)
File: EXTR_PopContract_2007_01Jan_22Mo_1400U.pdf (Extract)
Hlink: [..\ZRef_Fils\EXTR_PopContract_2007_01Jan_22Mo_1400U.pdf](#)
- ²⁶ Title: Prospects improve for east-side streetcar
Date: 2008 Jul 03 Thursday 09:00 U (9:00 AM PT)
Type: Article from Portland Tribune
Auth: Nick Budnick Section A: Portland, page A2
File: WSLlnd_ATCL_PTRB_SCnPopDensity_2008_07Jul_03Th_0900U.pdf
Hlink: [..\ZRef_Fils\WSLLnd_ATCL_PTRB_SCnPopDensity_2008_07Jul_03Th_0900U.pdf](#)
- ²⁷ Title: City of Lake Oswego Interim Evaluation Report
Date: 2006 May 01 Monday 17:00 U (5:00 PM PT)
Type: Extract from Lake Oswego Report: City of Lake Oswego Interim Evaluation Report, Submitted to Oregon State Department of Environmental Quality, DEQ File Permit 101348, DEQ File Number 108016.
Auth: City of Lake Oswego
File: EXTR_REPT_LOCG_ODEQ_MS4IER_2006_05May_01Mo_1700U.pdf
Hlink: [..\ZRef_Fils\EXTR_REPT_LOCG_ODEQ_MS4IER_2006_05May_01Mo_1700U.pdf](#)
- ²⁸ Title: Oregon Goal 1
Date: 2006 May 01 Monday 17:00 U (5:00 PM PT)
Type: Oregon Administrative Rule 660-015-0000-1, Goal 1 Citizen Involvement
Original Adoption: 1974 Dec 27 Friday Effective 1975 Jan 25 Saturday
Amended Adoption: 1988 Feb 17 Wednesday Effective 1988 Mar 31 Thursday.
Auth: State of Oregon Land Conservation and Development (LCD)C
File: OARX_660-015-0000-1_LCDC_goal01_1988_03Mar_31Th_1700U.pdf
Hlink: [..\ZRef_Fils\OARX_660-015-0000-1_LCDC_goal01_1988_03Mar_31Th_1700U.pdf](#)
- ²⁹ Title: Testimony in opposition to HB 2484 before the House Committee on Land Use and Environment
State of Oregon, 2005 Legislature
Date: 2005 Feb 16 Wednesday 16:30 U (4:30 PM PT)
Type: Public Testimony of the City of Portland wrt HB2484,
Changes to ORS Chapter 195 Urban Services Provider Annexations
Mtg: 2005 Oregon Legislature House Committee Hearing on HB 2484 at Oregon State Capitol Building
Auth: Bob Clay, Supervising Planner, City of Portland (Oregon), Bureau of Planning
File: TSTM_PTBP_OHSE_HB2484_2005_02Feb_16We_1630U.pdf
Hlink: [..\ZRef_Fils\TSTM_PTBP_OHSE_HB2484_2005_02Feb_16We_1630U.pdf](#)
File: TSTM_MPUA_EXHB_2005_02Feb_16We_1330U.pdf (Larger Map of Exhibit B)
Hlink: [..\ZRef_Fils\TSTM_MPUA_EXHB_2005_02Feb_16We_1330U.pdf](#)

Public Comments on Metro LOPTP and Talking Points of Charles B. Ormsby (Skip)
Private Meeting With: Roger Martin, LO Streetcar Lobbyist, and John Hedlund Resident of Birdshill 2008 Jun 26 Thu 15:00 U

- ³⁰ Title: City Council Study Session Minutes – Service Agreements
Date: 2003 Oct 17 Tuesday Monday 07:30 U (7:30 AM PT)
Type: Meeting minutes of the City of Lake Oswego City Council
Morning session study session to discuss 2003 Urban Service Provider Annexations (Subjugation)
Topic extracted was a change in the Urban Service Provider Boundary between Portland and Lake Oswego in the Dunthorpe / Clackamas Co / Birdshill area.
Auth: City of Lake Oswego Oregon
File: EXTR_MTMN_LOCC_Pg15_2003_10Oct_17Fr_0730U.pdf
Hlink: ..\ZRef_Fils\EXTR_MTMN_LOCC_Pg15_2003_10Oct_17Fr_0730U.pdf
- ³¹ Title: What's TOD got to do with it
Date: 2007 Jan 01 Monday 17:00 U (5:00 PM PT)
Type: Web Page Printout from <http://www.TODAdvocate.com>
Examine file page 13 of 15 Buy Land
Auth: Henry Stephan Markus, AICP. Seattle WA
File: WBPg_TODAdvc_OR_Ptld_Metro_TOD_Lessons_2007_01Jan_01Mo_1700U.pdf
Hlink: ..\ZRef_Fils\WBPg_TODAdvc_OR_Ptld_Metro_TOD_Lessons_2007_01Jan_01Mo_1700U.pdf
- ³² Title: What's TOD got to do with it
Date: 2007 Jan 01 Monday 18:00 U (6:00 PM PT)
Type: Web Page Printout from <http://www.TODAdvocate.com>
Examine file page 13 of 15 Buy Land
Auth: Henry Stephan Markus, AICP. Seattle WA
File: WBPg_TODAdvc_OR_Ptld_Metro_TOD_Lessons_2007_01Jan_01Mo_1800U.pdf
Hlink: ..\ZRef_Fils\WBPg_TODAdvc_OR_Ptld_Metro_TOD_Lessons_2007_01Jan_01Mo_1800U.pdf
- ³³ Title: Meeting Notes: MAX, Trails and Evolving Crime Impacts on Clackamas County
Date: 2007 Jan 10 Wednesday 19:00 U (7:00 PM PT)
Type: Scanned notes from Journal and Business Cards Scan or input
Mtg: Panel Presentation / Discussion at Oak Lodge Citizens Informed and Aware,
Rose Villa, Fellowship Hall, 13505 SE River Rd, Oak Grove OR
Auth: Charles B. Ormsby (Skip), Birdshill Sentinel
File: MTNT_OCIA_BRDH_TrnCrm_2007_01Jan_10We_1900U.pdf
Hlink: ..\ZRef_Fils\MTNT_OCIA_BRDH_TrnCrm_2007_01Jan_10We_1900U.pdf
- ³⁴ Title: Robberies rise as other crimes fall, Robbery: Many street crimes happen near transit
Date: 2007 Jun 08 Friday 09:00 U (9:00 AM PT)
Type: Article from Portland Tribune, Section A: Portland, pages A1 & A2.
Auth: Nick Budnick
File: WSLPed_ATCL_PTRB_TranCr_2007_06Jun_08Fr_0900U.pdf
Hlink: ..\ZRef_Fils\WSLPed_ATCL_PTRB_TranCr_2007_06Jun_08Fr_0900U.pdf
- ³⁵ Title: Beating victim 71, may sue Tri-Met and city of Gresham
Date: 2007 Nov 11 Tuesday 06:00 U (6:00 AM PT)
Type: Article from Oregonian, Oregon Live Web Page Printout
Auth: Not Specified
File: WSLCrm_ATCL_OREG_GrshBtng_2007_11Nov_06Tu_2347U.pdf
Hlink: ..\ZRef_Fils\WSLCrm_ATCL_OREG_GrshBtng_2007_11Nov_06Tu_2347U.pdf

Public Comments on Metro LOPTP and Talking Points of Charles B. Ormsby (Skip)
Private Meeting With: Roger Martin, LO Streetcar Lobbyist, and John Hedlund Resident of Birdhill 2008 Jun 26 Thu 15:00 U

- ³⁶ Title: TriMet chief goes on the offensive for safety
Date: 2007 Dec 07 Friday 09:00 U (9:00 AM PT)
Type: Article from Portland Tribune, Section A: Portland, page A1 and A2.
Auth: Jim Redden
File: WSLSec_ATCL_PTRB_MAXnSecurity_2007_12Dec_07Fr_0900U.pdf
Hlink: ..\ZRef_Fils\WSLSec_ATCL_PTRB_MAXnSecurity_2007_12Dec_07Fr_0900U.pdf
- ³⁷ Title: Streetcar taken for a ride
Date: 2006 Feb 02 Friday 09:00 U (9:00 AM PT)
Type: Article from Portland Tribune, Section A: Portland, pages A1, A4, & A5.
Auth: Peter Korn
File: WSLFin_ATCL_PTRB_SCFare_2006_02Feb_07Fr_0900U.pdf
Hlink: ..\ZRef_Fils\WSLFin_ATCL_PTRB_SCFare_2006_02Feb_07Fr_0900U.pdf
- ³⁸ Title: 8 hit in LA Bus Stop Shooting
Date: 2008 Feb 27 Wednesday 19:06 U (7:06 PM PT)
Type: Article from LA Times, Web page printout.
Auth: Victoria Kim, others
File: WSLSec_ATCL_LATM_Bus_Stop_Shots_2008_02Feb_27We_1906U.pdf
Hlink: ..\ZRef_Fils\WSLSec_ATCL_LATM_Bus_Stop_Shots_2008_02Feb_27We_1906U.pdf
- ³⁹ Title: Bail stands for girl in MAX case
Date: 2008 July 08 Tuesday 06:00 U (6:00 AM PT)
Type: Article from Oregonian, Section B: Metro, pages B1, & B8.
Auth: Amiee Green
File: WSLSec_ATCL_OREG_MAXnSecurity_2008_07Jul_08Tu_0600U.pdf
Hlink: ..\ZRef_Fils\WSLSec_ATCL_OREG_MAXnSecurity_2008_07Jul_08Tu_0600U.pdf
- ⁴⁰ Title: Rider Safety Not Addressed In Honolulu Rail Plans
Date: 2008 Apr 08 Tuesday 13:31 W (1:31 PM HT)
Type: Article from Hawaii Reporter, Web page print.
Auth: Dale Evans
File: WSLSec_HWRP_ATCL_RiderSafety_2008_04Apr_08Tu_1331W.pdf
Hlink: ..\ZRef_Fils\WSLSec_HWRP_ATCL_RiderSafety_2008_04Apr_08Tu_1331W.pdf
- ⁴¹ Title: The dark side of recycling
Date: 2008 May 15 Thursday 08:00 U (8:00 AM PT)
Type: Article from Portland Tribune, Web page print.
Auth: Daniel Savickas
File: WSLSec_ATCL_PTRB_MetalTheft_2008_05May_15Th_0800U.pdf
Hlink: ..\ZRef_Fils\WSLSec_ATCL_PTRB_MetalTheft_2008_05May_15Th_0800U.pdf
- ⁴² Title: Thieves Storm I-205 Light Rail Project
Date: 2008 Mar 28 Friday 17:00 U (5:00 PM PT)
Type: Article from Daly Journal of Commerce Portland, Web page print.
Auth: Dale Evans
File: WSLSec_ATCL_DJCP_Theftm_MaxGreen_2008_03Mar_28Fr_1700U.pdf
Hlink: ..\ZRef_Fils\WSLSec_ATCL_DJCP_Theftm_MaxGreen_2008_03Mar_28Fr_1700U.pdf

Public Comments on Metro LOPTP and Talking Points of Charles B. Ormsby (Skip)
Private Meeting With: Roger Martin, LO Streetcar Lobbyist, and John Hedlund Resident of Birdshill 2008 Jun 26 Thu 15:00 U

⁴³ Title: Five thieves learn taking statues is not easy money
Date: 2008 July 15 Tuesday 06:00 U (6:00 AM PT)
Type: Article from Oregonian, Section A: Headlines, pages A1 & A5.
Auth: Aimee Green
File: WSLSec_ATCL_OREG_Art_Metal_Theft_2008_07Jul_15Tu_0600U.pdf
Hlink: ..\ZRef_Fils\WSLSec_ATCL_OREG_Art_Metal_Theft_2008_07Jul_15Tu_0600U.pdf

⁴⁴ Title: Metal Theft Name Plate – Pamela Blake
Date: 2008 July 16 Wednesday 02:00 U (2:00 AM PT)
Type: Powerpoint encapsulation presentation.
Auth: Charles B. Ormsby (Skip), Birdshill Sentinel
File: PPEP_CBOX_Metal_Plate_Theft_2008_07Jul_16We_0200U.pdf
Hlink: ..\ZRef_Fils\PPEP_CBOX_Metal_Plate_Theft_2008_07Jul_16We_0200U.pdf

⁴⁵ Title: West Linn (OR) requests closure of rest stop
Date: 1991 Jul 03 Wednesday 06:00 U (6:00 AM PT)
Type: Article from Oregonian , Section B: Metro South, page B2
Auth: Stan Federman
File: WSLPed_ATCL_OREG_205Rst_1991_07Jul_03We_0600U.pdf (Closure of I-205 Rest Area at West Linn)
Hlink: ..\ZRef_Fils\WSLPed_ATCL_OREG_205Rst_1991_07Jul_03We_0600U.pdf

⁴⁶ Title: Lake Oswego streetcar a no-brainer
Date: 2008 July 15 Tuesday 06:00 U (6:00 AM PT)
Type: Column from Oregonian, Section D: Metro, pages D1.
Auth: Steve Duin
File: WSLSec_ATCM_OREG_DUIN_NIMBY_2008_07Jul_15Tu_0600U.pdf
Hlink: ..\ZRef_Fils\WSLSec_ATCM_OREG_DUIN_NIMBY_2008_07Jul_15Tu_0600U.pdf

⁴⁷ Title: A Difficult Mix Along The Trail
Date: 2004 Oct 05 Tuesday 06:00 U (6:00 AM PT)
Type: Article from Oregonian: Section B: Metro, Pages B1 and B2
Auth: Tim Sullivan, Special To Oregonian
File: WSLPed_ATCL_OREG_SprCor_2004_10Oct_05Tu_0600U.pdf
Hlink: ..\ZRef_Fils\WSLPed_ATCL_OREG_SprCor_2004_10Oct_05Tu_0600U.pdf

⁴⁸ Title: MAC to the future
Date: 2006 Aug 29 Thursday 06:00 U (6:00 AM PT) Should be Tuesday
Type: Article from Portland Tribune: Section A: Portland, Pages A1, A4, & A5
Auth: Nick Budnick
File: WSLBcy_ATCL_PTRB_AssultMAC_2006_08Aug_29Th_0900U.pdf
Hlink: ..\ZRef_Fils\WSLBcy_ATCL_PTRB_AssultMAC_2006_08Aug_29Th_0900U.pdf

⁴⁹ Title: Speed Reader Boards In Tualatin Oregon
Date: 2007 Dec 12 Wednesday 17:00 U (5:00 PM PT)
Type: Power Point Encapsulation Presentation, ,
Auth: Charles B. Ormsby (Skip), Birdshill Sentinel
File: PPEP_BRDH_MTRO_Speed_Boards_2007_12Dec_12We_1700U.pdf
Hlink: ..\ZRef_Fils\PPEP_BRDH_MTRO_Speed_Boards_2007_12Dec_12We_1700U.pdf

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Prepared By: Charles B. Ormsby (Skip)

Produce Filename: TKPT_CBOX_DSTR_LOPTP_DEIS_2008_06Jun_26Th_1500U.doc

Release Filename: TKPT_CBOX_DSTR_LOPTP_DEIS_2008_06Jun_26Th_1500U.pdf

Public Comments on Metro LOPTP and Talking Points of Charles B. Ormsby (Skip)
Private Meeting With: Roger Martin, LO Streetcar Lobbyist, and John Hedlund Resident of Birdhill 2008 Jun 26 Thu 15:00 U

- ⁵⁰ Title: Bike enthusiasts aim for political staying power
Date: 2006 Jun 16 Friday 06:00 U (6:00 AM PT)
Type: Article from Oregonian: Section C: Metro, Pages C6
Auth: Not identified
File: WSLBcy_ATCL_OREG_Political_Pwr_2006_06Jun_16Fr_0600U.pdf
Hlink: ..\ZRef_Fils\WSLBcy_ATCL_OREG_Political_Pwr_2006_06Jun_16Fr_0600U.pdf
- ⁵¹ Title: State drops proposal to ban bikes on freeways
Date: 2006 Aug 31 Thursday 06:00 U (6:00 AM PT)
Type: Article from Oregonian: Section C: Metro, Pages B1 & B9.
Auth: James Mayer
File: WSLBcy_ATCL_OREG_Bike_ban_Fwys_2006_08Aug_31Th_0600U.pdf
Hlink: ..\ZRef_Fils\WSLBcy_ATCL_OREG_Bike_ban_Fwys_2006_08Aug_31Th_0600U.pdf
- ⁵² Title: Streets to call their own
Date: 2006 Jun 16 Friday 06:00 U (6:00 AM PT)
Type: Article from Oregonian: Section A: Headlines, Pages A1 & A6.
Auth: Jeff Mapes
File: WSLPed_ATCL_OREG_BikenBlvd_2006_06Jun_16Fr_0600U.pdf
Hlink: ..\ZRef_Fils\WSLPed_ATCL_OREG_BikenBlvd_2006_06Jun_16Fr_0600U.pdf
- ⁵³ Title: Public path or private property
Date: 2007 Feb 15 Thursday 08:00 U (8:00 AM PT)
Type: Article from Lake Oswego Review: Section A: Lake Oswego, Pages A1 & A10.
Auth: Lee Van Der Voo
File: WSLPed_ATCL_LORV_LOnBikePlan_2007_02Feb_15Th_0800U.pdf
Hlink: ..\ZRef_Fils\WSLPed_ATCL_LORV_LOnBikePlan_2007_02Feb_15Th_0800U.pdf
- ⁵⁴ Title: Lake Oswego Trails and Pathways Master Plan
Date: 2003 Jun 17 Tu 18:00 U (6:00 PM PT)
Type: Report and Approved Plan by City of Lake Oswego City Council
Auth: City of Lake Oswego Planning
File: REPT_LKOS_MstrBike_2003_06Jun_17Tu_1800.PDF
Hlink: ..\ZRef_Fils\REPT_LKOS_MstrBike_2003_06Jun_17Tu_1800.PDF
- ⁵⁵ Title: Conceptual Trails and Pathways Master Plan
Date: 2003 Jun 17 Tu 18:00 U (6:00 PM PT)
Type: US Size B (11 in x 17 in)
Auth: City of Lake Oswego Planning
File: MPUB_LKOS_MstrBike_2003_06Jun_17Tu_1800.PDF
Hlink: ..\ZRef_Fils\MPUB_LKOS_MstrBike_2003_06Jun_17Tu_1800.PDF
- ⁵⁶ Title: Service Improvements at a Glance Note bulleted item (1) refers to emergency dispatch centers and response time.
Date: 2003 Aug 04 Monday 19:00 U (7:00 PM PT)
Type: Page Handout from City of Lake Oswego OR to Forest Highlands NA / CPO
Mtg: Interview session, Metro staff member, Metro Consultant, and City of Lake Oswego staff member.
Auth: City of Lake Oswego Oregon
File: HNOT_LKOS_FRHL_SvcImpr_2003_08Aug_04Mo_1900U.pdf
Hlink: ..\ZRef_Fils\HNOT_LKOS_FRHL_SvcImpr_2003_08Aug_04Mo_1900U.pdf

Public Comments on Metro LOPTP and Talking Points of Charles B. Ormsby (Skip)
Private Meeting With: Roger Martin, LO Streetcar Lobbyist, and John Hedlund Resident of Birdhill 2008 Jun 26 Thu 15:00 U

- ⁵⁷ Title: The Nature of 2040 – The regions 50 year plan for managing growth
Date: 2000 Jun 01 Friday 17:00 U (5:00 PM PT)
Type: Report (REPT), 20 pages, Metro
Note Metro Filename: 2040History.pdf, most files downloaded from websites are renamed with a suffix to aide in finding documents especially those in PDF file format.
Cross Ref: Metro 2040 plan concept map
File: MPUE_MTRO_2040_Concept_2002_11Nov_12Tu_1700U.pdf
Hist: FNHS_MPUE_MTRO_2040_Concept_2002_11Nov_12Tu_1701U.pdf
Hlink: ..\ZRef_Fils\MPUE_MTRO_2040_Concept_2002_11Nov_12Tu_1700U.pdf
File: REPT_MTRO_2040History_2000_06Jun_01Fr_1700U.pdf, 782 kb.
Hist: FNHS_REPT_MTRO_2040History_2000_06Jun_01Fr_1701U.pdf
Hlink: ..\ZRef_Fils\REPT_MTRO_2040History_2000_06Jun_01Fr_1700U.pdf
- ⁵⁸ Title: Tri-Met Schedules, Effective Sept 4 2005 (Sunday)
Date: 2005 Sep 04 Sunday 00:00 U (12:00 AM PT)
Type: Paper Back Schedule Book, Published By Tri-Met Each September. 448 pages. Contact AORTA for loaners.
File: EXTR_PBCK_TMET_SchdBook_2005_09Sep_04Su_0000U.pdf, 139 kb.
None, Paper copy only. Call / go to Tri-Met or AORTA for specific edition.
Hlink: ..\ZRef_Fils\EXTR_PBCK_TMET_SchdBook_2005_09Sep_04Su_0000U.pdf
- ⁵⁹ Title: Tri-Met Portland Area Map or 2005 System Map
Date: 2005 Sep 04 Sunday 00:00 U (12:00 AM PT)
Type: Map US Size E (MPUE), 1 page, Tri-Met
File: MPUE_TMET_2005Ln_2005_09Sep_04Su_0000U.pdf, 1,552 kb.
Hlink: ..\ZRef_Fils\MPUE_TMET_2005Ln_2005_09Sep_04Su_0000U.PDF
- ⁶⁰ Title: Metro Corridor Roll Map South Map Coverage & Jurisdictions within Birdhill
Date: 2007 Mar 18 Sunday 12:00 U (12:00 PM PT)
Type: MAP US A size (8.5 inch x 11 inch), (Portrait), Charles B. Ormsby (Skip)
Source: USGS Lake Oswego Quadrangle Map, 1973, 1:24 000 (Reduced 64%)
File: MPUA_BH3702_2007_03Mar_18Su_1200U.pdf, 475 kb.
Hlink: ..\ZRef_Fils\MPUA_BH3702_2007_03Mar_18Su_1200U.pdf
- ⁶¹ Title: Solitary deputy patrols westside
Date: 2006 Apr 28 Friday 09:00 U (9:00 AM PT)
Type: Article from Portland Tribune: Section A: Portland, Pages A1 & A5.
Auth: Jacob Quinn Sanders
File: SecSaf_ATCL_PTRB_MultCo_Sheriff_2006_04Apr_28Fr_0900U.pdf
Hlink: ..\ZRef_Fils\SecSaf_ATCL_PTRB_MultCo_Sheriff_2006_04Apr_28Fr_0900U.pdf
- ⁶² Title: Lines are drawn in water
Date: 2006 May 12 Friday 09:00 U (9:00 AM PT)
Type: Article from Portland Tribune: Section A: Portland, Pages A1 & A2.
Auth: Jacob Quinn Sanders
File: SecSaf_ATCL_PTRB_MultCo_Sheriff_2006_05May_12Fr_0900U.pdf
Hlink: ..\ZRef_Fils\SecSaf_ATCL_PTRB_MultCo_Sheriff_2006_05May_12Fr_0900U.pdf
- ⁶³ Title: Portland 'zoo bombing' gets more risky
Date: 2006 Jun 06 Tuesday 20:46 U (8:46 PM PT)
Type: Article printout from KGW website.
Auth: Not identified
File: WSLBcy_ATCL_KGWx_ZooBmb_2006_06Jun_06Tu_2046U.pdf
Hlink: ..\ZRef_Fils\WSLBcy_ATCL_KGWx_ZooBmb_2006_06Jun_06Tu_2046U.pdf

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Prepared By: Charles B. Ormsby (Skip)

Produce Filename: TKPT_CBOX_DSTR_LOPTP_DEIS_2008_06Jun_26Th_1500U.doc
Release Filename: TKPT_CBOX_DSTR_LOPTP_DEIS_2008_06Jun_26Th_1500U.pdf

Public Comments on Metro LOPTP and Talking Points of Charles B. Ormsby (Skip)
Private Meeting With: Roger Martin, LO Streetcar Lobbyist, and John Hedlund Resident of Birdshill 2008 Jun 26 Thu 15:00 U

- ⁶⁴ Title: Where are the deputies
Date: 2006 Sep 28 Thursday 06:00 U (6:00 AM PT)
Type: Article from Oregonian: Section Southwest Weekly: , Pages SW01, SW12, SW13, & SW14.
Auth: Aimee Green
File: SecSaf_ATCL_OREG_ClackCo_Sheriff_2006_09Sep_28Th_0600U.pdf
Hlink: [..\ZRef_Fils\SecSaf_ATCL_OREG_ClackCo_Sheriff_2006_09Sep_28Th_0600U.pdf](#)
- ⁶⁵ Title: Ask the cop
Date: 2006 Jul 13 Thursday 08:00 U (8:00 AM PT)
Type: Article from Lake Oswego Review: Section A: Lake Oswego, A10 & A11.
Auth: Not identified & Officer Suzanne Potts
File: WSLBcy_ATCL_LORV_LAWBik_2006_07Jul_13Th_0800U.pdf
Hlink: [WSLBcy_ATCL_LORV_LAWBik_2006_07Jul_13Th_0800U.pdf](#)
- ⁶⁶ Title: Bike crash morphs into melee
Date: 2008 July 10 Thursday 06:00 U (6:00 AM PT)
Type: Article from Oregonian: Section A: Headlines, Pages A1 & A4.
Auth: Maxine Bernstein
File: WSLBcy_ATCL_OREG_AssaultnFlwUp_2008_07Jul_10Th_0600U.pdf
Hlink: [..\ZRef_Fils\WSLBcy_ATCL_OREG_AssaultnFlwUp_2008_07Jul_10Th_0600U.pdf](#)
- ⁶⁷ Title: Worlds collide on Portland's Streets
A cyclist's alleged attack on a motorist reignites debate over how best to share the road
Date: 2008 July 11 Friday 06:00 U (6:00 AM PT)
Type: Article from Oregonian: Section A: Headlines, Pages A1 & A15.
Auth: Stephen Beaven and Maxine Bernstein
File: WSLBcy_ATCL_OREG_AssaultnFlwUp_2008_07Jul_11Fr_0600U.pdf
Hlink: [..\ZRef_Fils\WSLBcy_ATCL_OREG_AssaultnFlwUp_2008_07Jul_11Fr_0600U.pdf](#)
- ⁶⁸ Title: COMPLAINT: Bicyclists on Terwilliger Blvd Clackamas Co Road 212092
Date: 2008 July 14 Monday 12:00 U (12:00 PM PT)
Type: Complaint from Charles B. Ormsby (Skip) to police, government, and press.
Auth: Charles B. Ormsby (Skip), Birdshill Sentinel
File: CMPT_CBOX_DSTR_Bike_n_TerwBv_2008_07Jul_14Mo_1200U.pdf
Hlink: [..\ZRef_Fils\CMPT_CBOX_DSTR_Bike_n_TerwBv_2008_07Jul_14Mo_1200U.pdf](#)
- ⁶⁹ Title: Encapsulation of Issues Regarding Bike Safety Corridor on Terwilliger Blvd Enforcement Issues
Date: 2008 July 14 Monday 12:00 U (12:00 PM PT)
Type: Power Point Encapsulation Presentation
Auth: Charles B. Ormsby (Skip), Birdshill Sentinel
File: PPEP_CLMP_TRWB_Enforce_2008_07Jul_14Mo_1200U.pdf
Hlink: [..\ZRef_Fils\PPEP_CLMP_TRWB_Enforce_2008_07Jul_14Mo_1200U.pdf](#)
- ⁷⁰ Title: LOPTP_and_Terwilliger_Bld_Bicycle_Law_Enforcement
Date: 2008 July 14 Monday 17:00 U (12:00 PM PT)
Type: Email to Partial Distribution List
Auth: Charles B. Ormsby (Skip), Birdshill Sentinel
File: EMAL_2008_07Jul_14Mo_1745U_CBOX_DSTR_LOPTP_n_Terwilliger_Bv.pdf
Hlink: [..\ZRef_Fils\EMAL_2008_07Jul_14Mo_1745U_CBOX_DSTR_LOPTP_n_Terwilliger_Bv.pdf](#)

Public Comments on Metro LOPTP and Talking Points of Charles B. Ormsby (Skip)
Private Meeting With: Roger Martin, LO Streetcar Lobbyist, and John Hedlund Resident of Birdhill 2008 Jun 26 Thu 15:00 U

⁷¹ Title: Talking Points With Consultant to Metro Regional Government of Oregon
Date: 2005 May 05 Thursday 13:00 U (1:00 PM PT)
Type: Power Point Speaker Handouts, Photocopied after interview session,
Mtg: Interview session, Metro staff member, Metro Consultant, and City of Lake Oswego staff member.
Auth: Charles B. Ormsby (Skip), Birdhill Sentinel
File: TKPT_BRDH_MTRO_WSLC_2005_05May_05Th_0700U.pdf
Hlink: ..\ZRef Fils\TKPT_BRDH_MTRO_WSLC_2005_05May_05Th_0700U.pdf

⁷² Title: Meeting Notes: Lake Oswego Fire Chief about LOPTTAAS DEIS with Charles B. Ormsby (Skip)
Date: 2008 Jul 07 Monday 14:00 U (2:00 PM PT)
Type: Meeting Note format (MTNT),
Mtg: Private and Personal Meeting of Charles B. Ormsby (Skip) Birdhill Area and LO Fire Chief Ed Wilson
Auth: Charles B. Ormsby (Skip), Birdhill Sentinel
File: MTNT_CBOX_LOFD_LOPTP_DEIS_2008_07Jul_07Mo_1400U.pdf
Hlink: ..\ZRef Fils\MTNT_CBOX_LOFD_LOPTP_DEIS_2008_07Jul_07Mo_1400U.pdf

⁷³ Title: LO Fire Chief Meeting Notes 2008 Jul 07 Mo 14:00U
Date: 2008 Jul 07 Monday 14:00 U (2:00 PM PT)
Type: Meeting Note format (MTNT),
Mtg: Private and Personal Meeting of Charles B. Ormsby (Skip) Birdhill Area and LO Fire Chief Ed Wilson
Auth: Charles B. Ormsby (Skip), Birdhill Sentinel
File: EMAL_2008_07Jul_14Mo_1705U_CBOX_DSTR_Fire_Chief_LO_Meeting_Notes.pdf
Hlink: ..\ZRef Fils\EMAL_2008_07Jul_14Mo_1705U_CBOX_DSTR_Fire_Chief_LO_Meeting_Notes.pdf

⁷⁴ Title: 2004_May_25_Tue_700_PM_PT_Mtg_on_Willamette_Shore_Trolley_Corridor
Date: 2004 May 24 Monday 13:00 U (1:00 PM PT)
Type: E-mails before and after Riverdale Neighborhood Meeting of 2004 May 25 Tuesday 19:00 U at Riverdale ES Gym.
Question 16.0, Impact on personal finances for Multnomah LCA and Clackamas County TCA
Question 24.3, Scenario of Emergency along WSL ROW Trestle below OR Hwy 43 MP 4.0 at OR 43 / Riverwood Rd.
Question 24.3, Scenario of Emergency along WSL ROW in Elk Rock Tunnel OR Hwy 43 MP 4.9 at OR 43 / Breyman Rd.
Mtg: Reference to Riverdale Neighborhood Meeting of 2004 May 25 Tuesday 19:00 U at Riverdale ES Gym
Auth: Charles B. Ormsby (Skip), Birdhill Sentinel
File: EMAL_2004_05May_24Mo_0058U_CBOX_DSTR_Riverdale_Mtg_WSL_Trolley.pdf (Actural Email)
Distribution, Birdhill Area Residents, Portland Media, Governmental Entities
Hlink: ..\ZRef Fils\EMAL_2004_05May_24Mo_0058U_CBOX_DSTR_Riverdale_Mtg_WSL_Trolley.pdf
File: EMAL_2004_05May_24Mo_1300U_BRDH_Media.pdf (Before Meeting)
Distribution, Birdhill Area Residents, Portland Media, Governmental Entities
Hlink: ..\ZRef Fils\EMAL_2004_05May_24Mo_1300U_BRDH_Media.pdf
File: EMAL_2004_05May_25Tu_2155U_BRDH_Post_Meeting.pdf (Post Meeting)
Hlink: ..\ZRef Fils\EMAL_2004_05May_25Tu_2155U_BRDH_Post_Meeting.pdf

⁷⁵ Title: The Red Electrics – Southern Pacific's Oregon Interurban
- Wreck at Bertha
Date: 2008 Jul 07 Monday 14:00 U (2:00 PM PT)
Type: Book, Lots of Pictures (GREAT)
Auth: Tom Dill & Walter R. Grande, Pacific fast mail
File: BOOK_DILL_Tom_Red_Electrics_SP.pdf (Note File will be updated within by 2008 Labor Day)
Hlink: ..\ZRef Fils\BOOK_DILL_Tom_Red_Electrics_SP.pdf

⁷⁶ Title: City fears next wildfire, Fire conditions in Portland 'may be worst ever'
Date: 2001 Aug 10 Friday 09:00 U (9:00 AM PT)
Type: Article from Portland Tribune , Section A: Portland, pages A1 and A4.
Auth: Jenifer Anderson
File: FirePv_ATCL_PTRB_UPnSI_Fire_2001_08Aug_10Fr_0900U.pdf (Univ Portland / Swan Island Fire)
Hlink: ..\ZRef Fils\FirePv_ATCL_PTRB_UPnSI_Fire_2001_08Aug_10Fr_0900U.pdf

Page 44 of 58
Prepared By: Charles B. Ormsby (Skip)
Produce Filename: TKPT_CBOX_DSTR_LOPTP_DEIS_2008_06Jun_26Th_1500U.doc
Release Filename: TKPT_CBOX_DSTR_LOPTP_DEIS_2008_06Jun_26Th_1500U.pdf

⁷⁷ Title: From ashes residents' anger rises
– Lack of fire crew response and new codes upset Southern Californians,
who lost their homes to wildfires.
Date: 2004 Jan 11 Sunday 06:00 U (6:00 AM PT)
Type: Article from Oregonian, Section A: Headlines, pages A2.
Auth: Nick Madigan, New York Times News Service
File: FirePv_ATCL_OREG_CAnLessons_2004_01Jan_11Su_0600U.pdf (2004 CA Wildfires San Diego Co)
Hlink: ..\ZRef_Fils\FirePv_ATCL_OREG_CAnLessons_2004_01Jan_11Su_0600U.pdf

⁷⁸ Title: Pile of matchsticks goes up
– An inferno of unfinished apartments threatens nearby Forest Heights Homes
Date: 2004 Jul 14 Wednesday 06:00 U (6:00 AM PT)
Type: Article from Oregonian, Section A: Headlines, pages A1 and A6.
Auth: Noelle Crombie, April Simpson, & Stephen Beaven
File: FirePv_ATCL_OREG_MillerRd_2004_07Jul_14We_0600U.pdf (Miller Rd West Hills Fire)
Hlink: ..\ZRef_Fils\FirePv_ATCL_OREG_MillerRd_2004_07Jul_14We_0600U.pdf

⁷⁹ Title: Strategy hard work contain Miller Road fire
– Firefighters meet the tactical challenges of a five alarm blaze
Date: 2004 Jul 15 Thursday 06:00 U (6:00 AM PT)
Type: Article from Oregonian, Section A: Metro, pages B1 and B2.
Auth: Noelle Crombie
File: FirePv_ATCL_OREG_MillerRd_2004_07Jul_15Th_0600U.pdf (Miller Rd West Hills Fire)
Hlink: ..\ZRef_Fils\FirePv_ATCL_OREG_MillerRd_2004_07Jul_15Th_0600U.pdf

⁸⁰ Title: 2007 Santiago Fire Map and Orange County
– As of 2007 Oct 26 Friday 06:00 U (6:00 AM PT)
Date: 2007 Oct 26 Friday 06:00 U (6:00 AM PT)
Type: Map US Size A, 8.5 inch x 11.0 inch (w x h)
Auth: California Fire (CAL Fire)
File: MPUA_CAFR_WBPG_CA_OC_Santiagofire_2007_10Oct_26Fr_0600U.pdf
Hlink: ..\ZRef_Fils\MPUA_CAFR_WBPG_CA_OC_Santiagofire_2007_10Oct_26Fr_0600U.pdf

⁸¹ Title: 2007 Santiago Fire Map Evolution
– As of 2007 Oct 26 Friday 14:00 U (2:00 PM PT)
Date: 2007 Oct 26 Friday 14:00 U (2:00 PM PT)
Type: Map US Size A, 8.5 inch x 11.0 inch (w x h)
Auth: California Fire (CAL Fire)
File: MPUA_CAFR_WBPG_Evolv_CA_OC_Santiagofire_2007_10Oct_26Fr_1400U.pdf
Hlink: ..\ZRef_Fils\MPUA_CAFR_WBPG_Evolv_CA_OC_Santiagofire_2007_10Oct_26Fr_1400U.pdf

⁸² Title: For firefighters another foe: fatigue
– California | Weariness now makes it far more dangerous for men and women battling the blazes
Date: 2008 July 10 Thursday 06:00 U (6:00 AM PT)
Type: Article from Oregonian, Section A: Headlines, pages A1 & A4.
Auth: Felicity Berringer, New York Times News Service
File: FirePv_ATCL_OREG_CA_Wildfire_2008_07Jul_10Th_0600U.pdf
Hlink: ..\ZRef_Fils\FirePv_ATCL_OREG_CA_Wildfire_2008_07Jul_10Th_0600U.pdf
\

- ⁸³ Title: Evacuation
– California Fire
Date: 2007 Sep 04 Tuesday 17:00 U (5:00 PM PT)
Type: Evacuation handout and instructions.
Auth: California Fire (CAL Fire)
File: EVAC_CAFR_WBPG_EvacProcedures_2007_09Sep_04Tu_1700U.pdf
Hlink: ..\ZRef_Fils\EVAC_CAFR_WBPG_EvacProcedures_2007_09Sep_04Tu_1700U.pdf
- ⁸⁴ Title: Hello LOIS
– Interceptor plans are announced
Date: 2008 July 03 Thursday 09:00 U (9:00 AM PT)
Type: Article from Lake Oswego Review, Section A: Lake Oswego, pages A1 A6, & A7.
Auth: Lee Van Der Voo
File: MS4Swr_ATCL_LORV_LOIS_Sewer_2008_07Jul_03Th_0900U.pdf
Hlink: ..\ZRef_Fils\MS4Swr_ATCL_LORV_LOIS_Sewer_2008_07Jul_03Th_0900U.pdf
- ⁸⁵ Title: Trial by fire
– Evergreen says its 747 Supertanker will revolutionize aerial firefighting. Critics beg to differ
Date: 2005 Sep 10 Friday 09:00 U (9:00 AM PT)
Type: Article from Portland Tribune, Section A: Portland, pages A1, A2, and A3.
Auth: Ben Jacklet
File: FireEq_ATCL_PTRB_JetTankers_2005_09Sep_10Fr_0900U.pdf (Jet Tankers)
Hlink: ..\ZRef_Fils\FireEq_ATCL_PTRB_JetTankers_2005_09Sep_10Fr_0900U.pdf
- ⁸⁶ Title: How the LightGuard system works
Date: 2008 Apr 20 Sunday 15:00 U (3:00 PM PT)
Type: Webpage printout from Lightguard
Auth: Not specified
File: WSLPed_WBPG_LGSX_LightGuard_2008_04Apr_20Su_1500U.pdf (Lightguard Information Webpage print)
Hlink: ..\ZRef_Fils\WSLPed_WBPG_LGSX_LightGuard_2008_04Apr_20Su_1500U.pdf
File: EMAL_2008_04Apr_20Su_1630U_CBOX_DSTR_OR_43_Ped_Cross_Safe_Tech.pdf
E-mail to Metro with enclosure regarding lack of disclosure of LightGuard Pedestrian Safety System
Hlink: ..\ZRef_Fils\EMAL_2008_04Apr_20Su_1630U_CBOX_DSTR_OR_43_Ped_Cross_Safe_Tech.pdf
- ⁸⁷ Title: 5 years after tragedy, crossing made safer (Ped crossing US 101, Florence OR, Oregon coast)
Date: 2005 Mar 09 Wednesday 06:00 U (6:00 AM PT)
Type: Article from Oregonian, Section C: Metro / NW, page C9
Auth: Lori Thomas, Correspondent to Oregonian
File: WSLPed_ATCL_OREG_ODOTSafety_2005_03Mar_09We_0600U.pdf
Hlink: ..\ZRef_Fils\WSLPed_ATCL_OREG_ODOTSafety_2005_03Mar_09We_0600U.pdf
- ⁸⁸ Title: Map markup at Design Workshop
Date: 2006 May 30 Tuesday 17:30 U (5:30 PM PT)
Type: Common maps at various tables, marked maps to include restrooms at OR Hwy MP 3.0 Powers Marine Park.
Auth: Charles B. Ormsby (Skip), Birdhill Sentinel
File: Marked maps at 2006 May 30 Tuesday Design Work Shop, no agenda item ever discussed by LOPTTAAS
Hlink: NONE

Public Comments on Metro LOPTP and Talking Points of Charles B. Ormsby (Skip)
Private Meeting With: Roger Martin, LO Streetcar Lobbyist, and John Hedlund Resident of Birdshill 2008 Jun 26 Thu 15:00 U

- ⁸⁹ Title: Closure of restrooms at Powers Marine Park.
Date: 1970 – 1975
Type: No documents found, memory of Charles B. Ormsby (Skip)
Auth: None, no documents found for closure of restrooms at about OR Hwy 43 MP 3.0, circa 1970 – 1975.
File: None
Hlink: NONE
- ⁹⁰ Title: Relief Works makes case for more public restrooms
Date: 2006 Jun 28 Friday 06:00 U (6:00 AM PT)
Type: Article from Oregonian , Section D: Metro, pages D1 & D2
Auth: Su-Jin Yin
File: MS4Swr_ATCL_OREG_PbRsRm_2006_06Jun_28Fr_0600U.pdf
Hlink: [..\ZRef_Fils\MS4Swr_ATCL_OREG_PbRsRm_2006_06Jun_28Fr_0600U.pdf](#)
- ⁹¹ Title: Public Toilets for Old Town China Town (Portland OR)
Date: 2006 Feb 07 Tuesday
Type: Report from PHLUSH– Public Hygiene Lets Us Stay Human Study 2006 Feb 07 Tuesday for City of Portland)
Auth: Group authorship of PHLUSH
File: PHLUSHPP.PDF
Hlink: [..\ZRef_Fils\PHLUSHPP.PDF](#)
- ⁹² Title: Will public toilets bring more trouble than relief (Seattle WA)
Date: 2007 Mar 30 Friday 06:00 U (6:00 AM PT)
Type: Article from Portland Tribune, Section A: Headlines, Pages A1 and A10
Auth: Joseph Rose
File: MS4Swr_ATCL_OREG_PbRsRm_2007_03Mar_30Fr_0600U.pdf (Toilets More Trouble Than Relief, Seattle WA)
Hlink: [..\ZRef_Fils\MS4Swr_ATCL_OREG_PbRsRm_2007_03Mar_30Fr_0600U.pdf](#)
- ⁹³ Title: Toilets may spell relief, City PBA aim to provide safe clean public restrooms
Date: 2007 Feb 09 Friday 09:00 U (9:00 AM PT)
Type: Article from Portland Tribune, Section A: Portland, Pages A1 & A2.
Auth: Todd Murphy
File: MS4Swr_ATCL_PTRB_PbRsRm_2007_02Feb_09Fr_0900U.pdf
Hlink: [..\ZRef_Fils\MS4Swr_ATCL_PTRB_PbRsRm_2007_02Feb_09Fr_0900U.pdf](#)
- ⁹⁴ Title: Pedestrian Subways in Portland Oregon
Date: 2007 Dec 12 Wednesday 14:00 U (2:00 PM PT)
Type: Power Point Encapsulation Presentation (PPEP):
Auth: Charles B. Ormsby (Skip), Birdshill Sentinel
File: PPEP_BRDH_MTRO_PedSubway_2007_12Dec_12We_1400U.pdf (Pedestrian Subways In Portland)
Hlink: [..\ZRef_Fils\PPEP_BRDH_MTRO_PedSubway_2007_12Dec_12We_1400U.pdf](#)

Public Comments on Metro LOPTP and Talking Points of Charles B. Ormsby (Skip)
Private Meeting With: Roger Martin, LO Streetcar Lobbyist, and John Hedlund Resident of Birdshill 2008 Jun 26 Thu 15:00 U

⁹⁵ Title: Meeting of West Linn City Council and Metro Staff wrt LOPTTAAS and West Linn Interface / Transfers

Date: 2006 Aug 14 Monday 19:30 U (7:30 PM PT)

DVD: WLCC 2006 Aug 14 Mon 19:30 U, Time Point 00:07:00 – 00:25:00 on DVD 1 of 3

Time Point: 00:26:00 – Gas Tax 0.34 just pay for what is needed

Time Point: 00:27:30 – OR Hwy 43 Corridor Study

Time Point: 00:29:30 – West Linn Bus Passengers

Time Point: 00:30:15 – Increase Frequency For Communities at End of Trunk Route ask for more frequent service.

Time Point: 00:31:00 – Minimize impacts for West Linn transit Riders

Time Point: 00:31:20 – West Linn transit riders and Lake Oswego Park and Ride

Time Point: 00:31:40 – Get Regional commitment (In Writing, Timeline, and MONEY) to Streetcar extension.

Time Point: 00:32:50 – Transfer in Lake Oswego v. through routing of buses without transfer.

Time Point: 00:34:50 – High Capacity mode along with P&R Capacity in Lake Oswego.

Time Point: 00:37:33 – FALSE Response by Lynn Peterson to Norm King about transfer issue in Portland.

Time Point: 00:38:00 – West Linn wants voting place at the table.

Time Point: 00:38:45 – END OF Segment

Mtg: West Linn City Council Working Session

Auth: City of West Linn Oregon, courtesy of Willamette Falls Community Television

File: None, however DVD copy is retained in archives of Birdshill

Hlink: NONE

⁹⁶ Title: Talking Points From Charles B. Ormsby (To Oregon Delegation to US Congress 110th Session)

Date: 2007 May 14 Wednesday 09:00 R (9:00 AM ET) Note R/ET is U/PT + 3 hours

Type: Talking point summary and map handouts of Portland Core Area (PCA)

Auth: Charles B. Ormsby (Skip), Birdshill Sentinel

File: TKPT_CBOX_WADC_110_Cng_2008_05May_14We_0900R.pdf

Hlink: [..\ZRef Fils\TKPT_CBOX_WADC_110_Cng_2008_05May_14We_0900R.pdf](#)

⁹⁷ Title: Regional Transportation Analysis Zones – 1260 Zone Schema

Date: 2005 Dec 06 Tuesday 17:30 U (5:30 PM PT) (Tab LP05)

Type: Extract (EXTR) Power Point Display Presentation 1 Slides per page (PPDP), Slide 7, 1 page, Metro

Mtg: Metro LOPTTAAS / LOPPAC Meeting, 2005 Dec 06 Tuesday 17:30 U (5:30 PM PT) at LOACC.

Agenda Item: VII (7), Metro's Travel Forecast Model – Overview. Presented by Randy Parker.

File: EXTR_PPDP_MTRO_Mod_Schm_1260_S07_2005_12Dec_06Tu_1730U.pdf, 293 kb.

Hlink: [..\ZRef Fils\EXTR_PPDP_MTRO_Mod_Schm_1260_S07_2005_12Dec_06Tu_1730U.pdf](#)

⁹⁸ Title: Transfer Study at Beaverton Transit Center, Between Tri-Met Line 57 – TV Hwy / Forest Grove and Max Lines

Date: 2007 Jul 03 Tuesday 09:00 U (9:00 AM PT)

Type: Report consisting of Line 57, schedule weekday, and spreadsheets, Charles B. Ormsby (Skip)

File: REPT_BRDH_BEVR_Transfer_2007_07Jul_03Tu_0900U.pdf, 466 kb.

Hlink: [..\ZRef Fils\REPT_BRDH_BEVR_Transfer_2007_07Jul_03Tu_0900U.pdf](#)

⁹⁹ Title: Explore Portland, Transit Guide

Date: 2006 Jun 01 Thursday 17:00 U

Type Brochure and Maps

Key Map: Portland City Center and Fareless Square

File: EXTR_BRCH_TMET_ExPTLD_2006_06Jun_01Th_1700U.pdf, 242 kb.

None, Paper copy only. Check Birdshill Files or call / Tri-Met Planning.

Hlink: [..\ZRef Fils\EXTR_BRCH_TMET_ExPTLD_2006_06Jun_01Th_1700U.pdf](#)

¹⁰⁰ Title: Tri-Met and Portland Streetcar Routes 2005 Sep 04 Sunday

Date: 2007 July 05 Thursday 14:00 U (2:00 PM PT)

Type: Spreadsheet Table (SPTB), 4 pages, Charles B. Ormsby (Skip).

File: SPSH_BRDH_PCATrm_Rtes_2007_07Jul_09Mo_0700U.pdf, 28 kb.

Hlink: [..\ZRef Fils\SPSH_BRDH_PCATrm_Rtes_2007_07Jul_09Mo_0700U.pdf](#)

Public Comments on Metro LOPTP and Talking Points of Charles B. Ormsby (Skip)
Private Meeting With: Roger Martin, LO Streetcar Lobbyist, and John Hedlund Resident of Birdhill 2008 Jun 26 Thu 15:00 U

- ¹⁰¹ Title: South Corridor
1-205 / Portland Mall Light Rail Project, Final Environmental Impact Statement
Date: 2004 Nov 30 Tuesday 17:30 U (5:30 PM PT)
Type: Extract from Final Environmental Impact Statement: Cover Title and Signature Pages.
Auth: Charles B. Ormsby (Skip), Birdhill Sentinel
File: EXTR_REPT_MTRO_I205_SCFEIS_2004_11Nov_30Tu_1730U.pdf
Hlink: [..\ZRef_Fils\EXTR_REPT_MTRO_I205_SCFEIS_2004_11Nov_30Tu_1730U.pdf](#)
- ¹⁰² Title: Testimony of Charles B. Ormsby Before Portland Lake Oswego East Side Transportation Alternatives Analysis Committee
Date: 2006 Mar 06 Monday 15:30 U (3:30 PM PT)
Type: Extract from Power Point Display Presentation used in various public testimony.
Final use before PLOSTAAC on 2006 Mar 06 Mon 15:30 (Attempted – Cut off by adjournment).
Auth: Charles B. Ormsby (Skip), Birdhill Sentinel
File: PPH2_Tstmny_PLOESTASC_2006_03Mar_06Mo_1530U.pdf
Hlink: [..\ZRef_Fils\PPH2_Tstmny_PLOESTASC_2006_03Mar_06Mo_1530U.pdf](#)
- ¹⁰³ Title: Interface Between Streetcar / Transit Mall at Planned PSU Urban Center Station
Date: 2006 Feb 05 Sunday 23:00 U (11:00 PM PT)
Type: Extract from Power Point Display Presentation used in various public testimony.
Final use before PLOSTAAC on 2006 Mar 06 Mon 15:30 (Attempted – Cut off by adjournment).
Auth: Charles B. Ormsby (Skip), Birdhill Sentinel
File: EXTR_PPDP_S31nS32_InFc5thSC_MTRO_D2_2006_02Feb_05Su_2300U.pdf
Hlink: [..\ZRef_Fils\EXTR_PPDP_S31nS32_InFc5thSC_MTRO_D2_2006_02Feb_05Su_2300U.pdf](#)
- ¹⁰⁴ Title: Streetcar Trip Simulation to South Waterfront Plan Area / Lake Oswego Transfer Points 10th & 11th Avenues
Date: 2006 Feb 05 Sunday 23:00 U (11:00 PM PT)
Type: Extract from Power Point Display Presentation used in various public testimony.
Final use before PLOSTAAC on 2006 Mar 06 Mon 15:30 (Attempted – Cut off by adjournment).
Auth: Charles B. Ormsby (Skip), Birdhill Sentinel
File: EXTR_PPDP_BRDH_PLSC_S21nS32_TfrPCA_2006_03Mar_06Mo_1530U.pdf
Hlink: [..\ZRef_Fils\EXTR_PPDP_BRDH_PLSC_S21nS32_TfrPCA_2006_03Mar_06Mo_1530U.pdf](#)
- ¹⁰⁵ Title: Population Center within Lake Oswego City Limits
Date: 2006 Feb 04 Saturday 09:30 U (9:30 AM PT)
Type: Map US A size (8.5 inch x 11 inch) landscape orientation
Mtg: LONAC Meeting 2006 Feb 04 Saturday 09:30 U (9:30 PM PT) at Heritage House.
Agenda Item 10:15 am (4), Community Center. Presentation by, City of Lake Oswego Brant Williams
Cross Reference with his duties on the OHSU Tram Project and comments at Metro Steering Committee meeting of 2005 May 25 Wednesday.
File: MPUA_LOCG_ADMN_Populationcenter_2006_02Feb_04Sa_0900U.pdf, 1,221 kb.
Hlink: [..\ZRef_Fils\MPUA_LOCG_ADMN_Populationcenter_2006_02Feb_04Sa_0900U.pdf](#)
- ¹⁰⁶ Title: Streetcar Trip Simulation to South Waterfront Plan Area / Lake Oswego Transfer Points 10th & 11th Avenues
Date: 2006 Feb 05 Sunday 23:00 U (11:00 PM PT)
Type: Extract from Power Point Display Presentation used in various public testimony.
Final use before PLOSTAAC on 2006 Mar 06 Mon 15:30 (Attempted – Cut off by adjournment).
Auth: Charles B. Ormsby (Skip), Birdhill Sentinel
File: EXTR_PPDP_BRDH_PLSC_S21nS32_TfrPCA_2006_03Mar_06Mo_1530U.pdf
Hlink: [..\ZRef_Fils\EXTR_PPDP_BRDH_PLSC_S21nS32_TfrPCA_2006_03Mar_06Mo_1530U.pdf](#)

Public Comments on Metro LOFTP and Talking Points of Charles B. Ormsby (Skip)
Private Meeting With: Roger Martin, LO Streetcar Lobbyist, and John Hedlund Resident of Birdhill 2008 Jun 26 Thu 15:00 U

¹⁰⁷ Title: City Hall (Portland) Notebook – A bridge too far?
Date: 2008 Jul 02 Wednesday 06:00 U (6:00 AM PT)
Type: Article from Oregonian, Section C: Metro, page C3.
Auth: Mark Larabee
File: TRMTSv_ATCL_OREG_MAX_Milwaukie_2008_07Jul_02We_0600U.pdf
Hlink: [..\ZRef_Fils\TRMTSv_ATCL_OREG_MAX_Milwaukie_2008_07Jul_02We_0600U.pdf](#)

¹⁰⁸ Title: Garbage Power
Date: 2007 Mar 01 Thursday 17:00 U (5:00 PM ET)
Type: Article from MIT Technology Review, webpage print out from
<http://www.technologyreview.com/energy/18328>
Auth: Kevin Bullis
File: WSLPWR_ATCL_MITR_AltFuel_2007_03Mar_01Th_1700R.pdf
Hlink: [..\ZRef_Fils\WSLPWR_ATCL_MITR_AltFuel_2007_03Mar_01Th_1700R.pdf](#)

¹⁰⁹ Title: Costly Haul
Date: 2007 Jun 29 Friday 09:00 U (9:00 AM PT)
Type: Article from Portland Tribune, Section A: Portland, pages A1 & A4.
Auth: Lee Van Der Voo
File: WSLPwr_ATCL_PTRB_TrashHaul_2007_06Jun_29Fr_0900U.pdf
Hlink: [..\ZRef_Fils\WSLPwr_ATCL_PTRB_TrashHaul_2007_06Jun_29Fr_0900U.pdf](#)

¹¹⁰ Title: PGE Graph (Pie Chart of Power Sources)
Date: 2006 Mar 14 Tuesday 14:22 U (2:22 PM PT)
Type: E-mail: From PGE to Birdhill (Charles B. Ormsby, Skip)
Auth: Scott Simms, Senior Public Relations Officer, PGE, Ph: 503.464.7342, Em: scott.simms@pgn.com
File: EMAL_2006_03Mar_14Tu_1442U_PGEPR_BRDH_PGE_Power_Sources.pdf
Hlink: [..\ZRef_Fils\EMAL_2006_03Mar_14Tu_1442U_PGEPR_BRDH_PGE_Power_Sources.pdf](#)
File: EMAL_2006_03Mar_14Tu_1442U_ZA01_PGEPowerSources.pdf (Attached Pie Chart of Power Sources, original file in MS Power Point file format.)
Hlink: [..\ZRef_Fils\EMAL_2006_03Mar_14Tu_1442U_ZA01_PGEPowerSources.pdf](#)

¹¹¹ Title: Coals, cows a hazy combination
Date: 2006 Mar 15 Wednesday 06:00 U (6:00 AM PT)
Type: Article from Oregonian, Section C: Metro, pages C1 & C5
Auth: Michael Milstein
File: WSLEnv_ATCL_OREG_AirQua_2006_03Mar_15We_0600U.pdf
Hlink: [..\ZRef_Fils\WSLEnv_ATCL_OREG_AirQua_2006_03Mar_15We_0600U.pdf](#)

¹¹² Title: East Oregon 'manure magnet'? – Feedlot proposals divide neighbors over livability, farm economics and law
Date: 2006 Apr 26 Wednesday 06:00 U (6:00 AM PT)
Type: Article from Oregonian, Section D: Business, pages D1 & D2.
Auth: Alex Pulaski
File: WSLEnv_ATCL_OREG_AirQua_2006_04Apr_26We_0600U.pdf
Hlink: [..\ZRef_Fils\WSLEnv_ATCL_OREG_AirQua_2006_04Apr_26We_0600U.pdf](#)

¹¹³ Title: Mercury rules give kiln a pass
Date: 2006 Jun 20 Tuesday 06:00 U (6:00 AM PT)
Type: Article from Oregonian, Section A: Headlines, pages A1 & A9.
Auth: Michael Milstein
File: WSLEnv_ATCL_OREG_AirQua_2006_06Jun_20Tu_0600U.pdf
Hlink: [..\ZRef_Fils\WSLEnv_ATCL_OREG_AirQua_2006_06Jun_20Tu_0600U.pdf](#)

Page 50 of 58
Prepared By: Charles B. Ormsby (Skip)

Produce Filename: TKPT_CBOX_DSTR_LOFTP_DEIS_2008_06Jun_26Th_1500U.doc
Release Filename: TKPT_CBOX_DSTR_LOFTP_DEIS_2008_06Jun_26Th_1500U.pdf

Public Comments on Metro LOPTP and Talking Points of Charles B. Ormsby (Skip)
Private Meeting With: Roger Martin, LO Streetcar Lobbyist, and John Hedlund Resident of Birdshill 2008 Jun 26 Thu 15:00 U

- ¹¹⁴ Title: Foes of a proposed gas terminal vow to fight it
Date: 2005 Sep 25 Sunday 06:00 U (6:00 AM PT)
Type: Article from Oregonian, Section D: Metro N/W, pages D1 & D2.
Auth: Lori Tobias, Correspondent to Oregonian
File: WSLPwr_ATCL_OREG_LNGTerminals_2005_09Sep_25Su_0600U.pdf
Hlink: ..\ZRef_Fils\WSLPwr_ATCL_OREG_LNGTerminals_2005_09Sep_25Su_0600U.pdf
- ¹¹⁵ Title: Is LNG Terminal on a fast track
Date: 2008 Jul 11 Friday 06:00 U (6:00 AM PT)
Type: Article from Oregonian, Section D: Business, pages D1 & D2.
Auth: Ted Sickinger
File: WSLPwr_ATCL_OREG_LNGTerminals_2008_07Jul_11Fr_0600U.pdf
Hlink: ..\ZRef_Fils\WSLPwr_ATCL_OREG_LNGTerminals_2008_07Jul_11Fr_0600U.pdf
- ¹¹⁶ Title: PGE expects surge of hybrid vehicles, plans more plug-ins
Date: 2008 Jul 05 Saturday 06:00 U (6:00 AM PT)
Type: Article from Oregonian, Section B: Metro pages B6 & B7
Auth: Libby Tucker, Associated Press
File: WSLPwr_ATCL_OREG_HyPlugIn_2008_07Jul_05Sa_0600U.pdf
Hlink: ..\ZRef_Fils\WSLPwr_ATCL_OREG_HyPlugIn_2008_07Jul_05Sa_0600U.pdf
- ¹¹⁷ Title: Wind surge 'a wake up call'.
With turbines pumping out extra power, BPA had to quickly adjust its hydro generation posing a risk to salmon and exposing system flaws.
Date: 2008 Jul 05 Saturday 06:00 U (6:00 AM PT)
Type: Article from Oregonian, Section B: Metro pages B1 & B2.
Auth: Gail Kinsey Hill
File: WSLPwr_ATCL_OREG_WindSurge_2008_07Jul_05Sa_0600U.pdf
Hlink: ..\ZRef_Fils\WSLPwr_ATCL_OREG_WindSurge_2008_07Jul_05Sa_0600U.pdf
- ¹¹⁸ Title: The Next Atomic Age
Date: 2006 Oct 01 Sunday 17:00 U (5:00 PM PT)
Type: Article from Popular Mechanics, Pages 76 -
Auth: Alex Hutchinson
File: SupPwr_ATCL_PMCH_AP_Gen_IV_2006_10Oct_01Su_1700U.pdf
Hlink: ..\ZRef_Fils\SupPwr_ATCL_PMCH_AP_Gen_IV_2006_10Oct_01Su_1700U.pdf
- ¹¹⁹ Title: Encapsulation of Government Projects Along Oregon Hwy 43 and In Lake Oswego That Impact the Lake Oswego UGMA, Birdshill CPO and Riverdale NA
Date: 2007 May 25 Friday 14:00 U (2:00 PM PT)
Type: Power Point Encapsulation Presentation (PPEP):
Auth: Charles B. Ormsby (Skip), Birdshill Sentinel
File: PPEP_GVPJ_OR43_LKOS_2007_05May_25Fr_1400U.pdf
Hlink: ..\ZRef_Fils\PPEP_GVPJ_OR43_LKOS_2007_05May_25Fr_1400U.pdf

Public Comments on Metro LOPTP and Talking Points of Charles B. Ormsby (Skip)
Private Meeting With: Roger Martin, LO Streetcar Lobbyist, and John Hedlund Resident of Birdhill 2008 Jun 26 Thu 15:00 U

- ¹²⁰ Title: Lake Oswego Project Costs
Date: 2007 May 27 Sunday 21:21 U (9:21 PM PT) [Sunday night in middle of 3 day Memorial Weekend]
Type: E-mail response / retort to Charles B. Ormsby (Skip) e-mail of 2007 May 25 Fr 16:43 U
which distributed one page summary and not the full report.
Auth: Jane Heisler, Lake Oswego Adm Asst to City Manager
File: EMAL_2007_05May_27Su_2221U_HEIS_BRDH_Project_Costs.pdf
Hlink: ..\ZRef_Fils\EMAL_2007_05May_27Su_2221U_HEIS_BRDH_Project_Costs.pdf
- ¹²¹ Title: Renewal districts fates ride on priorities
Date: 2006 May 30 Tuesday 06:00 U (6:00 AM PT)
Type: Article from Oregonian, Section A: Headlines, Pages A1 and A5.
Auth: Ryan Frank
File: UrbRnw_ATCL_OREG_PTAURD_2006_05May_30Tu_0600U.pdf
Hlink: ..\ZRef_Fils\UrbRnw_ATCL_OREG_PTAURD_2006_05May_30Tu_0600U.pdf
- ¹²² Title: Renewal districts fates ride on priorities
Date: 2006 May 30 Tuesday 06:00 U (6:00 AM PT)
Type: Article from Oregonian, Section A: Headlines, Pages A1 and A5.
Auth: Ryan Frank
File: UrbRnw_ATCL_OREG_PTAURD_2006_05May_30Tu_0600U.pdf
Hlink: ..\ZRef_Fils\UrbRnw_ATCL_OREG_PTAURD_2006_05May_30Tu_0600U.pdf
- ¹²³ Title: Tenuous Times on the waterfront
Date: 2008 Jul 07 Monday 06:00 U (6:00 AM PT)
Type: Commentary from Oregonian, Section B: Metro, Pages B1.
Auth: Steve Duin
File: LndUse_ACLM_OREG_TODSoWtrFront_2008_07Jul_07Mo_0600U.pdf
Hlink: ..\ZRef_Fils\LndUse_ACLM_OREG_TODSoWtrFront_2008_07Jul_07Mo_0600U.pdf
- ¹²⁴ Title: Bridge linked to light-rail vote (See last paragraphs)
Date: 2008 Jun 26 Thursday 09:00 U (9:00 AM PT)
Type: Article from Portland Tribune, Section A: Portland, Pages A1 & A6
Auth: Jim Redden
File: TrnPln_ATCL_OREG_MXISRt_2008_06Jun_26Th_0600U.pdf
Hlink: ..\ZRef_Fils\TrnPln_ATCL_OREG_MXISRt_2008_06Jun_26Th_0600U.pdf
- ¹²⁵ Title: Metro: Urban Renewal Capacity By Land Area
Date: 2007 Oct 11 Wednesday 17:00 U (5:00 PM PT)
Type: Map US Size E, 44.0inch x 34.0 inch (w x h)
Auth: Metro GIS and Metro Planning Department,
Map from Metro in response to inquiry of Carolyne Jones, Lake Oswego, Glenmorrie NA.
File: CAPACITY.PDF, (Metro: Urban Renewal Capacity By Land Area) (Metro File Original Name)
File: MPUE_MTRO_UrbCap_2006_10Oct_11We_1700U.PDF (Birdhill Filename convention)
Hlink: ..\ZRef_Fils\MPUE_MTRO_UrbCap_2006_10Oct_11We_1700U.PDF
- ¹²⁶ Title: Round in debt to Beaverton \$821,000
Date: 2008 Jun 11 Wednesday 06:00 U (6:00 AM PT)
Type: Article from Oregonian, by, internet printout, search terms on Oregon Live Website: Beaverton + Round
Auth: David R. Anderson
File: WSLTOD_ATCL_OREG_BvRound_2008_06Jun_11We_0600U.pdf
Hlink: ..\ZRef_Fils\WSLTOD_ATCL_OREG_BvRound_2008_06Jun_11We_0600U.pdf

Public Comments on Metro LOPTP and Talking Points of Charles B. Ormsby (Skip)
Private Meeting With: Roger Martin, LO Streetcar Lobbyist, and John Hedlund Resident of Birdshill 2008 Jun 26 Thu 15:00 U

- ¹²⁷ Title: Coming to a city near your: urban blight?
Date: 2008 Jul 02 Wednesday 06:00 U (6:00 AM PT)
Type: Article from Oregonian, Commentary by, Section C: Metro, Pages C1.
Auth: Andy Parker
File: UrbRnw_ACLM_OREG_ParkerA_2008_07Jul_02We_0600U.pdf
Hlink: ..\ZRef_Fils\UrbRnw_ACLM_OREG_ParkerA_2008_07Jul_02We_0600U.pdf
- ¹²⁸ Title: Tri-Met bus stickers show trips saved, not cars idled
Date: 2005 Mar 14 Monday 06:00 U (6:00 AM PT)
Type: Article from Oregonian, Section B: Metro, Pages B1.
Auth: Stephen Beaven
File: TRMFin_ATCL_OREG_Stickers_2005_03Mar_14Mo_0600U.pdf
Hlink: ..\ZRef_Fils\TRMFin_ATCL_OREG_Stickers_2005_03Mar_14Mo_0600U.pdf
- ¹²⁹ Title: Streetcar line into Portland possible
Date: 2004 Jan 30 Friday 06:00 U (6:00 AM PT)
Type: Article from Oregonian, Section E: Metro, Pages E1 & E2.
Auth: Fred Leeson
File: WSLOpt_ATCL_OREG_SCStop_2004_01Jan_30Fr_0600U.pdf
Hlink: ..\ZRef_Fils\WSLOpt_ATCL_OREG_SCStop_2004_01Jan_30Fr_0600U.pdf
- ¹³⁰ Title: Tri-Met cites security rules that keep critic in dark
Date: 2007 Apr 23 Monday 06:00 U (6:00 AM PT)
Type: Article from Oregonian, Section B: Metro, Pages B2.
Auth: James Mayer
File: TRMTSv_ATCL_OREG_DataWh_2007_04Apr_23Mo_0600U.pdf
Hlink: ..\ZRef_Fils\TRMTSv_ATCL_OREG_DataWh_2007_04Apr_23Mo_0600U.pdf
- ¹³¹ Title: Tri-Met told to release ridership data
Date: 2007 May 02 Wednesday 06:00 U (6:00 AM PT)
Type: Article from Oregonian, Section B: Metro, Pages B2.
Auth: James Mayer
File: TRMTSv_ATCL_OREG_DataWh_2007_05May_02We_0600U.pdf
Hlink: ..\ZRef_Fils\TRMTSv_ATCL_OREG_DataWh_2007_05May_02We_0600U.pdf
- ¹³² Title: I-5 Bridge may need tolls from I-205
Date: 2008 Jul 02 Wednesday 06:00 U (6:00 AM PT)
Type: Article from Oregonian, Section B: Metro, Pages B1 and B3.
Auth: Dylan Rivera
File: WSLFin_ATCL_OREG_CRCnAssume_2008_06Jun_28Sa_0600U.pdf
Hlink: ..\ZRef_Fils\WSLFin_ATCL_OREG_CRCnAssume_2008_06Jun_28Sa_0600U.pdf
- ¹³³ Title: New bridge just pushes congestion into the future
Date: 2008 Jul 07 Monday 06:00 U (6:00 AM PT)
Type: Article from Oregonian, Section A: Headlines, Pages A1 and A6.
Auth: Dylan Rivera
File: TrnPIn_ATCL_OREG_Interstate_Br_2008_07Jul_07Mo_0600U.pdf
Hlink: ..\ZRef_Fils\TrnPIn_ATCL_OREG_Interstate_Br_2008_07Jul_07Mo_0600U.pdf

Public Comments on Metro LOPTP and Talking Points of Charles B. Ormsby (Skip)

Private Meeting With: Roger Martin, LO Streetcar Lobbyist, and John Hedlund Resident of Birdhill 2008 Jun 26 Thu 15:00 U

¹³⁴ Title: Foothills District Refinement Plan – Existing Conditions Report, Task 2.6, December 7, 2004
Date: 2004 Dec 07 Tuesday 17:00 U (5:00 PM PT), 2005 Apr 04 Monday 15:00 U (3:00 PM PT) Received
Type: Report from OTAK prepared for City of Lake Oswego
Auth: OTAK for City of Lake Oswego Oregon
File: None, paper copy available in Birdhill Archives or City of Lake Oswego.

¹³⁵ Title: Foothills District Refinement Plan – Opportunities and Constraints, Task 3
– ODOT – TGM ATA # 23397, January 24, 2005
Date: 2005 Jan 24 Monday 17:00 U (5:00 PM PT), 2005 Apr 04 Monday 15:00 U (3:00 PM PT) Received
Type: Report from OTAK prepared for City of Lake Oswego
Auth: OTAK for City of Lake Oswego Oregon
File: None, paper copy available in Birdhill Archives or City of Lake Oswego.

¹³⁶ Title: Foothills District Refinement Plan – Task 4, April 2005
Date: 2005 Apr 01 Friday 17:00 U (5:00 PM PT) 2005 Apr 07 Thursday 19:00 U (7:00 PM PT) Received
Type: Power Point Presentation Report from OTAK prepared for City of Lake Oswego
Mtg: Foothills Condo Owners Association at Club House 2005 Apr 07 Thursday
Auth: OTAK for City of Lake Oswego Oregon
File: None, paper copy available in Birdhill Archives or City of Lake Oswego.

¹³⁷ Title: : Foothills District Refinement Plan – Alternatives Evaluation and Refinement Report ,
Task 5 – ODOT – TGM ATA # 23397, June 2005
Date: 2005 Jun 30 Thursday 17:00 U (5:00 PM PT), 2005 Jul 28 Thursday 18:00 U (6:00 PM PT) Received
Type: Report from OTAK prepared for City of Lake Oswego
Auth: OTAK for City of Lake Oswego Oregon
File: None, paper copy available in Birdhill Archives or City of Lake Oswego

¹³⁸ Title: Comments on Foothills District Refinement Project
Date: 2005 May 07 Saturday 09:00 U (9:00 AM PT)
Type: Report and meeting handout
Mtg: LONAC Meeting of 2005 May 07 Saturday
Auth: Bjorn Bojleson, Lake Oswego – Palisades NA, Sunny Hill Home Owners Association (HOA)
File: REPT_BXBX_LNAC_FTHL_RefnPlan_2005_05May_07Sa_0900U.pdf
Hlink:

¹³⁹ Title: AGENDA – Metro 217 Policy Advisory Committee
Date: 2004 Oct 06 Wednesday 18:00 U (6:00 PM PT)
Type: Agenda
Mtg: 217 Policy Advisory Committee Meeting, Beaverton Resource Center Small Conference Room
of 2004 Oct 06 Wednesday 16:30 U (4:30 PM PT)
Note at this meeting one of the economists said, The public doesn't need to know that level of detail.
Auth: Metro
File: AGND_MTRO_217PAC_2004_10Oct_06We_1800U.pdf
Hlink: [..\ZRef_Fils\AGND_MTRO_217PAC_2004_10Oct_06We_1800U.pdf](#)

¹⁴⁰ Title: Vallejo (CA – Bay Area) on brink of Bankruptcy
Date: 2008 Feb 19 Monday 12:12 U (12:12 PM PT)
Type: Article from KNTV, Channel 11, NBC, San Francisco, by, internet printout,
Auth: John Boitnott, Web Producer
File: WSLFin_ATCL_KNTV_CA_Vallejo_Bankruptcy_2008_02Feb_19Mo_1212U.pdf
Hlink: [..\ZRef_Fils\WSLFin_ATCL_KNTV_CA_Vallejo_Bankruptcy_2008_02Feb_19Mo_1212U.pdf](#)

Public Comments on Metro LOPTP and Talking Points of Charles B. Ormsby (Skip)
Private Meeting With: Roger Martin, LO Streetcar Lobbyist, and John Hedlund Resident of Birdshill 2008 Jun 26 Thu 15:00 U

¹⁴¹ Title: Budget Crisis May Lead To City Bankruptcy
Date: 2008 Feb 19 Monday 18:57 U (6:57 PM PT)
Type: Article from Vallejo Times Herald, by, internet printout.
Auth: J. M. Brown
File: WSLFin_ATCL_VTMH_CA_Vallejo_Bankruptcy_2008_02Feb_19Mo_1857U.pdf
Hlink: ..\ZRef_Fils\WSLFin_ATCL_VTMH_CA_Vallejo_Bankruptcy_2008_02Feb_19Mo_1857U.pdf

¹⁴² Title: Schema For Calculation Evaluation V.02.03
Date: 2006 July 07 Wednesday 10:00 U (10:00 AM PT)
Type: Monograph, report on calculation presentation of financial numbers for public review.
Mtg: Presented as public Testimony at open comment section of City of Lake Oswego City Council Meeting of 2005 Dec 13 Tue 18:00 U (6:00 PM PT)
Auth: Charles B. Ormsby (Skip), Birdshill Sentinel
File: MNGR_Schema_Calc_Eval_2006_07Jul_05We_1000U.pdf (Monograph)
Hlink: ..\ZRef_Fils\MNGR_Schema_Calc_Eval_2006_07Jul_05We_1000U.pdf

¹⁴³ Title: A look at the Annexation Process (Skylands Edition)
Date: 2003 July 17 Thursday 19:00 U (7:00 PM PT)
Type: Report from City of Lake Oswego to residents of Skylands Area
Notes:
1. 2003 Subjugation Attempt under ORS Chapter 195.
2. ORS Chapter 195 amended in 2005 Oregon Legislative Session by HB 2484
3. For financial model of impacts see 2002-2003 Cost Comparisons Forest Highlands Neighborhood (tax code 7-87, & 7-89) at end of report.
4. Tax code implies Clackamas County TCA – Tax Code Area, cross reference with Clackamas County Assessor Maps available online at ORMAP.
5. Critical TCA or Tax Code Area left out of this analysis that impacts Birdshill, 7-55, Portland Police Pension Line Item.
Auth: City of Lake Oswego, (probably Jane Heisler)
File: REPT_LKOS_SKLN_Annex195_2003_07Jul_17Th_1900U.pdf
Hlink: ..\ZRef_Fils\REPT_LKOS_SKLN_Annex195_2003_07Jul_17Th_1900U.pdf

¹⁴⁴ Title: A look at the Annexation Process (Forest Highlands Edition)
Date: 2003 Aug 08 Thursday 19:00 U (7:00 PM PT)
Type: Report from City of Lake Oswego to residents of Forest Highlands Area
Notes:
1. 2003 Subjugation Attempt under ORS Chapter 195.
2. ORS Chapter 195 amended in 2005 Oregon Legislative Session by HB 2484
3. For financial model of impacts see 2002-2003 Cost Comparisons Forest Highlands Neighborhood (tax code 7-08, & 7-17) at end of report.
4. Tax code implies Clackamas County TCA – Tax Code Area, cross reference with Clackamas County Assessor Maps available online at ORMAP.
5. Critical TCA or Tax Code Area left out of this analysis that impacts Birdshill, 7-55, Portland Police Pension Line Item.
Auth: City of Lake Oswego, (probably Jane Heisler)
File: REPT_LKOS_FRHL_Annex195_2003_08Aug_08Th_1900U.pdf
Hlink: ..\ZRef_Fils\REPT_LKOS_FRHL_Annex195_2003_08Aug_08Th_1900U.pdf

¹⁴⁵ Title: Reflections on HB 2484
Date: 2005 Feb 18 Friday 22:00 U (10:00 PM PT)
Type: MS Power Point Presentation Handout summarizing impacts of annexation of Birdshill area Into City of Portland (Worst Case) or City of Lake Oswego
Auth: Charles B. Ormsby (Skip), Birdshill Sentinel
File: RFLT_TSTM_HB_2484_2005_02Feb_18Fr_2200U.pdf (Summary of impacts of Annex Lake Oswego or Portland)
Hlink: ..\ZRef_Fils\RFLT_TSTM_HB_2484_2005_02Feb_18Fr_2200U.pdf

Public Comments on Metro LOPTP and Talking Points of Charles B. Ormsby (Skip)
Private Meeting With: Roger Martin, LO Streetcar Lobbyist, and John Hedlund Resident of Birdshill 2008 Jun 26 Thu 15:00 U

- ¹⁴⁶ Title: Tax Code Areas
Date: 2004 Oct 25 Mon 21:00 U (9:00 PM PT)
Type: Map US Size A, 8.5 inch x 11.0 inch (w x h)
Auth: Charles B. Ormsby (Skip), Birdshill Sentinel
File: MPUA_BH2103_TxArea_2004_10Oct_25Mo_2100U.pdf (Map US Size A of tax areas in Birdshill watershed)
Hlink: [..\ZRef_Fils\MPUA_BH2103_TxArea_2004_10Oct_25Mo_2100U.pdf](#)
- ¹⁴⁷ Title: Tax and Levy Rates for Birdshill and Riverdale 2005 – 2006
Date: 2006 Jul 29 Saturday 11:00 U (11:00 AM PT)
Type: Spreadsheet of millage rates (\$/\$1,000 assessed value) for TCA (Clack Co) & LCA (Mult Co)
Reports from Birdshill Area on Clackamas County TCA and Multnomah County LCA
Auth: Charles B. Ormsby (Skip), Birdshill Sentinel
File: SPSH_EXTR_BRDH_RVNA_Prop_Tax_2005_2006_07Jul_29Sa_1100U.pdf (2005-2006 Birdshill Tax Rts)
Hlink: [..\ZRef_Fils\SPSH_EXTR_BRDH_RVNA_Prop_Tax_2005_2006_07Jul_29Sa_1100U.pdf](#)
- ¹⁴⁸ Title: Assessor Maps and Tax Code Areas
Date: 2006 Aug 08 Tuesday 11:00 U (11:00 AM PT)
Type: Spreadsheet of TCA (Tax Code Areas) and LCA (Levy Code Areas) serves as cross index
between TCA or LCA and Assessor Maps
Reports from Birdshill Area on Clackamas County TCA and Multnomah County LCA
Auth: Charles B. Ormsby (Skip), Birdshill Sentinel
File: SPSH_BRDH_AssrMap_TCA_2006_08Aug_01Tu_1100U.pdf (Cross Index TCA to Assessor Map)
Hlink: [..\ZRef_Fils\SPSH_BRDH_AssrMap_TCA_2006_08Aug_01Tu_1100U.pdf](#)
- ¹⁴⁹ Title: Assessor Tax Maps
Date: 2004 Oct 25 Mon 21:00 U (9:00 PM PT)
Type: Map US Size A, 8.5 inch x 11.0 inch (w x h),
Reports from Birdshill Area on Clackamas County TCA and Multnomah County LCA
Auth: Charles B. Ormsby (Skip), Birdshill Sentinel
File: MPUA_BH2102_TaxMap_2004_10Oct_25Mo_2100U.pdf (Map US Size A of Assessor Maps In Birdshill Area)
Hlink: [..\ZRef_Fils\MPUA_BH2102_TaxMap_2004_10Oct_25Mo_2100U.pdf](#)
- ¹⁵⁰ Title: County will monitor neighborhood groups
Date: 2006 Sep 07 Thursday 06:00 U (6:00 AM PT)
Type: Article from Oregonian, Section Southwest Weekly: SW11.
Auth: Steve Mayes
File: BHNews_ATCL_OREG_GovRcg_2006_09Sep_07Th_0600U.pdf
Hlink: [..\ZRef_Fils\BHNews_ATCL_OREG_GovRcg_2006_09Sep_07Th_0600U.pdf](#)
- ¹⁵¹ Title: Posh enclave in crosshairs of proposals
Date: 2006 Sep 11 Monday 06:00 U (6:00 AM PT)
Type: Article from Oregonian, Section B: Metro, Pages B1.
Auth: Rick Bella
File: BHNews_ATCL_OREG_GovRcg_2006_09Sep_11Mo_0600U.pdf
Hlink: [..\ZRef_Fils\BHNews_ATCL_OREG_GovRcg_2006_09Sep_11Mo_0600U.pdf](#)
- ¹⁵² Title: Evolution of Transit Oriented Development (TOD) / Without Birdshill CPO / Stampher Road HOA Voting Seat(s)
Date: 2006 May 29 Monday 14:00 U (2:00 PM PT)
Type: Power Point display presentation
Auth: Charles B. Ormsby (Skip), Birdshill Sentinel
File: EXTR_PPDP_DTAAC_Analys_2006_05May_29Mo_1400U.pdf
Hlink: [..\ZRef_Fils\EXTR_PPDP_DTAAC_Analys_2006_05May_29Mo_1400U.pdf](#)

Public Comments on Metro LOPTP and Talking Points of Charles B. Ormsby (Skip)
Private Meeting With: Roger Martin, LO Streetcar Lobbyist, and John Hedlund Resident of Birdshill 2008 Jun 26 Thu 15:00 U

- ¹⁵³ Title: Foothills it's the biggest game in town
Date: 2005 Jun 09 Thursday 09:00 U (9:00 AM PT)
Type: Article from Lake Oswego Review, Pages A1 & A9.
Auth: Lee Van Der Voo
File: FAPMtg_ACTL_LORV_OpenHs_2005_06Jun_09Th_0800U.pdf
Hlink: ..\ZRef_Fils\FAPMtg_ACTL_LORV_OpenHs_2005_06Jun_09Th_0800U.pdf
- ¹⁵⁴ Title: Here's another view of Foothills
Date: 2005 Jun 23 Thursday 09:00 U (9:00 AM PT)
Type: Citizen's Viewpoint from Lake Oswego Review, Pages A1 & A9.
Auth: William Gilmer, and space provided by Charles Ormsby. Comments by Josh Thomas
File: BHNews_EDCV_LORV_GilmrW_2005_06Jun_23Th_0800U.pdf
Hlink: ..\ZRef_Fils\BHNews_EDCV_LORV_GilmrW_2005_06Jun_23Th_0800U.pdf
- ¹⁵⁵ Title: Comments from city generate response
Date: 2005 Jun 30 Thursday 09:00 U (9:00 AM PT)
Type: Letter to the Editor from Lake Oswego Review, Pages A5.
Auth: Charles B. Ormsby (Skip), Birdshill Sentinel
File: FAPMtg_ACTL_LORV_OpenHs_2005_06Jun_09Th_0800U.pdf
Hlink: ..\ZRef_Fils\FAPMtg_ACTL_LORV_OpenHs_2005_06Jun_09Th_0800U.pdf
- ¹⁵⁶ Title: Map for 2005 Nov 15 Meeting
Date: 2005 Nov 17 Thursday 16:08 U (4:08 PM PT)
Type: Email from Metro to Birdshill CPO
Auth: Karen M. Withrow, Metro – Public Affairs
File: EMAL_2005_11Nov_17Th_1608U_MTRO_CBOX_LOPTTAAS_Cmte_Members.pdf
Hlink: ..\ZRef_Fils\EMAL_2005_11Nov_17Th_1608U_MTRO_CBOX_LOPTTAAS_Cmte_Members.pdf
File: EMAL_2005_11Nov_17Th_1608U_Z01_MPUB_MTRO_ReviewofLOPACmbrship.pdf
Hlink: ..\ZRef_Fils\EMAL_2005_11Nov_17Th_1608U_Z01_MPUB_MTRO_ReviewofLOPACmbrship.pdf
- ¹⁵⁷ Title: Look who was named to LO planning panel
Date: 2008 Jun 05 Thursday 09:00 U (9:00 AM PT)
Type: Article from Lake Oswego Review, Pages A1 & A2.
Auth: Jim Redden & Lee Van Der Voo
File: WSLPln_ATCL_LORV_LOPlan_2008_06Jun_05Th_0900U.pdf
Hlink: ..\ZRef_Fils\WSLPln_ATCL_LORV_LOPlan_2008_06Jun_05Th_0900U.pdf
- ¹⁵⁸ Title: Clackamas County's Political Powerhouse
Date: 2008 July 07 Monday 06:00 U (6:00 AM PT)
Type: Article from Oregonian, Section A: Headlines, Pages A1 & A6.
Auth: Peter Zuckerman
File: CCBCCm_ATCL_OREG_Lynn_Peterson_2008_07Jul_07Mo_0600U.pdf
Hlink: ..\ZRef_Fils\CCBCCm_ATCL_OREG_Lynn_Peterson_2008_07Jul_07Mo_0600U.pdf
- ¹⁵⁹ Title: Iron forges streetcar desire
Date: 2005 Aug 05 Friday 09:00 U (9:00 AM PT)
Type: Article from Portland Tribune, Section A: Portland, Pages A1 & A6.
Auth: Don Hamilton
File: WSLEqu_ATCL_PTRB_IrnWks_2005_08Aug_05Fr_0900U.pdf
Hlink: ..\ZRef_Fils\WSLEqu_ATCL_PTRB_IrnWks_2005_08Aug_05Fr_0900U.pdf

Page 57 of 58

Prepared By: Charles B. Ormsby (Skip)

Produce Filename: TKPT_CBOX_DSTR_LOPTP_DEIS_2008_06Jun_26Th_1500U.doc

Release Filename: TKPT_CBOX_DSTR_LOPTP_DEIS_2008_06Jun_26Th_1500U.pdf

Public Comments on Metro LOPTP and Talking Points of Charles B. Ormsby (Skip)
Private Meeting With: Roger Martin, LO Streetcar Lobbyist, and John Hedlund Resident of Birdshill 2008 Jun 26 Thu 15:00 U

- ¹⁶⁰ Title: Light-Rail foes see conflict of interest
Date: 2008 July 15 Tuesday 06:00 U (6:00 AM PT)
Type: Article from Oregonian, Section D: Metro, Pages D1 & D3.
Auth: Peter Zuckerman
File: TrnPIn_ATCL_OREG_LRMIwknEthics_2008_07Jul_15Tu_0600U.pdf
Hlink: ..\ZRef_Fils\TrnPIn_ATCL_OREG_LRMIwknEthics_2008_07Jul_15Tu_0600U.pdf
- ¹⁶¹ Title: No halo over sidewalk costs
Date: 2008 July 07 Monday 06:00 U (6:00 AM PT)
Type: Article from Oregonian, Section B: Metro, Pages B1 & B6.
Auth: Tom Hallman Jr.
File: WSLFin_ATCL_OREG_Sidewalk_Plan_SW_2008_07Jul_07Mo_0600U.pdf
Hlink: ..\ZRef_Fils\WSLFin_ATCL_OREG_Sidewalk_Plan_SW_2008_07Jul_07Mo_0600U.pdf
- ¹⁶² Title: Bridging Oregon 43's 'Red Zone'
Date: 2005 May 31 Wednesday 06:00 U (6:00 AM PT)
Type: Article from Oregonian, Section B: Metro, Pages B5.
Auth: Dana Tims
File: WSLOpt_ATCL_OREG_BycRts_2006_05May_31We_0600U.pdf
Hlink: ..\ZRef_Fils\WSLOpt_ATCL_OREG_BycRts_2006_05May_31We_0600U.pdf
- ¹⁶³ Title: Comparative Cost Analysis LOAA (LOAA = Lake Oswego Alternatives Analysis)
Date: 2007 May 08 Tuesday 17:30 U (5:30 PM PT)
Type: Chart, Size: US A (11 inch x 17 inch / Landscape Orientation) Omar Jaff, URS
Mtg: Metro LOPTTAAS / LOPPAC Meeting 2007 May 08 Tuesday 17:30 U (5:30 PM PT) at OPCC
Agenda Item IV (4), Conceptual capital, operations and maintenance costs of the alignment
Presentation by Omar Jaff, URS, Tony Mendoza, Metro.
File: SPSH_MTRO_LOPC_CstCmp_2007_05May_08Tu_1730U.pdf, 202 kb.
Hlink: ..\ZRef_Fils\SPSH_MTRO_LOPC_CstCmp_2007_05May_08Tu_1730U.pdf
- ¹⁶⁴ Title: Transfer and Streetcar With Respect to West Linn
Date: 2006 Mar 06 Monday 15:30 U (3:30 PM PT)
Type: Extract Power Point Handout 2 slides per page
Auth: Charles B. Ormsby (Skip), Birdshill Sentinel
File: EXTR_PPH2_Tstmny_PLOESTASC_S19nS20_2006_03Mar_06Mo_1530U.pdf
Hlink: ..\ZRef_Fils\EXTR_PPH2_Tstmny_PLOESTASC_S19nS20_2006_03Mar_06Mo_1530U.pdf
- ¹⁶⁵ Title: GIS – Geographical Information Systems
Date: 2006 Apr 04 Tuesday 13:00U (1:00 PM PT)
Type: Extract Power Point Handout 2 slides per page
Auth: Charles B. Ormsby (Skip), Birdshill Sentinel
File: PPH2_GIS_Info_Sys_Rdr_2006_04Apr_04Tu_1300U.pdf
Hlink: ..\ZRef_Fils\PPH2_GIS_Info_Sys_Rdr_2006_04Apr_04Tu_1300U.pdf

Sandra L. Stallcup
13060 Riverside Drive
Lake Oswego, Oregon 97034
Telephone & Fax: 503-636-0198

ALC

TO: The DEIS Committee.

Is the streetcar more efficient than the bus?

Most comments have been favorable for the streetcar in Lake Oswego, but the streetcar time studies travel times have only used for Lake Oswego to Portland State University. I have been riding buses #35 and #36 for several decades. Very few people get off at Portland State. Most riders go downtown to office buildings, court house and department stores, etc. If one wants to go to central downtown, one must transfer to the new Max line. If one wants to go to the Lloyd Center or take Max to Gresham or Hillsboro, one must transfer again. If one is shopping downtown at the new Macy's or Nordstrom stores, one must get a bus or transfer from Max or walk back to Portland State University to get the Lake Oswego streetcar or walk from SW 10th down to SW 4th or SW 5th. People who get on bus #35 in Oregon City will be forced to get on the streetcar in Lake Oswego and then on return transfer from Lake Oswego to Bus #35. Thus a professional whose office is downtown would have to transfer twice going to work and returning from work..

The "streetcar time studies" did not take those transfers into account. The studies were from Lake Oswego to PSU. I do not recall that the "time studies" took the new Waterfront streetcars into the "time studies"

I think the Oregon City and West Linn areas should be seriously considered in the time studies and equations.

Some things the DEIS should review:

- . Population centers.
- . Adjustments for population changes.
- Park and Ride areas (there is nothing in Lake Oswego at present) The transfer station is just a bus stop. No parking is allowed.
- The proposed park & ride at Albertson's—400 spaces—could cause traffic jams on Highway 43.
- Ridership figures are high for streetcars, but downtown is free and the waterfront area is basically free (condo owners get a free streetcar pass). Portland to Lake Oswego would not be free.

- If Bus #35 is forced to terminate at Lake Oswego, there will be more cars coming from Oregon City and West Linn on Highway 43 to downtown—as it would be faster and much more convenient for them, if they use a car.
- Do a thorough geological study of the tracks. Because of the geology, the tracks will be one-way most of the route from Lake Oswego to the Sellwood Bridge. Where will the pull outs be? Will that slow down the commute to and from Portland?
- Can the tracks fit the narrow passages through some of the Dunthorpe residential areas?
- Can the tunnel handle the streetcar heights and widths?
- Bus service has not been marketed in the Lake Oswego area. A study was done (Adult Community Center) in January of 07 which indicated that 65% of people over the age of 50 did not know mass transit was available in Lake Oswego.
- Boones Ferry is a rapidly growing area. A bus could be very helpful to those people and it could also be a help to the Lewis and Clark College and the Law School. (Lewis and Clark College is running their own bus system and moving 500 people. The gentleman in charge of transportation at the college reported he could not get assistance from Tri-Met).
- The streetcar would not be of any help to Boones Ferry, but this is where the population is growing and these people do need mass transit assistance.
- There is a movement saying that it would be less expensive to change to a streetcar as the consortium now owns the tracks. However some people think the money the Feds would put in could be used for more pressing transportation repairs and the Feds money is our tax money also.

Now, does the streetcar look faster than Bus No. 35 which goes straight downtown, to Max, to train station, to bus station, to all other transfers and Portland State University? Is it worth several millions?

More open research should be conducted.

Summary Note: In order to get the numbers for the research to back the Lake Oswego streetcar, the plan is to take passengers commuting from Oregon City on Bus No. 35 and forcing them to get off the bus at Lake Oswego and transfer to the streetcar. Thus if they work or want to go downtown, they will have to transfer twice and if they need to go to the Lloyd Center that would require a third transfer. I have been a commuter for years and with one transfer to downtown, I would much rather take my car—it is much faster and more convenient and in fact I did. . Is the public getting all the information needed for this decision? Who is pushing for this big expense?

Sandra L. Stallcup
 Sandra L. Stallcup
 Dated 4/21/08

X5. If TriMet cuts bus service to save costs, how do people get to the stations.

Trans System Accounts - Proposed Streetcar Extension

From: <lin.allen@comcast.net>
To: <trans@oregonmetro.gov>
Date: 7/17/2008 5:58 PM
Subject: Proposed Streetcar Extension

We oppose the extension of the Portland Streetcar into Lake Oswego, and are in favor of advanced bus service along Highway 43 between Oregon City and Portland. We do support the construction of a pedestrian/biking trail along that route. We strongly oppose bringing the streetcar through Downtown Lake Oswego along A & B avenues, looping between 4th and 5th Street.

Bill & Linda Allen
16743 Graef Circle
Lake Oswego, OR 97035

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Trans System Accounts - LO to PDX Transit Project

From: "Ron Anderson" <ronwanderson@comcast.net>
To: <trans@metro.dst.or.us>
Date: 4/26/2008 2:42 PM
Subject: LO to PDX Transit Project

I had the pleasure of attending the Project scoping meeting on Monday 4/21 at the Lakewood Center. This was the second or third session that I have been able to attend. I am in favor of the trolley line between our two communities. Is it too early to ask about the hours of operation and the frequency of operation of the service? Will there be weekend operations? Currently the public transportation is lacking in the western part of Lake Oswego on the 36 and 37 trimet bus service. No evening service or weekend or holiday service available. Personally I would like to see some improvement in this area and when the trolley is approved and developed, service from the western part of our city as well as the area south of Oswego lake be improved. Has a study or survey been done recently in the Westlake, Lake Grove, Holly Orchards, Lake Forest and Waluga neighborhoods regarding improving trimet or public transportation service to and within their areas and a shuttle service to the trolley? I have several evening meetings in the central city area of LO and have no public transportation to attend these meetings, so I either drive or walk from the Lake Grove area to City Hall, ACC or the library. If Albertson's is elected to be the terminus, will the TC be shifted from its present location at the 4th/Safeway location, or will it be necessary for those riding on the 37 route to transfer to get to Albertson's to again transfer to the trolley? If Safeway is the terminus, no problem other than the additional cost of building the tracks along B street and A street. Will the 35 trivet route be maintained as is or if modified, how? With the Sellwood bridge in such bad shape and the possible closing, further study should be done about either using the P & W trestle or developing a parallel line to connect to the Milwaukie proposed extension of the trolley line from central Portland. This would be in addition to the WSL proposals.

It has gotten to the point that I will not drive to functions in down town Portland because of the traffic congestion and the cost of parking. If I can't get there using public transportation I don't go. Over all, I commend trimet on the service they provide and in most cases where a transfer is needed, the wait time seems to be quite minimal except in the Lake Oswego area. Thank you for allowing me to express my thoughts regarding this project.

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

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Trans System Accounts - Scoping comments for Lake Oswego to Portland transit project

From: "Gwenn home" <gwennbaldwin1@comcast.net>
To: <trans@metro.dst.or.us>
Date: 7/18/2008 4:20 PM
Subject: Scoping comments for Lake Oswego to Portland transit project
Attachments: PLOT scoping letter to Metro.pdf

As detailed in the attached memo which was sent to Metro on June 19, there is critical information that needs to be available in order to effectively evaluate whether all reasonable alternatives are being considered in the DEIS. The scope of the current alternatives includes enhanced bus service from Lake Oswego to Portland, no-build, streetcar from Johns Landing to Lake Oswego, and streetcar only to Johns Landing combined with enhanced bus service from Lake Oswego to Portland.

In the absence of information on whether a streetcar can be safely separated from residential areas along the entire route, on ridership origination and data for each terminus, on concrete park-and-ride demand from the model analysis, and on a refined analysis of travel time adherence and resulting capacity, it is not possible to definitively comment on the reasonableness of the current alternatives. As important, there might be other alternatives which could be reasonable when this information is available.

Metro should provide this information in advance of the DEIS evaluation of alternatives, or provide opportunities for new and/or revised alternatives to be included in the DEIS once this critical information is provided.

Thank you. gb

Gwenn A Baldwin, President
Baldwin Consulting LLC
503/975-9517 (o)
503/281-5959 (f)
gwenn@baldwinconsulting.biz
www.baldwinconsulting.biz

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ROBERT BERNSTEIN, P.E.
Consulting Transportation Engineer/Planner

June 20, 2008

TO: Metro Lake Oswego to Portland Transit Project

cc: Gwenn Baldwin, Baldwin Consulting, LLC

SUBJECT: Lake Oswego to Portland Transit Project Scoping Comments

I have been retained by affected neighbors in the Dunthorpe area to look at the transportation analyses related to the Lake Oswego to Portland Transit Project. I have reviewed all the reports and public documents provided to me for the project to date, I have met with Metro staff to discuss the project (4/8/08), and I attended the most recent Metro Transit Alternatives Analysis Steering Committee meeting (5/5/08). In addition, I have personal and professional knowledge of the corridor, and I have decades of experience developing and applying travel forecasting models as MPO staff (Puget Sound COG, 1983-90) and as a consultant (a summary of my qualifications is attached).

Based on my review of all the available reports and public documents, as well as my professional experience and local knowledge, I have concluded that the information produced to date is missing critically important data and analyses. Consequently, the public, staff, and elected officials have insufficient information to complete the necessary analyses and make a fully informed decision on the alternatives to include in the DEIS.

CRITICAL GAPS IN AVAILABLE INFORMATION

In order to be able to select a reasonable and appropriate set of alternatives to include in the DEIS, consideration of additional information and analysis results is imperative.

Separation of Rail Operations in Residential Areas

The project includes alternatives that use the Willamette Shoreline Right-of-Way (r-o-w), which runs within feet of existing houses, crosses private driveways, and travels through existing surface parking lots. Rail operations in this r-o-w raise serious safety and schedule adherence issues, yet to date there has been no attempt to specify how the alternative will achieve adequate separation in residential areas. It is not at all clear that these issues can be adequately addressed. Safety must be paramount, and should not be just another impact that is traded off against ridership, cost, and other characteristics and factors in the alternatives analysis.

Who will be Using the Lake Oswego to Portland Transit Service?

In developing a set of corridor alternatives – especially in a corridor with as many difficult design and impact issues as this one – it is important to know who will be using the transit

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Seattle, Washington 98112

RBernstein.CE76@GTalumni.org

(206) 325-4320
fax (206) 325-4318

services (i.e., where do riders come from and where are they going), and not just how many will be riding.

The Portland-Lake Oswego corridor, as defined for the purposes of this project, is not a “typical” corridor and has a number of unique characteristics that significantly affect the feasibility and effectiveness of the corridor alternatives considered thus far. Chief among these atypical characteristics is that the corridor serves two distinct and unrelated ridersheds: downtown Lake Oswego–West Linn to the south and Johns Landing/Macadam Ave to the north. This dichotomy must be recognized in corridor planning and alternatives development, for two primary reasons:

1. the Johns Landing ridershed is more an extension of downtown Portland and the South Waterfront, and is not a true part of the Portland-Lake Oswego corridor; and
2. the Lake Oswego-West Linn ridershed is not adequately served by the project, as the project does not extend past its northern extremity.

In other words, the corridor being served by the Lake Oswego to Portland Transit Project in reality starts south of the Johns Landing area, and extends south of downtown Lake Oswego to the West Linn area.

With so little population and employment in the corridor between Johns Landing and downtown Lake Oswego, the corridor transit improvement alternatives considered thus far clearly do not serve the *corridor* ridershed; rather they simply provide a linkage to/from a single “collection point” in that ridershed: downtown Lake Oswego.

Missing Information

Based on the discussion above, it is clear that a comprehensive evaluation of the feasibility and viability of project alternatives requires the following:

1. A separate review and analysis of ridership data for the south end of the study corridor for each alternative;
2. A separate review and analysis of the origin-destination pattern of the forecast corridor ridership for each alternative;
3. An actual forecast of the park-and-ride demand at the ridershed’s single collection point in downtown Lake Oswego;
4. A refined engineering analysis of travel time adherence and resulting capacity for each alternative; and
5. A detailed specification of how the streetcar is to be separated and protected from residential areas.

Robert Bernstein, P.E.
Consulting Transportation Engineer/Planner

REQUEST FOR ADDITIONAL INFORMATION

The following additional information and analysis results are needed for a comprehensive assessment of the alternatives being considered for inclusion in the DEIS.

Ridership Information

[Note: Because Metro's forecasting model is state-of-the-art, all of the forecast information requested below should be retrievable, as it was developed by the model in the process of creating the reported ridership forecasts.]

- ***Ridership estimates by station or segment***

The alternative selected for the Lake Oswego section of the corridor (i.e., the southernmost segment from Johns Landing) should have stand-alone utility: *the ridership generated south of Johns Landing should be able to justify the alternative selected for the segment south of Johns Landing*. Since the Johns Landing area is an extension of the South Portland–South Waterfront area, Johns Landing area ridership should not be used to justify the alternative selected for the Lake Oswego segment. In order to adequately evaluate alternatives it is necessary to have segment-specific or station-specific ridership estimates for all alternatives to allow for effective comparisons.

- ***Geographic description of the corridor ridershed and the origin-destination pattern of all travel generated in the ridershed***

This information, including identification of the analysis zones from which the forecasted riders are drawn, is needed in order to be able to determine two important factors:

1. Whether or not there are viable and possibly more effective options for serving the Portland-Lake Oswego corridor riders outside the specifically-defined Lake Oswego to Portland study corridor (e.g., Barbur Blvd, Milwaukie Light Rail); and
2. Whether or not the Portland-Lake Oswego corridor riders are (a) 'new' transit riders shifted from auto modes, or (b) riders already using transit, and simply 'poached' from other corridors/routes/modes.

- ***Streetcar ridership estimates for a realistic travel time scenario that considers schedule adherence effects, impacts of 'incidents,' and speed limits***

Ridership forecasts are influenced primarily by travel time, and the ridership estimates reported thus far are based on an "engineered speed" of 18 minutes travel time (i.e., the speed at which the streetcar can travel on the proposed alignment given the physical and control characteristics of the alignment). However, other factors that significantly affect travel time on a variable basis (e.g. street congestion, reduced speed limits in residential areas and reduced speeds crossing driveways and parking lots, etc.) are not adequately reflected in the ridership forecasting process.

Robert Bernstein, P.E.
Consulting Transportation Engineer/Planner

More important, the “engineered” travel times used in ridership forecasting do not incorporate the potential variability and uncertainty of travel time in this particular corridor. The proposed streetcar alternative relies on a streetcars coming from downtown and NW Portland, and the inevitable irregular schedule adherence will eliminate schedule reliability and travel/wait time to/from Lake Oswego. This is especially true given the single-track section, for which schedule coordination is paramount. The result of these factors could significantly reduce actual ridership, making the ridership estimates unrealistic.

Also, as discussed in the safety section below, it is not at all clear that the tracks can be protected and separated well enough to permit the streetcar to operate at the engineered speed of up to 40 miles per hour. Speed limits may need to be drastically reduced for safety reasons, which would also significantly lengthen the travel time and reduce ridership forecasts.

- **Forecasted park-and-ride demand**

Another significant feature of the streetcar alternative is the need for a large-scale park-and-ride lot in downtown Lake Oswego. The ability of the existing street network to accommodate park-and-ride traffic – even with improvements and ‘mitigation’ – is questionable at best. Because the streetcar alignment only reaches Lake Oswego but does not extend through the corridor to West Linn, the Lake Oswego station will have a disproportionately large number of auto users driving to the ‘end-of-the-line’ station in Lake Oswego. This will cause the very large park-and-ride demand typical of end-of-the-line suburban stations.

The most vital piece of information needed is the required park-and-ride lot capacity. Thus far, for the purposes of alternatives development and analysis Metro has reported that a 400-space lot is needed. Unfortunately, this lot size estimate is neither reliable nor credible, as it apparently was an off-the-cuff estimate by Metro staff and was simply intended for use as a ‘placeholder’ until further analysis can be done (i.e., the 400-space estimate was not based on actual local conditions and was not derived from the travel forecast model results for this specific corridor).

Given the 6,000/day forecast streetcar ridership to/from the Lake Oswego station(s) and the corridor geography/topography and suburban setting, however, it is likely that park-and-ride demand will significantly exceed 400 spaces, thereby increasing congestion even more and putting into serious question the viability of ending the streetcar line in downtown Lake Oswego.

For these reasons, the actual park-and-ride demand forecasted by the model needs to be reported now and considered throughout the study. (Metro’s ridership estimates are built on the streetcar trips for each mode of access, including walk, feeder bus, drop-off, and auto; the auto access mode provides a realistic forecast of park-and-ride demand.)

Robert Bernstein, P.E.
Consulting Transportation Engineer/Planner

Safety-Related Information

Safety and physical separation issues are paramount and should be addressed in advance of a full DEIS. It is critical that Metro identify how and if safe operations can be maintained on rail alignments directly adjacent to residences.

- ***Specify how streetcars using the Willamette Shoreline right-of-way will be physically separated from residential communities***

Adequate separation and protection of the tracks must be a *prerequisite* for any alternative. This safety concern should not be just another impact that is traded off against ridership, cost, and other characteristics and factors in the alternatives analysis.

In this corridor, it is a distinct possibility that the streetcar cannot be adequately and effectively separated and protected through existing residential communities, and therefore cannot be operated safely.

If such is the case, then the streetcar alternative is fatally flawed and should not be included in the DEIS. In order to ensure that the DEIS does not waste finite resources and confuse the process by fully analyzing a fatally flawed alternative, Metro should at this time determine how the streetcar is to be separated and protected, and demonstrate that it is possible.

CONCLUSION

There is significant missing data, analyses and information. Consequently, the public, staff, and elected officials have insufficient information to complete the necessary analyses and make a fully informed decision on the alternatives to include in the DEIS.

Specifically and most important, safety and physical separation issues are paramount and should be addressed *in advance* of a full DEIS in order to avoid significant expenditures and confuse the process for what may prove to be a fatally flawed alternative. This work could be done concurrent with the Johns Landing alignment study, which also will precede the DEIS studies.

Thank you for considering my comments. If you have any questions or comments, please do not hesitate to contact me.

Sincerely,



Robert Bernstein, P.E.

Robert Bernstein, P.E.
Consulting Transportation Engineer/Planner

Summary of Qualifications

I have Bachelor's and Master's degrees in Civil Engineering (from Georgia Tech and Northwestern University, respectively), and I am a registered professional engineer in Oregon, Washington, California, Idaho, and New Jersey. I have over 30 years of transportation planning and traffic engineering experience, including five years with the City of Portland and seven years as Senior Transportation Engineer with the Puget Sound Council of Governments. In these positions and as a private consultant, I have prepared the transportation element for nearly a dozen city and county comprehensive plans, and I have conducted numerous regional and subregional travel demand forecasting studies, transit facilities planning and design studies, traffic operations and safety analyses, and neighborhood traffic management studies.

Local project experience: South Portland Phasing Analysis/Marquam Hill Tram Study (2004), South Portland Circulation Plan (2000), North Macadam Access/Circulation Plan (1996), Macadam Ave Corridor Plan (1979)

Seattle Popular Transit Plan (Monorail): ridership forecasting and transportation section preparation for System Plan EIS.

Commuter Rail Station Studies (Auburn, Puyallup, and Sumner, WA): station site selection, station area traffic access and circulation, coordination of rail and bus service, and station accessibility to rider markets.

Ferry Terminal / Multimodal Transportation Center Studies (Edmonds and Mukilteo, WA): road network and roadway configuration design, traffic forecasting and EIS traffic operational analyses, integration of local bus, commuter rail, Amtrak, and intercity bus services.

Multi-Corridor Study Traffic Analysis: regional traffic analysis for the Central Puget Sound (Seattle) region's first regional high-capacity transit system plan.

Robert Bernstein, P.E.
Consulting Transportation Engineer/Planner

Trans System Accounts - Portland to LO Streetcar

From: <swb324@aol.com>
To: <trans@oregonmetro.gov>
Date: 7/17/2008 10:46 AM
Subject: Portland to LO Streetcar

Regardless of the viability or practicality of the actual streetcar itself, I was shocked and amazed to hear that one of the possibilities for a terminal in LO was right in the heart of town in the Safeway area. Can this be true? It is so amazing to me that this idea could even be considered that I have a hard time believing it. If so it is truly shocking.

Everything one reads about LO is how people can "walk everywhere". Long-term plans have worked toward a walkable, pedestrian friendly, village atmosphere. To run a streetcar right through the heart of town, not to mention parking for up to 400 cars, would destroy this. There are many issues to consider such as traffic of the cars in/out of parking morning and night, the streetcar itself disrupting traffic flow through the busiest streets, and all of this in the middle of residential neighborhoods which start right at the Safeway area and extend in all directions to the north and south of of A. There are other areas around where the streetcar and the parking would be convenient but not obvious - down in the Foothills area for example. And this would not require winding the tracks up and back into the middle of town.

Please reject this terrible option.

Sincerely,
Suzan Berry
Lake Oswego

The Famous, the Infamous, the Lame - in your browser. Get the TMZ Toolbar Now!

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From: Julie <buffalo@practicemagic.com>
To: <trans@oregonmetro.gov>
Date: 7/10/2008 3:26 PM
Subject: Support for Pedestrian/Bike path alongside Streetcar

I strongly support the addition of a pedestrian/bike pathway along the proposed Streetcar route along Hwy 43 between Lake Osw and Portland. Currently, there is no direct, safe bicycle route between lake O and Portland and the addition of the ped/bike pathway to the streetcar route will greatly enhance our community's transportation options. Please add my e-mail address to receive updates on the streetcar proposal.
Thank you,
Julie Bevan
2063 Crest Drive
Lake Oswego, OR
buffalo@practicemagic.com

Trans System Accounts - Lake Oswego to Portland comment

From: "Talie Bocci" <talie.bocci@gmail.com>
To: <trans@oregonmetro.gov>
Date: 6/25/2008 4:20 PM
Subject: Lake Oswego to Portland comment

No streetcar extension. 400 car lot?? TERRIBLE idea.

Work on a bike path along the corridor instead. This alternative is more feasible, desirable, environmentally friendly, and in line with our ideals and goals for a healthy community.

Natalie Bocci
First Addition/Forest Hills

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From: feedback
To: Trans System Accounts
Date: 7/17/2008 10:36 AM
Subject: Fwd: Lake Oswego to Portland transit project

Forwarding to Metro transportation planning.

>>> Diana Boom <diana@dboom.net> 07/16/08 5:41 PM >>>

We like the streetcar, and think this is a good plan, but not sure about which LO terminus is best.

Albertson's advantage is that streetcar wouldn't have to cross Highway 43, but Safeway seems like it offers most accessibility for pedestrians, but think the increased traffic would be awful on A and B Avenues.

Trans System Accounts - Lake Oswego to Portland comment

From: "Paul Brossia" <p.brossia@comcast.net>
To: <trans@oregonmetro.gov>
Date: 5/14/2008 11:20 AM
Subject: Lake Oswego to Portland comment

I urge you to provide refurbished and upgraded streetcar service between Lake Oswego and downtown Portland. I will definitely use the streetcar and I will be using the bus, too, much more frequently in the future. I support mass public transportation. It is essential for a well-rounded community.
Paul Brossia, Lake Oswego resident and tax-payer.

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From: Martin Butt <mhbutt@comcast.net>
To: <trans@metro.dst.or.us>
Date: 7/17/2008 10:55 AM
Subject: Mail: Lake Oswego to Portland Transit Public Comment

You are soliciting public comment on your study.

My comment is that any enhanced bus service would not influence our decision to use our auto. I would still choose my car for travel to Portland. However, a streetcar between Portland and Lake Oswego would be used by us and we would use our car less. We currently use the streetcar for cross town travel and TriMet light rail in town/airport.

The appeal of a streetcar is reliable, safe service at speed. Also we notice, it is particularly appealing to our out-of-state visitors who much prefer the rail travel to bus travel where available.

Martin Butt
11122 SW Esquiline Circus,
Portland

Trans System Accounts - Input Regarding Benefit of Streetcar Project to Lake Oswego

From: "Carlson,P Chris" <CARLSOPC@airproducts.com>
To: <trans@metro.dst.or.us>
Date: 5/15/2008 1:55 PM
Subject: Input Regarding Benefit of Streetcar Project to Lake Oswego

To whom it may concern,

I understand that there was a recent meeting in regarding the streetcar project to Lake Oswego during which community input was solicited. While I was not able to attend the above meeting, I would like to provide a strong endorsement for the project.

I have been a supporter of rapid transit for many years. We regularly used this when we lived in the San Francisco Bay area and I continue to use rapid transit whenever possible when I travel. I believe that it will provide a much more efficient means for transportation into Portland and link to the Max line.

Chris Carlson

Chris Carlson
1700 Aspen Ct
Lake Oswego, OR 97034

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Trans System Accounts - Portland to Lake Oswego Streetcar

From: Jill C <poevalley@hotmail.com>
To: <trans@metro.dst.or.us>
Date: 7/16/2008 10:57 AM
Subject: Portland to Lake Oswego Streetcar

To Whom It May Concern,

I am writing this email in support of the proposed Portland to Lake Oswego Streetcar project. However, I am not in support of locating a terminus at Safeway or in the construction of any size park and ride facility at the current Safeway location. I believe strongly that the obvious and ideal terminus would be located in the Foothills area at the current trolley terminus.

Thank you for allowing me to comment,

Jill Craven

Time for vacation? WIN what you need. Enter Now!

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Trans System Accounts - Lake Oswego to Portland comment

From: "Josh Daniels" <josh@joshdaniels.com>
To: <trans@oregonmetro.gov>
Date: 7/21/2008 5:40 PM
Subject: Lake Oswego to Portland comment

I am not supportive of the Lake Oswego to Portland streetcar project. As a resident of the area in downtown Lake Oswego where the streetcar terminal is planned, I am concerned about congestion in the area that is already bad (A Ave and B Ave from 4 – 6 pm). Also, the trolley service that is in place today gets very little usage and I doubt the streetcar will be much different.

It seems that most of your focus should be on bringing mass transit into the Wislonsville/Sherwood area from Portland via I-5.

Josh Daniels

Josh Daniels

Direct: (503) 277-8300
Fax: (503) 210-1116
Email: josh@joshdaniels.com

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Trans System Accounts - Steetcar

From: <Andydavis1@aol.com>
To: <trans@metro.dst.or.us>
Date: 7/12/2008 11:14 AM
Subject: Steetcar

To whom it may concern:

I am writing you this letter to express my sincere concerns and opposition to the proposed streetcar which would run through our neighborhood.

First, let me say that I decided, along with most people who live in this area, to live in Dunthorpe for the beauty, serenity, charm, security and safety that this area provides its homeowners. The proposed streetcar would have significant negative impact on these factors.

Second, it is hard for me to believe that Metro does not have other options that would accomplish its transportation goals and at the same time preserve the character and safety of our neighborhood. For example, the alternative of an enhanced bus service on Hwy 23.

Should you wish to contact me further about my views please do not hesitate to do so.

Andrew J. Davis
11623 SW Riverwood Road
Portland, OR 97219
Phone: (503)699-0313

Thank you for your consideration of my opinions.

Get the scoop on last night's hottest shows and the live music scene in your area - [Check out TourTracker.com!](#)

Trans System Accounts - Lake Oswego Streetcar.

From: "Dean M. Dordevic" <dmd@fergwell.com>
To: <trans@metro.dst.or.us>
Date: 5/19/2008 11:05 AM
Subject: Lake Oswego Streetcar.

We are 100% against this folly of urban planning. It's clear to me that this is all about the "legacy" of Lake Oswego's mayor. An express bus.. which is a far more cost effective tool to get this job done is, sadly, not a "legacy" and therefore will not get the attention it deserves. It's too bad that good decision making can't trump ego.

Dean M. Dordevic, Principal
Ferguson Wellman Capital Management, Inc.
888 SW 5th Ave. | Suite 1200 | Portland, OR 97204
Phone 503-226-1444 | Cell 503-348-1000 | Fax 503-226-3647
Email: dmd@fergwell.com | Website: www.fergusonwellman.com

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Trans System Accounts - Lake Oswego to Portland comment

From: "Stephen Dudley" <sbdudley@comcast.net>
To: <trans@oregonmetro.gov>
Date: 7/12/2008 11:43 AM
Subject: Lake Oswego to Portland comment

I am supportive of extending the streetcar to LO and feel that it is the only reasonable alternative to eventual gridlock on Hwy 43.

I feel that the "Safeway" terminus alternative is preferable as it would give easier and less congested access to the larger number of people....including those to the west of the immediate downtown, short walking distance from anywhere in the 1st Addition area, etc.

One important criteria is for the design to integrate the tracks with the area.....landscaping, etc, so that it "fits" in with the neighborhood. The impact of the "park and ride" issues are important.

As a related idea.....if the new Sellwood bridge were designed to hold a single trolley track, then a short branch extension could serve the Sellwood neighborhood as well (or, as an alternative, run the eastside route down the old Portland Traction R/W to the Sellwood neighborhood.)

Stephen Dudley

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Trans System Accounts - Lake Oswego to Portland comment

From: "Elling, Michelle" <EllingM@wsdot.wa.gov>
To: <trans@oregonmetro.gov>
Date: 6/24/2008 10:13 AM
Subject: Lake Oswego to Portland comment

I was hoping you could send me a copy of your financial analysis. I will need to do one for the Mukilteo terminal and the ability to review your analysis would be a great boon to me. Please let me know as soon as possible if you can release this document to me, thanks!

*Michelle Elling
Senior Environmental Coordinator
WSF Terminal Engineering
(206) 515-3855*

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Trans System Accounts - Lake Oswego to Portland comment

From: "Sharon Fekety" <fekety@hevanet.com>
To: <trans@oregonmetro.gov>
Date: 6/29/2008 1:34 PM
Subject: Lake Oswego to Portland comment

Enhanced bus would be a good option. If there is streetcar, the alignment should be along Macadam, in order to access the businesses there and so customers wouldn't have so far to walk. The bike and pedestrian trail along the Willamette Shoreline tracks alignment would attract thousands to commute from Lake Oswego to downtown every day. It would be a flat, easy commute. Families would also use it on weekends. Money should be found for this important trail.

Look at costs again. One study I saw says the enhanced bus would cost tax payers less than streetcar. If optimistic streetcar ridership projections aren't met, costs could be even more than estimated. Also, while streetcar would be faster during peak commute hours, the bus would be faster other times when about 7 out of 10 riders use transit.

The streetcar would have stops further apart than the bus, forcing riders to have to walk further, and some places on Highway 43 it is impossible to walk on the road. Also the noise would be a problem for streetcar as the proposed route on the Willamette Shores track alignment would come within a few feet of homes and apartments.

Please share these comments with project decision makers.

Sharon Fekety

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Trans System Accounts - Lake Oswego to Portland Transit Project

From: <fieldmoore@aol.com>
To: <trans@metro.dst.or.us>
Date: 5/3/2008 5:15 PM
Subject: Lake Oswego to Portland Transit Project

Dear Committee,

I am writing to point out many reasons why running a Street Car past the John's Landing neighborhood makes little economic sense. It also creates a number of safety issues that have yet to be addressed from your studies.

The area south of John's Landing does not provide a safe environment for the use of a Street Car. At speeds of up to 40 mph what safety measures will be used to protect citizens in driveways and parking lots along the corridor? Will railroad crossing be put at each driveway? Will people walking and children on bicycles hear the sound of the Street Car and be able to get out of the way as it passes through residential areas? Will emergency vehicles be able to access Riverwood Rd and other neighborhoods without waiting at a train crossing? How will public streets in residential neighborhoods accommodate the increase in cars and traffic when cars are parked on Riverwood Rd to ride the Street Car at the proposed stop? How will homeowners be compensated for having to wall up their homes for safety and noise reduction?

Lake Oswego: How are you planning to accommodate a 400 car parking garage in the middle of the congested area? Will bringing more cars and traffic to the area at peak traffic times create a bigger back up on Hwy 43? Do you have an accurate number of riders projected? As a resident who lives close to Hwy 43 why are all the buses I see south of John's Landing usually empty or close to empty? Why build more commuter rails when there is already a rail investment being made to Milwaukie just across the river? Why not spend dollars on transit options for riders that actually need public transportation and are not able to own a car unlike many of the people who live south of John's Landing to West Linn.

I support enhanced bus service south of John's Landing because ridership levels fluctuate through the areas south. It also is a cost effective investment versus the building of a Street Car line with far too many obstacles mostly of safety along the corridor south of John's Landing. With options between Barber Blvd and the Milwaukie rail it makes no economic sense to build and support a Street Car in an area that will not reap the benefits. Travel time to Portland will be far too slow for commuters who will not be willing to give up their vehicles for an added commute. In addition to arriving in Lake Oswego and having to deal with traffic in their car once they have gotten off the Street Car.

Please consider the enhanced bus service option as the only alternative that should be used south of John's Landing. It can be planned in conjunction with growth projections .

Thank you,

Jennifer Field
11801 SW Riverwood Rd
Portland, Oregon 97219
503-635-2480

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Trans System Accounts - Lake Oswego Portland Transit Project

From: <fieldriverinc@aol.com>
To: <trans@metro.dst.or.us>
Date: 5/3/2008 5:09 PM
Subject: Lake Oswego Portland Transit Project

Dear Sir,

I am very concerned with the safety of the street car proposed from Johns Landing south to Lake Oswego. There are a number of family homes where the proposed line will run thru driveways, across walkways and sidewalks that are used by children, adults and the elderly. The speed and frequency of the street car and the closeness to the houses make this very dangerous and very likely to cause accidents on this narrow corridor. There are no alignments or safety proposals presented to date that would eliminate or reduce this problem in this residential corridor. Enhanced bus service from Portland or Johns Landing would have none of these safety issues.

Enhanced bus service from Johns Landing or Portland to Lake Oswego can provide a far more cost effective and flexible transportation alternative than street car. It would also provide a safer alternative than running a street car through this narrow residential environment. It can give Metro the ability to increase service in cost effective increments if the ridership grows as forecasted but the taxpayers would not be burdened by the high fixed cost of the street car should the ridership fail to meet the forecast or the ridership needs change.

It seems to me that the negative safety impact and the high fixed cost of extending the streetcar beyond Johns Landing does not seem viable given the cost effective benefits of enhanced bus in the corridor. Please approve enhanced bus service for this project vs street car for this corridor.

Best Regards,

Jim Field
11801 SW Riverwood Road
Portland, Oregon 97219
503-635-2480

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Trans System Accounts - Streetcar: John's Landing to Lake Oswego

From: "Todd Gooding" <tgooding@skbcos.com>
To: <trans@metro.dst.or.us>
Date: 7/3/2008 12:09 PM
Subject: Streetcar: John's Landing to Lake Oswego

July 3, 2008

RE: Lake Oswego to Portland Transit Project

It is with great concern that I write to you regarding the fixed rail transit system currently contemplated for construction from John's Landing to Lake Oswego. Your consideration of the following issues while making a decision would be much appreciated.

- What precautions will be taken to ensure the safety of residents?

The neighborhoods affected by the streetcar system contain extraordinarily dense populations of children. These children are currently safe to ride around on their bikes and play outside, as they should be. It would be a travesty to lose this, but I do not see how that can be avoided with streetcars traveling at speeds in upwards of 40 mph.

- With the increase in foot traffic, how do you plan to prevent the crime rate from escalating?

Recent problems on the MAX lines are a prime example of the prevalence and difficulty in controlling criminal activity in areas housing lines of public transportation. What measures will be taken to elude crime?

Enhanced bus service seems a viable solution to commuter needs. It is less costly to construct, and would better maintain the integrity of these neighborhoods.

I thank you for your time and I hope that you will give serious consideration to these questions in determining the best solution for all involved.

Sincerely,

Todd Gooding

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Trans System Accounts - Streetcar to L.O.

From: "Cynthia Griffen" <cgriffen@verizon.net>
To: <trans@metro.dst.or.us>
Date: 4/25/2008 8:54 AM
Subject: Streetcar to L.O.

Hello –

I am a resident of Lake Oswego, and I work downtown. I strongly support a streetcar from LO to downtown Portland. It will provide added convenience for people like myself, and work towards reducing out consumption of fossil fuels as a community.

Thank you,

Cynthia Griffen
86 Kingsgate Road #B-201
Lake Oswego, 97035
503-684-4355

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Trans System Accounts

From: "ponyup" <ponyup@hevanet.com>
To: <trans@oregonmetro.gov>
Date: 7/16/2008 1:53 PM

What a fantastic idea a street car to Lake Oswego!

Thanks to our deceptive city government the article regarding a street car to LO was cleverly hidden in the back of the local paper so, 3 days before the deadline to comment, thanks to a vigilant neighbor, I actually heard of this latest scheme! Alas the email address they printed was incorrect! Typical lake Oswego, plenty of respect for \$\$ and none for the people who live in this once charming community.

Truly I do like the idea of bringing the street car to LO but keep it where it belongs...on state street! The proposal to run it up already overly congested A and B streets is ridiculous!! That is a residential neighborhood! This might be an asset in a big city but LO is a small town and first addition (once voted in the top 10 neighborhood in the US...no more) is already overly congested (thanks to our sell out city officials) with auto traffic traveling at alarming speeds for a neighborhood full of kids, pets and few side walks. The introduction of a park and ride could only compound this problem and make this special area even more dangerous to walk through.

I hope metro and the city of LO will consider residents concerns this time.
Regards,
Lisa Gullette

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From: <vhaines@comcast.net>
To: <trans@oregonmetro.gov>
CC: Waynecommittee) Solberg <wayne_solberg@yahoo.com>, Sue Berry <Swb324@aol...
Date: 7/17/2008 7:08 AM
Subject: Comments for Lake Oswego to Portland transit project

The Evergreen Terrace Rowhomes Homeowners Association of 4th Street Lake Oswego wishes to submit the following comments on the Lake Oswego to Portland transit project, specifically on the Streetcar option to Lake Oswego ending at the Albertsons or Safeway site and the construction of a parking structure to support the Safeway terminus option. Parking structures by their nature are multi story with a large footprint. This large size would be out of context next to the First Addition Neighborhood and contrary to the pedestrian access and use of the area. A better location for such a structure would be the on the east side of State Street in the Foothills area which already has industrial/commercial activity. A parking structure in this industrial area would not negatively impact an existing pedestrian oriented neighborhood and force significant traffic onto side streets of an existing neighborhood.

Sincerely,
Ginny Haines
President of the Evergreen Terrace Rowhomes Homeowners Association

--

Trans System Accounts - Oswego trolley proposal

From: WALLACE HELM <wehelm@msn.com>
To: <trans@oregonmetro.gov>
Date: 7/15/2008 6:50 AM
Subject: Oswego trolley proposal

In transportation issues as in many other ventures in public and private actions, FLEXIBILITY is an essential element to present and future success. Fixed rail has no flexibility beyond schedule and limited capacity changes. The Oswego Trolley idea is a bad one borne by public officials looking for innovative (not necessarily smart) ways to spend "other people's money"! The closed, or nearly closed loop in which these expensive decisions are made in the name of the public good often lack the common sense of someone making personal choices with their own hard-earned dollars.

Currently, a Tri-Met park and ride located on South Shore close to McVey goes totally unused. Theoretically this lot would accommodate those Lake Oswegons wishing to ride #36 into Portland's transit mall. Very convenient with a broad schedule yet unused.

The Trolley idea would mean building a big park and ride in place of existing businesses and would work to invite many out-of-towners to participate increasing the congestion on both State and A if successful. Not what citizens want. Expanded bus service is the way to go. It beats out fixed rail for the crucial FLEXIBILITY and, of course, COST every time. Highway 43 does need help and the BUS is the answer.

The "Lake Oswego" that Metro says formally voiced its support for the streetcar, no doubt means the City Council and the city planners who never saw a big public project that they didn't hug. Some citizens may have also expressed a soft spot for the Trolley when asked the broad question on a survey. But one only has to look at the citizen sentiment expressed on the purchase of the Safeco building to see what soft questions illicit. To ask "what do you think about a streetcar in LO" is like window shopping on Rodeo Drive - fun and fanciful. But add those devilish details and the response will focus like a lazer and my bet would be that citizens will overwhelmingly reject this Trolley nonsense in favor of a more efficient, and cost-effective bus-based solution.

But maybe our public officials will again demonstrate how little it matters what taxpayers and citizens want when they get together with other public types to yak about all their fun new projects. Public officials "street cred" trumps civic responsibility again.

I urge common sense - NO TO THE TROLLEY-TO-NOWHERE, YES TO EXPANDED BUS SERVICE!!

Marilyn Helm
1531 Larch St.
Lake Oswego, OR 97034

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Trans System Accounts - Lake Oswego Trolley

From: <PHenry1206@aol.com>
To: <trans@oregonmetro.gov>
Date: 7/15/2008 9:36 AM
Subject: Lake Oswego Trolley

I can not believe you would consider replacing the LO Safeway with a 400 car garage. More people walk to this store than drive. In my opinion it would severely damage the livability of the First Edition neighborhood. There must be some other alternative that would not negatively effect so many residences.

Phillip Henry
503-691-6827
pherry1206@aol.com

Get the scoop on last night's hottest shows and the live music scene in your area - Check out TourTracker.com!

Trans System Accounts - LO Street Car Use

From: Brittney Hock <brittneykh@mac.com>
To: <trans@oregonmetro.gov>
Date: 6/30/2008 10:59 PM
Subject: LO Street Car Use

Please do not have the streetcar run through downtown Lake Oswego. It will ruin our community especially if it goes around Safeway! I recently purchased a home on 5th and B street in downtown LO. The city just took down stop signs and the traffic already is a disaster and unsafe for my family and friends. This would be a horrible decision. Our neighborhood has a reputation of being a small quiet family neighborhood sought out by people all over the country to live in. Please don't destroy this! Thank you.

Brittney Hock

Begin forwarded message:

From: J E F F foster <artstuff@aracnet.com>
Date: June 30, 2008 9:48:01 AM PDT
To: Brittney Hock <brittneykh@mac.com>, David Hock
<Dhock@privateconsulting.com>
Subject: steet car issue

Hey,
thought I would pass this on, you both may have seen this.
They are planning a 400 car park and ride somewhere near
Safeway.
I'm guessing where the old Back Yard Bird shop was?
That would suck for traffic on B street!
It's bad enough the fucking stop signs where removed.

Read what was sent by Linda Working . . .

Subject: RE: Streetcar

All who attended the meeting at the City today and all who didn't: Everyone needs to write a letter to every editor, especially the LO REVIEW, alerting residents of LO that the streetcar IS coming. AND to alert them to comment to the City of LO and to the Metro commission (trans@oregonmetro.com) that we do not want the streetcar in downtown LO, on A Street and not on B street and we don't want the park and ride anywhere near Safeway or anywhere in downtown LO. It would ruin the integrity of our village and our community. Also, send comments to metro. We need to do it now and in volume.

Jonathan T. Harnish
Harnish Properties at Realty Trust
Attorney/Broker

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Mailing address:
PMB 114
333 S. State Street, Suite V
Lake Oswego, OR 97034

503-636-2454
Fax: 503-636-9515
jth@harnishlaw.com

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

From: Marilyn Brett [mailto:mbrett1@mac.com]
Sent: Saturday, June 14, 2008 6:56 PM
To: jane boutwell; JOHN WARD; George Hosfield; Bob Barman; jane boutwell;
Barbara Sue Seal; Anne Bisio; Pat Kearney; Chris Dad Dudley; Craig Strauser;
ANNE GLASS; Jon Harnish; Jennifer Laizure; Greg Kraus; TRAVIS J OLSON;
Bob
Endres; Linda Kerl; Pam Ellis; Ann Cumberland; Justin Harnish; Debi Larsson;
Pamela Cook; MaryJo Avery; tonya bunick; Al Fleener; Chris Dudley; Shelley
Lorenzen; phil@philchek.com; David Moffenbeier; emami077@comcast.net;
donnaht@comcast.net; cc_gilbert@hotmail.com; Carrie Harman;
jennifer.huewe@comcast.net; Pam Jeanson; LNKehoe Kehoe;
kimberlykraus@comcast.net; lantow@comcast.net; anne@chiroenergy.com;
billiemcgonegal@comcast.net; Susan Moring; b.nanz@comcast.net; Elizabeth
English; renohouse@comcast.net; Carolyn Schilling; Tom & Sue Senf; Deanna
Barnes; Mary Tarbell; 1torkelson@comcast.net; lindaworking@comcast.net;
yosthost@msn.com; ADCDOR@comcast.net; lockenest4@comcast.net
Subject: Streetcar

Dear Friends and Neighbors,
Many of you are unaware of the proposed streetcar project from Lake
Oswego to
downtown Portland. The plan currently in the works would be to have a
400 car park and
ride located in our downtown, with their preferred location being
beside Safeway on A Ave.
The Streetcar would run down State Street, turn on A Ave., then
continue to the terminus
by Safeway, turn on B Ave. and head back to State Street.
The hope is that thousands of riders daily will come from West Linn,
Sherwood, Oregon City, and other
areas to Lake Oswego, and ride to downtown Portland with the streetcar
running every
12 minutes.
Yes, we have a traffic problem that needs to be addressed, however, it
seems that this proposed
solution will only add to the problem, at least for the residents of
our community.
I have attached some alternative solutions, as well as link to Metro
if you would like more information
on their plan and a link to the email where you can forward your
comments. Note that the public input
phase will be closed after July 18th. Please have your voices
heard...this is may be your only chance.
Thank you,
Marilyn Brett

Linda Working
lindaworking@comcast.net

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Trans System Accounts - Railway through Riverdale

From: "L Johnston" <lhl4@msn.com>
To: <trans@metro.dst.or.us>
Date: 4/30/2008 8:18 PM
Subject: Railway through Riverdale

Hello,

I've lived in Dunthorpe for 16 years. As hard as this is to write, I'm writing to say that I support mass transit through my friends' back yards. We need a rail system up the Willamette. Would you please do everything possible to mitigate the hardships? This will be very hard on them and it really isn't fair. I guess I've resigned myself to the fact that life isn't always fair. We need to look to the future. Thank you for your hard work. It's tough on all of us.

Louise Johnston
Military Road

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Jenn Tuerk - Re: Fwd: Portland to lake oswego streetcar

From: Karen Withrow
To: Nancy.Keates@wsj.com
Date: 7/21/2008 8:47 AM
Subject: Re: Fwd: Portland to lake oswego streetcar
CC: Jamie Snook; Jenn Tuerk

Nancy,

The idea of studying a trail along with a transit improvement is to be sure the two can work together. In the initial phase of study, we found that there were definite space challenges in some areas between Lake Oswego and Portland. We will be doing some pre-work regarding trail this fall that will help us to determine how it will be incorporated in the next phase of study, a Draft Environmental Impact Statement. There is a great deal of public interest in and support for a trail in this corridor, though some also strongly oppose it. Every effort will be made to find a workable solution and to understand potential funding sources for a trail.

Please let me know if you have further questions,

Karen M. Withrow, public involvement manager
Public Affairs and Government Relations
Metro
503-797-1932
karen.withrow@oregonmetro.gov
www.oregonmetro.gov
Metro | People places. Open spaces.

>>> On 7/17/2008 at 7:06 AM, "Keates, Nancy" <Nancy.Keates@wsj.com> wrote:

Can you please tell me how each of the three possible scenarios would affect the issue of bicycle paths/lanes along Macadam? Is there any plan to build a bike path or add bike lanes between Lake Oswego and John's Landing along Macadam?

Thank you,
Nancy Keates

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Trans System Accounts - Lake Oswego to Portland

From: "Kraemer, Teresa (US - Portland)" <tkraemer@deloitte.com>
To: <trans@oregonmetro.gov>
Date: 7/16/2008 9:25 PM
Subject: Lake Oswego to Portland

Hello,

I live in Lake Oswego near 5th and B. I like the convenience of public transportation available at Safeway and ride Tri Met to work downtown but believe there needs to be a transit center to accommodate Tri Met or Streetcar riders. Currently my residential street (5th) is always lined with bus riders who park along the street for the entire day blocking parking for residents, deliveries etc. The accommodation for transit riders needs to occur away from residential areas. I favor an area near Albertsons' where parking for riders can be accommodated in a business rather than a residential area. Alternatively the parking lot at the Bank of America should be considered. They have a two level lot that rarely has cars. Parking in residential areas should be restricted to resident's only – by permit if a transit center is not identified to accommodate riders.

I also favor a safer route for bicycle riders along 43 from the Sellwood bridge to Lake Oswego.

Thank you for your consideration.

Terri Kraemer

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From: "Brian Lantow" <lantow@comcast.net>
To: <trans@metro.dst.or.us>
Date: 6/16/2008 3:02 PM
Subject: Streetcar comments

In opposition to extending streetcar to Lake Oswego...please note these comments.

Thanks,

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

Subject: RE: Streetcar

Marilyn, et al:

Here's my streetcar story/essay. Sorry it's so long, but I served on the LOPAC (the citizens' advisory committee for the streetcar) during the last two years I lived in the Dunthorpe neighborhood. Now I live in LO. My perspective has changed somewhat since moving, but not my opinion. When I joined LOPAC it was with a neutral perspective on both this project and on streetcars in general. As I became (hopefully) better informed and heard from many different government officials, staff, and community members, etc., I gradually became opposed to this particular project and instead lobbied for enhanced bus service (it isn't glamorous, but is perfectly suited - and very economical - for our city). I'll list my reasons below:

1. There is, and will continue to be, very little demand for streetcar service in this corridor. The figures being used by Metro are projections of traffic in the year 2025; it is difficult to accurately project numbers that far out into the future. I just drove downtown today at 9:30 AM, Monday morning - traffic was flying. Other than an am/pm rush hour, it usually does.
2. Another argument is rising fuel costs. Assume \$5 a gallon gas: if you have a 20 mpg car, the roundtrip to downtown Portland will cost you...5 bucks! The streetcar will run you \$2-\$3 r.t., so other than the occasionally novelty run or school field trip, most us will make the decision that time is more valuable than money, pay the extra \$2 or \$3, save 15 or 20 minutes and drive rather than take the slower alternative.
3. The streetcar terminus is being proposed in downtown LO. This corridor becomes very constrained ("traffic jammed") at the very locations proposed for a 400 car parking garage. Imagine traffic at 5:30 PM on a weekday night at the corner of First and 'A' Avenue when 400 people are trying to get to/from the parking garage along with everyone using 43 to get home to West Linn, Stafford, and Oregon City. Also imagine the impacts to the adjacent residential neighborhoods.
4. The streetcar will not extend down into Oregon City or even West Linn. This was a mistake. Most of the vehicles on this corridor are going to these cities. If it had extended through, there would have been much stronger support on our committee.

5. Lake Oswego residents should be aware that our city government is extremely interested in pursuing this project. In my opinion, they are well-meaning, but perhaps motivated less about the streetcar itself than the huge amounts of federal subsidies that will cascade into transit-related development projects in the Foothills area (east of hwy 43). So "follow the money" and development plans in the Foothills park area, and watch what gets proposed. Especially in the area of affordable housing - these federal subsidies have strings attached so the mass transit, affordable housing, and sustainability stakeholders in our community will become advocates as it moves forward.

In conclusion, this is not a "grass-roots" project that we, the residents of Lake Oswego, asked for. Instead this project is being driven forward by Metro, and by some in our own Lake Oswego city government. While I believe some Metro's goals and projects are laudable, and that our own city has made, and continues to make, a number of excellent development decisions, a few are not worth the costs to the our community. This is one of those better left on the drawing board.

Brian Lantow
Forest Hills/First Addition, LO

Trans System Accounts - comments on the rail service through the dunthorpe neighborhood

From: "Janice Lindquist" <jglindquist@gmail.com>
To: <trans@metro.dst.or.us>
Date: 7/18/2008 12:29 PM
Subject: comments on the rail service through the dunthorpe neighborhood

My wife and I own two properties that would be impacted by the bus service on the existing tracks through the Dunthorpe area. 10940 SW. Riverwood Rd. and 02484 S.W. Military Rd. We believe a high speed service would not be a safe situation in front of our properties, on the existing tracks, or right of way. We believe that enhanced bus service on highway 43 is the way to proceed. The city of Oswego can handle that option. The streetcar option would cause multiple problems in the city. Parking and traffic control at peak hours of travel. Sincerely, Stuart Lindquist and Janice Lindquist.

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From: Mike Litt <littm10@comcast.net>
To: <trans@metro.dst.or.us>
CC: Michael Earp <ninthst@hotmail.com>
Date: 4/21/2008 9:14 PM
Subject: Lake Oswego Streetcar project

To whom it may concern:

I couldn't make the meeting this evening, but i want to let you know that I strongly favor the Lake Oswego to Portland Streetcar Project. With escalating gas prices, terrible rush-hour congestion on Rte 43, and global warming, now is the time to improve mass transportaion options so as to decrease our dependence on the automobile.

sincerely,

Mike Litt
92 Wheatherstone Pl
Lake Oswego
OR 97035
(503)260-2817

Trans System Accounts - streetcar from LO to Portland

From: "Karen Locke" <lockenest4@comcast.net>
To: <trans@metro.dst.or.us>
Date: 6/27/2008 8:31 AM
Subject: streetcar from LO to Portland

To Whom it May Concern,

We are strongly opposed to a streetcar line, terminus, and parking structure in downtown Lake Oswego.

Karen and David Locke
756 Ellis Ave
Lake Oswego, OR 97034

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From: "David Manfield, Ph.D." <dcm@practicemagic.com>
To: <trans@oregonmetro.gov>
Date: 7/10/2008 5:01 PM
Subject: Streetcar

Hello,
I'd like to express my support for a streetcar for LO to PDX. I work
in Portland and I am certain I would use it to commute.

David Manfield, Ph.D.
LO Resident

Trans System Accounts - Lake Oswego to Portland transit

From: "Paul Manning" <paulmanning97@gmail.com>
To: <trans@metro.dst.or.us>
Date: 4/22/2008 1:39 PM
Subject: Lake Oswego to Portland transit

I understand there was a public meeting last night that included some discussion regarding the possibility of extending the streetcar from the South end of the city of Portland through John's Landing to downtown Lake Oswego. I wanted to lodge my vote in favor of such an undertaking. In light of consistent demand for housing, and rising costs of energy, mass-transit is a key part of the solution for those living in suburban areas, like we residents of Lake Oswego. I understand that there are many who prefer to turn a blind eye to the realities of constrained energy resources, instead relying on old stereotypes and platitudes. Those voices are, unfortunately, well represented at public meetings, though they do not represent the majority of Lake Oswego residents that recognize the true value of a fully operational mass-transit system. Given the alternatives provided, extending the streetcar is the most reasonable choice, for both Lake Oswego residents and businesses.

Thank you for your time,

Paul Manning
18521 Waxwing Circle
Lake Oswego, OR

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Trans System Accounts - Street Car Comments

From: "Bernie Mares" <bernie@versasteel.com>
To: <trans@metro.dst.or.us>
Date: 7/11/2008 5:55 PM
Subject: Street Car Comments

1. Please register my opposition to a streetcar.
2. Fix Up HWY 43 so it is more efficient & use the bus
3. If you must proceed with rail then please do a cut and cover through Dunthorp.

Thank you.

Bernie Mares
11721 SW Riverwood Road
Portland, OR 97219
cell (503) 358-6911
Versa-Steel, Inc. *"Helping build firm foundations since 1976"*
1618 NE 1st Avenue
Portland, OR 97232
phone (503) 287-9822
fax (503) 287-7483

www.versasteel.com
bernie@versasteel.com

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Trans System Accounts - Proposed Lake Oswego to Portland streetcar.

From: "Marge Mares" <Marge@VersaSteel.com>
To: <trans@metro.dst.or.us>
Date: 7/13/2008 2:00 PM
Subject: Proposed Lake Oswego to Portland streetcar.

To Whom It May Concern:

I am deeply concerned about the safety of our children with a streetcar. The trolley does not pose a big threat because it moves slowly through the residential neighborhoods. The streetcar is considerably faster and quieter. There will be accidents from it. To build a safe system, it should be built underground and then would not pose a threat to our neighborhoods. It's a mystery to me that this option has not been considered. Since "cut and cover" is not an option under consideration, I am **STRONGLY OPPOSED** to the streetcar due to safety concerns!

The cost of driving our cars is getting prohibitive for some. If the bus service was increased with **convenient** access to downtown, I think more people who work in downtown would consider this option.

Thank you,
Marge Mares
11721 SW Riverwood Rd
Portland, OR 97219

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From: Karen Withrow
To: marksbirds@gmail.com
Date: 12/17/2007 10:18 AM
Subject: Re: Fwd: Street car to Lake Oswego?

CC: Christina Billington; Elizabeth Adams; Ross Roberts
Amy,

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

Would you like me to add you to our project mailing list as well?

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

>>> Amy Marks <marksbirds@gmail.com> 12/13/07 8:51 AM >>>

Dear Metro,

I am reading in today's Oregonian that you will make some decisions today regarding whether or not to send the streetcar to Lake Oswego. It is noted in an article in the Southwest Weekly insert section regarding bus usage in Lake Oswego and West Linn. I think I can speak with some knowledge on the use of public transportation in this area as I grew up in Lake Oswego and returned when our eldest turned 4- he is now 22.

First of all, my husband and I both used public transportation to go to work in downtown Portland from the time we began work as lawyers in 1983. We fall in the green category of riders. We owned cars, but chose to live near bus lines, within two or three blocks, and worked near bus lines, and did not need to transfer. Buses that were not on schedule were the main inconvenience. Later I stayed home with children and my husband continued to ride until five years ago. At age 45, he was tired of the cold wet winter waits. He began driving his car daily and has ever since. He was the only rider from our neighborhood for most of his years of riding. (He got on at Hwy 43 and Midvale street)

I believe a street car coming to Lake Oswego is a waste of money. People who live here won't ride it.

1. It does not make economic sense for them to do so. Not only do

96.7% own cars, (see the stats in the Southwest Weekly article today) but most run their lives their own way- Work, to golf, to pick up kids, to meet friends for dinner to ...you get the idea. Every minute is planned and there are places to be all over town that a bus would never reach. Time is money for most of these people. No time to spend waiting for a bus or streetcar. No time to make the walk or transfer from bus/streetcar stop to private vehicle.

2. Public transportation does not go where they need to go. Fewer and fewer Lake Oswegans work in downtown Portland. Kruse Way is leading the area in Class A office space. Corporate headquarters in Beaverton, Wilsonville, or North Portland are not on direct public transportation routes even if you could get the executives to ride public transportation.

3. The at-home Mom crew (my demographic) lives in their cars during the day. We are volunteering at school, going to Costco, running to Washington Square, dropping off the dry cleaning, and going to the dentist, I have friends, especially those who have moved here from out of state, who just don't go to downtown Portland. They are a bit proud of it, actually. These women will talk about how sweet a street car would be, but if you ask if they would ride it, they will hem and haw.

4. Our kids are too busy to use a bus or street car. The kids are as on the run as the parents. They go to movies at Bridgeport. They are at sports work outs., they might have a job at the local Jamba Juice. They want to shop at Washington Square but have no idea that a bus goes there from Safeway and their parents would be "scared" for them to ride it. No Joke.

3. The river makes an impediment to efficient use of a rail line. What about a river taxi/ferry system?

I hope you vote today to shelve the idea of a street car to Lake Oswego . Congestion in Lake Oswego is a combination of Portland traffic on Hwy 43 meeting traffic coming from 1-5/ 217 to HWY 43, to 205. West Linn needs to go to four lanes. A street car to Lake Oswego is going to do zilch to fix that congestion. It would have helped to make the Sellwood bridge hold four lanes of cars, but the bridge designs under consideration do not hold those lanes.

Sincerely,

Amy Tassock Marks
100 SW Birdshill Rd.
Portland, OR 97219
503-697-3008

McCormick, William P

To: www.metro-region.org/lakeoswego
Subject: Mass transit project through neighborhood to LO

In our small neighborhood there are approximately 60 school age children. It would be a huge risk if this goes forward as represented at the last meeting I attended. There are numerous homes dangerously close to the tracks which require individual crossings, and with the prospects of a train every 12 minutes during peak hours while these children are leaving for school from said homes is a formula for disaster. 2. The proposal to put a parking structure in Lake Oswego for commuters to park and take the train into Portland is adding to the congestion. LO is one of two bottle necks on hwy 43 and having commuters leave the garage and be forced to cross traffic to head south will do nothing but INCREASE the problem. 3. A substantial amount of Hwy 43 has a planter island which could easily be removed with little cost and could be made into flex lanes during peak hours, where buses and shared ride participants can have priority. 4. There has been no consideration for the role that Barbour Blvd. could play in meeting future requirements in this area. 5. The prospects of using a bridge access to the south of LO hasn't been explored, which would be an east /west connect. 6 The issue of the Sellwood Bridge has not been cured by any of these plans. The Sellwood Bridge is probably the biggest problem on Hwy43. William P. McCormick 11837 SW Riverwood Rd. Portland 97219

From: Jennifer Mikel <jkmikel@mac.com>
To: <trans@oregonmetro.gov>
Date: 7/16/2008 8:52 PM
Subject: Streetcar/Paved Trail -YES

To Whom It May Concern:

I am a resident of Lake Oswego and I believe that the combination of a streetcar and a paved trail connecting Lake Oswego to Portland would be in the best long-term health, economic and environmental interests of this and other communities. We are a family of four (soon to be five) who many times have wished for bike path connecting our city with Portland; offering opportunities for recreation, transportation to work, business and exercise. A streetcar connecting our two cities would limit the amount of cars on the road and the need to find parking once there by offering a quick and direct trip.

I earnestly hope that plans are made to implement these proposals.

Many thanks,
Jennifer Mikel

From: Paul Moredock <paulmoredock@comcast.net>
To: <trans@oregonmetro.gov>
Date: 7/3/2008 4:21 PM
Subject: Lake Oswego to Portland Transportation comment

To whom it may concern,
As a resident of the 1st Addition section of Lake Oswego, I'd like to offer my opinion regarding the Lake Oswego to Portland lite rail proposal.

While I love the idea of a direct rail system between downtown Portland and downtown Lake Oswego, I hope the Metro Council will give serious preference to the proposal that direct the system to the Albertsons area of State.

Lots of time and money has been spent updating the A Street section of LO between State and 5th Street (near Safeway). To plan a lite rail system that comes up A St seems a serious disruption to recently improved streets, shops, and businesses. This nothing of the additional disruption to street and foot traffic.

In short, please keep your focus on continuing the Max line on State St. to the local Albertsons, and don't disrupt A Street.

Respectfully submitted,
Paul Moredock
844 5th Street
Lake Oswego, OR 97034
503 744-0947
email paulmoredock@comcast.net

Trans System Accounts - Proposed Streetcar - John's Landing to Lake Oswego

From: "Eli Morgan" <em@teleport.com>
To: <trans@metro.dst.or.us>
Date: 5/14/2008 10:52 AM
Subject: Proposed Streetcar - John's Landing to Lake Oswego

Good morning,

As a concerned citizen I would like you to consider the following issues and questions when making a decision related to the streetcar from John's Landing to Lake Oswego.

Enhanced bus service is a flexible transit option that can change to fit ridership levels and need, and is much less expensive to build.

- What will Metro do to enhance bus service under the "enhanced bus" alternative?
- Will all the signals be timed on Hwy 43 to maximize traffic flow?
- Will the buses be equipped with sensors that keep the signals green as they approach?
- Will bus-only queue jump lanes be built where they can be on existing right-of-way?

Building fixed rail transit south of Johns Landing is disruptive to neighborhoods, inflexible if ridership needs changes and may increase congestion/traffic problems in Lake Oswego. I ask that you address the following questions before making a decision:

- Given the number of driveways and parking lots the trolley tracks run through, how can Metro and Tri-Met expect to be able to operate at the engineered travel times/speeds used thus far in the ridership forecasting process?
- Will railroad crossings and arms be put at each driveway?
- How will the many John's Landing surface parking lots be managed to prevent accidents with a streetcar and allow residents to easily use the lots?
- Will people's homes be walled up and how much will it cost taxpayers or homeowners?
- With speeds upwards of 40 mph, what safety features will be in place given the residential nature of much of the route and an inordinate number of children.

The expense and negative neighborhood impact of extending a streetcar beyond Johns Landing doesn't seem prudent, given the enhanced bus alternative for commuters. Have the following questions been thoroughly researched?

- What is the ridership on the L.O./south segment for each of the alternatives being evaluated so far and where are they coming from?
- How many of these riders could potentially use Barbur Blvd., or the light rail in Milwaukie?
- What is the relative capital cost per rider for enhanced bus from the John's Landing to Lake

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Oswego compared with fixed rail from Johns Landing to Lake Oswego?

- What are the Metro 2040 growth projections that prioritize fixed rail to Lake Oswego over much more high-growth areas that may reduce pressure on the HWY 43 corridor (West Linn and Oregon City light rail extension from Milwaukie; connecting Lake Oswego to the Milwaukie Light Rail; improvements to the Barbur Blvd corridor, etc)?
- Why build more fixed commuter rail when there is already a significant fixed rail investment being made to Milwaukie, just across the river?

I would hope you will give serious consideration to these questions and make the questions and answers public at your next opportunity.

Thank you for your consideration.

Warm regards,

Eli Morgan

503-636-4111 *home*
503-223-4884 *office*
503-238-7501 - *fax*

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From: <l_myers@comcast.net>
To: <trans@oregonmetro.gov>
Date: 7/15/2008 11:40 PM
Subject: Lake Oswego Streetcar

I am writing in support of the proposed streetcar extension. Bus options between Lake Oswego and Portland are difficult in both route and schedule, and parking spaces on the busline are virtually non-existent.

We have taken the trolley for recreation, and believe the existing access is a treasure that should be used for practical transport. This would allow for less congestion and pollution on the roads, and valuable transportation options for the southern suburbs.

Thank you,
Linda Myers
13342 Auburn Court
Lake Oswego, OR 97035
home 503-699-8885

Trans System Accounts - Willamette Shoreline Streetcar

From: "Conan O'Harrow" <conan@ewc.co.jp>
To: <trans@metro-region.org>
Date: 4/13/2008 10:15 PM
Subject: Willamette Shoreline Streetcar

To: Lake Oswego to Portland transit project scoping meeting

From: Conan O'Harrow
4124 Orchard Way
Lake Oswego

I think a commuter train between Lake Oswego & Portland is a great idea. For it to be successful the stations have to be within walking distance (1,000 meters) & the trains should run a least 4 times an hour.

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From: Charles Ormsby [mailto:birdshill_cpo@hotmail.com]
Sent: Monday, October 20, 2008 3:28 p.m.
To: birdshill_cpo@hotmail.com; lvandervoo@lakeoswegoreview.com;
peterzuckerman@news.oregonian.com
Cc: robync@ci.oswego.or.us; bcc@clackamas.or.us; Christina Billington; Cheryl Grant;
nancy.duin@loswego.k12.or.us; elizabeth.day@dot.gov; john.witmer@dot.gov;
hoffmans567@comcast.net; johnsurrett@comcast.net; jgudman7150@msn.com;
jonesruss45@yahoo.com; pjuber@gmail.com; vote4sally@gmail.com; maryolson@northwest.com;
billforcouncil@comcast.net; cschetkey@windermere.com
Subject: Citizen_Viewpoint_on_Streetcar_Foothills

2008 October 20 Monday 15:20 U [3:20 PM PT]

Charles B. Ormsby (Skip)
Sentinel and Citizen Activist
Birdshill CPO / NA
Of Clackamas County and Lake Oswego Oregon
Recognition Discriminated Against By Clackamas County Oregon
Phn: 503.789.3378 Cell – Likely offline
Phn: 503.636.4483 Residence
Em: Birdshill_CPO@hotmail.com

Distribution of key contacts in
Greater Lake Oswego Area.

Subject: Citizen_Viewpoint_on_Streetcar_Foothills

Good Afternoon:

Attached is a Citizen Viewpoint that I have requested be published in
the Lake Oswego edition of 2008 October 23 Thursday. It is on the
Streetcar and linked projects.

My Citizen Viewpoint was prompted by a document from 2008 May
that was recently given to me by friends on the east bank of the
Willamette River. It states and I quote:
“The earliest date feasible to incorporate LO Flows at Tri-City is 2021”.

Tri-City refers to the Wastewater Treatment Plant (WTP) in Oregon City on
Clackamas River at river mile 01.0 with Willamette River outlet at river mile
025.0. This is about six miles from the Tryon Creek WTP serving Lake Oswego
on the Willamette River at river mile 20.4 and in the Foothills area.

The immediate questions follow

1. Why pump the effluent from Lake Oswego to Oregon City?
2. Why perform an environmental impact study (EIS or Draft EIS = DEIS)
for the extension of the Portland Streetcar to Lake Oswego, when then
study products / data might expire on the shelf after four years?

Partial answers and implications for the Portland Streetcar Extension to
Lake Oswego are simple:

The streetcar requires dense housing to be justified for federal matching funds under terms imbedded in the federal / FTA "Smart Starts Program". Dense housing is to be placed in the Foothills area of Lake Oswego. The Foothills area is adjacent to the Tryon Creek WTP and between flood plains of Lakewood Bay (Lake Oswego) and the Willamette River. Housing in this area will not sell and likely will not get financing unless there are extreme government subsidies through urban renewal areas. The urban renewal area would likely require the decommissioning of the Tryon Creek WTP and movement of effluent upriver six miles.

I am well known in government circles and cliques for my steadfast opposition to the Portland Streetcar extension to Lake Oswego. The total elemental components of the "deal" benefit few and cost many dearly in both time and personal funds. Further these costs for linked projects will encumber the property tax and fee base for both the Lake Oswego School District 7J and Riverdale School District 51J (J=Joint Multnomah County / Clackamas County) for years to come.

Quotes of Concern from documents listed in the Citizen View Point are below. The documents I possess in *.pdf files are available by an e-mail request to Birdshill_CPO@hotmail.com. For other source documents you will need to contact entities listed in the documents below.

Please forward this e-mail and attachment to those whom you feel share my concerns about projects along with their immediate financial implications and ultimate effects upon the greater Lake Oswego area.

Thanks

Skip

Charles B. Ormsby (Skip)
Sentinel and Citizen Activist
Birdshill CPO / NA
Of Clackamas County and Lake Oswego Oregon
Recognition Discriminated Against By Clackamas County Oregon
Phn: 503.789.3378 Cell – Likely offline
Phn: 503.636.4483 Residence
Em: Birdshill_CPO@hotmail.com

Quotes of Concern

1. Clackamas County Community Wastewater Taskforce Meeting Packet
Date 2008 May 01 Thursday 17:00 U (5:00 PM PT), Presentation handout titled: Lake Oswego Analysis, Slide 2 – Lake Oswego Planning Assumptions, Bullet point one.
"The earliest date feasible to incorporate LO Flows at Tri-City is 2021".
Bullet point two.
"City responsible to negotiate terms of exit from the Tryon Creek WTP with the City of Portland."

2. City of Lake Oswego and City of Portland wholesale sewage treatment and disposal agreement. Date: 1984 Sep 26 Wednesday. Page 16/20, Article X.0 Consultation Between Portland and Oswego, Item XI.C – Termination of Agreement:
 “At the end of 50 years and at any time thereafter, this Agreement may be terminated provided that the city desiring termination shall have given written notice to the other city five (5) years prior to the termination date. However, if Oswego desires to terminate the Agreement, Oswego shall pay its share of the remaining depreciation expense to Portland, for any facility not yet fully depreciated.”

3. CH2M Hill Report to City of Portland Bureau of Environmental Services, Tryon Creek Wastewater Treatment Plant Facilities Plan
 Date: 1999 Jun, Executive Summary, paragraph 1.
 “Since completion of the 1989 Tryon Creek Wastewater Treatment Plant Facilities Plan, growth within the service area has increased to such a degree that sewage flows approach the wet weather capacity of the treatment plant. As a result the City of Portland must improve the plant’s ability to handle peak flow events and handle public safety concerns regulatory requirements combined sewer outflows (CSO) and sanitary sewer overflows. These and other issues demonstrate a need to update the 1989 facilities plan.”

4. Article from Oregonian on landslide from SW Burlingame Place to SW Terwilliger Blvd, “Diverting rainwater ‘a disaster’ in West Hills” (Lake Oswego USGS Quadrangle, along with Oregon Department of Geology maps on Earthquake Hazards (GMS-91) and Geological Features (GMS-59)).
 Date: 2008 Oct 17 Friday, Section B: Metro, Page B2,
 “ “The city (Portland) wants homeowners to divert rainwater away from the storm drains,” Scot Burns chairman of Portland State University’s geology department told a packed meeting of the Southwest Hills Residential League on Thursday night (2008 Oct 16 Thursday). “That’s a great idea for flat Portland but a disaster for the West Hills.” ”

5. Cascade Policy Institute Report title: “The Mythical World of Transit Oriented Development – Light Rail and the Orenco Neighborhood, Hillsboro Oregon”, Start at page 18, section “Federal Role”
 Citations from West Side Max Full Funding Agreement (FFA) of 1996 Nov 14 Thursday
 “Attachment 10 (of above FFA) opens with the following preamble:
 “The Government and the Guarantee (Tri-Met) recognize that the success of the extension of the Westside LRT (Light Rail Transit) to Hillsboro will depend, in large measure, on local implementation and enforcement of long term urban containment policies that lead to transit supportive land use patterns in the Westside-Hillsboro corridor” ”
 Note other pertinent quotations and citations, too long to quote in this e-mail.

Attachments For E-mail, total (1).

Attachment 01

Title: Citizen Viewpoint: Streetcar: Four-Part Commitment (Adobe PDF 6.0)

File: CVPB_BRDH_LORV_Streetcar_2008_10Oct_18Sa_1400U.pdf. Size: 30 kb.

<p>Delivery Information:</p> <p>1. Lake Oswego Review PO Box 548 Lake Oswego OR 97034-2222 T-Guide: PDXC / Page 0656 / Grid F6 2nd Street / A Avenue Phn: 503.635.8815 Email: mforbes@lakeoswegoreview.com</p>	<p>2008 Oct 18 Saturday 12:00 U [12:00 PM PT] Last CV: 2007 May 14 Monday // 2007 May 17 Thursday Citizen's Viewpoint (CV) Request for publication by Martin Forbes, Editor of Lake Oswego Review Request for publication in Lake Oswego Review Edition of 2008 Oct 23 Thursday Email: mforbes@lakeoswegoreview.com</p>
<p>Streetcar: Four-Part Commitment</p> <p>Three Projects – Streetcar, Tryon Creek WTP & Foothills:</p> <ol style="list-style-type: none"> 1. \$232,600,000 – URS Corp / Metro / LOPTTAAS 2007 May, cost estimate to extend the Portland Streetcar to Lake Oswego, with adjoining bike freeway. 2. \$68,950,000 – CH2M Hill / Lake Oswego, 2005 December, cost estimate to move effluent from Lake Oswego to Oregon City and decommission Tryon Creek Wastewater Treatment Plant (WTP) in Foothills area. 3. \$33,000,000 – OTAK / Lake Oswego / FAPPAC 2005 June, cost estimate to renew the Foothills area. <p>An endorsement of the streetcar extension from Portland to Lake Oswego is an explicit four-part commitment to the other two projects along with the money and public debt to finance and operate.</p> <p>Taxes and fees will be assessed and levied to pay both the debt and operating costs.</p> <p>These project commitments are linked. The linkages cannot be severed or deferred.</p> <p>No sane and solvent developer or owner in the 2008 housing market commits to 3,000 units of housing with a beautiful view of Mount Hood and Lake Oswego, overlooking the Willamette River, adjacent to an operating sewer plant. (Housing figure, 2007 December, Foothills landowners consultant, public comment to Metro Council.)</p> <p>Find entities that will finance such a development as that proposed in the Foothills area, since the 2008 September mortgage meltdown and 2008 October Wall Street “China Syndrome”. Remember the \$700,000,000,000 Wall Street “rescue” (bailout) / credit market resuscitation effort.</p> <p>Some documents to consider:</p> <ol style="list-style-type: none"> 1. 1984 City of Lake Oswego and City of Portland Wholesale Sewage Treatment and Disposal Agreement. 2. 1999 Facilities Plan for Tryon Creek WTP by CH2M Hill for City of Portland BES. 3. Full Funding Agreements for Westside MAX and I-205 MAX to Clackamas Town Center. 4. 2005 OTAK / City of Lake Oswego Foothills Area Plan reports. 5. 2007 Metro, Lake Oswego to Portland Transit & Trail Study Evaluation Summary. 6. 2008 May 01 Thursday Clackamas County, Community Partners Wastewater Task Force meeting packet. Lake Oswego Alternatives. 7. 2008 Oct Multnomah County Draft Environmental Impact Statement for the Sellwood Bridge replacement. 	<p>Civil servants in Metro, Clackamas County, and Lake Oswego need to encapsulate and link the above documents for public review on a website or at the library.</p> <p>Citizens in the greater Lake Oswego area ideally should know of these documents and their implications. Also, if time permits, read the published summaries and maps. Formulate questions and get answers in writing from public officials and community leaders.</p> <p>Leaders need to read, interpret, deduce, and publicly disclose a concise clear summary encapsulation that is traceable to source documents along with calculations. Calculations should state givens, requirements, citations from references, assumptions, and demonstrate sample processes of derivations. This is to display immediate implications and ultimate effects on public debt. From both imbedded clauses in contracts and agreements along with projected costs stated in reports.</p> <p>All current elected officials and board appointees along with future officials and appointees and respective governing bodies making decisions about infrastructure and schools in the greater Lake Oswego area should publicly declare answers to the following questions:</p> <ol style="list-style-type: none"> 1. Do you agree with the principle the citizens should vote upon public debt, especially when that debt will affect the property tax and fee base for schools in the greater Lake Oswego area? 2. If so, how and when will citizen votes occur on the following projects: <ul style="list-style-type: none"> – Portland Streetcar extension to Lake Oswego. – Tryon Creek WTP decommission. – Foothills redevelopment concepts. 3. Further, what information will be summarized, cross referenced and encapsulated then published at what date prior to a citizen vote to show and demonstrate the immediate implications and ultimate effects of proposed public debt upon the school tax and fee base in the greater Lake Oswego area? <p>Declarations should be provided to citizens by both candidates, current elected officials, and governing bodies by 2008 October 27 Monday. Deadline for Lake Oswego Review publication.</p> <p>As a potential consumer of these public works I look forward to reviewing the posted declarations. Then making choices about 2009 local leaders, 2009 / 75th Oregon Legislative Representatives, and 2009 / 111th members of the Oregon US Congressional delegation. In the 2008 November 04 Tuesday election for representatives of the greater Lake Oswego area.</p> <p>Charles Ormsby (Skip) Sentinel – Birdshill Area Clackamas Co/ Lake Oswego</p>

From: "Jim Plunkett" <jimplunkett66@hotmail.com>
To: <trans@metro.dst.or.us>
Date: 4/21/2008 6:06 PM
Subject: Lake Oswego to Portland transit project

I've heard that the inclusion of a bike path on the willamette shore trolley route has encountered difficulty. Perhaps bikes and peds could cross the river on the railroad bridge ala the cantilevered walk on the steel bridge. Cyclists don't like the elevation gain required to get up to Barbur via Tryon and Terwilliger. Macadam is too fast. If we could cross the river, we could use the Springwater Trail.

Trans System Accounts - Streetcar and Lake Oswego

From: <JudyBoortz@aol.com>
To: <trans@oregonmetro.gov>
Date: 7/15/2008 8:17 PM
Subject: Streetcar and Lake Oswego

I was appalled to read in the Lake Oswego Review that there was a "possible" proposal to have a streetcar running up A Avenue between Fourth and Fifth and then down B Avenue, eliminating our local Safeway store and basically killing our downtown area. We moved here several years ago so we could be in the heart of the city, walk to the grocery store, pharmacy, eateries, park and other amenities our city has to offer. I am sure many others have done the same and those who have lived here for many years would suffer the same consequence by losing a grocery store and pharmacy we can walk to, not to mention the other businesses nearby that likely would suffer so much they would close or move to outlying areas where people would have to drive to get to them.

The other option going to the Albertson's area would likely have much the same impact on that part of the city where I am sure many residents walk to that store and surrounding businesses as well. I would think there could be some area East of State Street in more of the industrial side that would be more suitable and not have such a negative impact.

Any decision placing it in the heart of downtown would not only impact local businesses it would kill the heart.

Judith Pratt
Lake Oswego Resident

Get the scoop on last night's hottest shows and the live music scene in your area - Check out TourTracker.com!

Trans System Accounts - Lake Oswego Streetcar Comments

From: "Eli Morgan" <em@teleport.com>
To: <trans@metro.dst.or.us>
Date: 7/18/2008 1:02 PM
Subject: Lake Oswego Streetcar Comments

Needless to say, as a resident living within feet of the tracks, I am deeply concerned and opposed to the proposed streetcar. There are numerous homes along the railway and the prospect of a fast moving train running several times a day during peak hours when children and residents are leaving for school and work is highly dangerous and accidents will no doubt occur. The streetcar would have significant impact on the safety, security, serenity and charm of our neighborhood.

I would hope Metro would consider other options to accomplish its transportation goals such as enhancing the existing bus service along Highway 43.

Sincerely,

Jill M. Schreck
11000 SW Riverwood Road
Portland, OR 97217

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Trans System Accounts - Lake Oswego to Portland Transit Options

From: "Susan Smith Senf" <SueSenf@msn.com>
To: <trans@metro.dst.or.us>
Date: 7/15/2008 10:32 PM
Subject: Lake Oswego to Portland Transit Options

To Whom It May Concern:

I would like to express my concern over the proposed streetcar for downtown Lake Oswego. I have only recently learned that the plan includes a terminus and a large car parking facility in the main downtown streets of our city.

I am very concerned about the safety issue of such a terminus in the heart of our town. I am also concerned about the additional traffic and delays which would impact our downtown area. We have two young children and believe that a significant benefit of living near the downtown area is the current ability to walk, scooter or ride our bikes through the downtown area. We are concerned that the additional people and traffic will clearly impact the value of living in this area.

It is my understanding that the streetcar will not extend down into Oregon City or even West Linn. It is also my understanding that most of the vehicles in this corridor are going to these or other cities. If there is a need for additional public transportation to and from Portland specifically from Lake Oswego, I would urge you to consider other alternatives which will less significantly impact the quality of our downtown area. I do not believe that a streetcar line, terminus and parking garages are the right solution for downtown Lake Oswego.

I do not believe that the Streetcar project as currently proposed is in the best interest of the residents of Lake Oswego. I also do not believe that there has been adequate communication of the proposed project or its impact on the downtown area to the community. I urge you to reconsider the project on behalf of the citizens of Lake Oswego.

Sincerely,

Susan Senf

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Trans System Accounts - Lake Oswego to Portland Transit Options

From: "Tom & Sue Senf" <SueTomSenf@msn.com>
To: <trans@metro.dst.or.us>
Date: 7/15/2008 11:03 PM
Subject: Lake Oswego to Portland Transit Options

To Whom It May Concern:

I would like to express my concern over the proposed streetcar for downtown Lake Oswego. I have only recently learned that the plan includes a terminus and a large car parking facility in the main downtown streets of our city.

I am very concerned about the safety issue of such a terminus in the heart of our town. I am also concerned about the additional traffic and delays which would impact our downtown area. We have two young children and believe that a significant benefit of living near the downtown area is the current ability to walk, scooter or ride our bikes through the downtown area. I am concerned that the additional people and traffic will clearly impact the value of living in this area.

It is my understanding that the streetcar will not extend down into Oregon City or even West Linn. It is also my understanding that most of the vehicles in this corridor are going to these or other cities. If there is a need for additional public transportation to and from Portland specifically from Lake Oswego, I would urge you to consider other alternatives which will less significantly impact the quality of our downtown area. I do not believe that a streetcar line, terminus and parking garages are the right solution for downtown Lake Oswego.

I do not believe that the Streetcar project as currently proposed is in the best interest of the residents of Lake Oswego. I also do not believe that there has been adequate communication of the proposed project or its impact on the downtown area to the community. I urge you to reconsider the project on behalf of the citizens of Lake Oswego.

Sincerely,

Tom Senf
Resident
Lake Oswego

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From: craig stephens <craigattbi@yahoo.com>
To: <trans@oregonmetro.gov>
CC: <craigattbi@yahoo.com>
Date: 7/3/2008 5:53 PM
Subject: Portland to LO transit re draft risk management plan as to citizen input

I would like to make a suggestion about the parking and terminus for the above in Lake Oswego. I just finished reading the letter in the LO Review from Jon Harnish, July 3, suggesting strongly against the alternative to loop to the Safeway area for the transit terminus. Previously I and others have addressed strong opposition to the Alberson's terminus. Both objections are concerned with the parking for 200 to 400 vehicles and the impacts to downtown and adjacent neighborhoods, which I live in. Concerns about the impacts are directly relative to the risk assessment. So that is the background, everyone wants a light rail or trolley but no one wants the parking garage although clearly parking is needed in downtown LO.

My suggestion is this: Create the terminus where it is now, across from Manzana Grill, more or less. Put the parking where the cement plant is located which would allow multiple stories and sufficient room for such a parking structure. Build a skywalk from the parking structure to the upper floor across the street near Manzana so pedestrian crossing can be done without impeding traffic flow. The structure could have multiple entry and exit paths. One could be by extending B street with a four way light (on State, now three way) up and over the tracks to the parking garage and the other could be the existing street coming to the cement plant that has an existing four way light at the entrance to Foothills park and the development on the other side of A street. This way traffic could easily access the parking structure coming from either direction and prevent traffic jams.

Yes, the property would have to be purchased and yes an elevator would be required. There would be little negative visual impact to the high rise because the top of it would be even with Second St. with the floors going down instead of up. Yes, cooperation with ODOT and other agencies would be needed relative to the Hwy 43 light changes and the pedestrian overpass but this would give a parking structure where it is needed and would negatively impact no one.

Note that there already is a parking facility, woefully small, across from Manzana. So the walkway would be anchored above this and would circle around the transformer area but elevated. All in all less than a block walk from the parking structure to State St. A 3 D model of this seems to me to work pretty well without disrupting anything. There are power lines that the entrance at B Street would need to negotiate but nothing major.

For major events at George Rogers Park or Lakeridge or the Farmer's Market a shuttle could be provided for those not used to walking a few blocks.

The cement plant (really more truck parking and loading than an actual plant) is nothing but a blighted eyesore so I think there is leverage to buy the property. The cement people would probably be happy to trade for a site that was in a less congested area if that were offered as an incentive.

Please consider this suggestion as an alternative to 200 to 400 parking spaces created at Alberson's OR Safeway.

And, as consistently requested all along, please consider provisions for bicyclists in terms of a lighted, covered and separated trail alongside the light rail or elevated above it or one of the other alternatives that Metro provided. Obviously the most sustainable and least expensive and therefore the priority transportation should be bike or motor bike or walking.

Thanks very much for your consideration of this suggestion,
Craig Stephens
330 Durham St.
Lake Oswego 07034
Cell 503 312 4142

From: craig stephens <craigattbi@yahoo.com>
To: <trans@oregonmetro.gov>
Date: 7/15/2008 6:27 PM
Subject: Portland to LO transit re draft risk management plan as to citizen input: Modification to Suggestion

Hello again

Regarding this suggestion to use the present site of the Lake Shore Concrete Plant for a parking structure to support the trolley rather than the proposed Safeway or Albertson area, areas with severe concerns for those of us who live and work downtown, I have new information to provide to further support this concept but in a consensus fashion.

In a discussion with Mayor Hammerstadt, she indicated that this site was to be a multistory affordable housing structure as envisioned at some point in the future but there was no reason why the bottom floors could not serve as the trolley parking and also for special events and just general parking which is not adequate now in the downtown area. This concept has a lot of merit. The parking both for the people who live in the structure and the parking for the trolley in the bottom floors (with walking access level with State St. on the appropriate floor with an elevator up to the housing and down to the lower parking would seem to be an idea solution with cost sharing. It has the added advantage of moving the concrete trucks out of the center of town where they stress the roadways and traffic. It has the further advantage of providing immediate trolley access to the residents. And most important to those of us who live here, it would provide parking and access for special events so that our streets are not clogged by reckless and desperate parking where there are a few feet of space, fire hydrant or post box included.

So please consider combining the parking into a garage at the present trolley terminus and NOT at Albertson or Safeway markets and please work with the City of LO to turn the vision into a viable reality. (Also please consider solar panels on the roof of this structure!)

Thanks again,
Craig

--- On Thu, 7/3/08, craig stephens <craigattbi@yahoo.com> wrote:

> From: craig stephens <craigattbi@yahoo.com>
> Subject: Portland to LO transit re draft risk management plan as to citizen input
> To: trans@oregonmetro.gov
> Cc: craigattbi@yahoo.com
> Date: Thursday, July 3, 2008, 5:52 PM
> I would like to make a suggestion about the parking and
> terminus for the above in Lake Oswego. I just finished
> reading the letter in the LO Review from Jon Harnish, July
> 3, suggesting strongly against the alternative to loop to
> the Safeway area for the transit terminus. Previously I
> and others have addressed strong opposition to the
> Alberson's terminus. Both objections are concerned
> with the parking for 200 to 400 vehicles and the impacts to
> downtown and adjacent neighborhoods, which I live in.
> Concerns about the impacts are directly relative to the
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> a light rail or trolley but no one wants the parking garage
> although clearly parking is needed in downtown LO.
>
> My suggestion is this: Create the terminus where it is
> now, across from Manzanita Grill, more or less. Put the

Trans System Accounts - Street Car to Lake Oswego

From: "Steve Streger" <stregerhome@comcast.net>
To: <trans@oregonmetro.gov>
Date: 7/17/2008 9:28 AM
Subject: Street Car to Lake Oswego

As a resident of Lake Oswego for over 30 years I wish to voice my opinion about any proposed terminal for rail routes to Lake Oswego.
The proposal to route the rail line across State Street and up to the Safeway is totally unacceptable. Just because that area is the current hub of bus activity does not mean it is viable for a rail facility. Any gain by placing a terminal in the heart of the commercial area is not warranted when compared to the disruption it would cause, not only during construction but from tracks in the surface streets and the rail vehicles themselves.

Metro will not be endearing themselves, in the least, to Lake Oswego if they impose this monster on those of us who have worked for years to build our community. Your grand vision should not override our proven results.

Steve Streger
13453 Streamside Dr.
Lake Oswego, OR 97035

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From: Peter Sweet <tallsweet@gmail.com>
To: <trans@oregonmetro.gov>
Date: 7/16/2008 8:48 PM
Subject: Lake Oswego to Portland Transit Project.

I believe we should convert the existing tracks to bike lanes and give everyone an opportunity for a safe, flat ride into downtown, saving the parking problem and eliminating most of the expense of rail service. Use buses on 43 with preferred express service from West Linn and Lake Oswego.

Peter Sweet
tallsweet@gmail.com

From: Tiffany Talbott <pairofdicolost@mac.com>
To: <trans@metro.dst.or.us>
Date: 4/22/2008 6:19 AM
Subject: Lake Oswego to Portland transit project

Hi,

I couldn't make the meeting last night but I wanted to comment.

Having lived in Europe for several years and having enjoyed the convenience of streetcars, trains and subways - I think think a LO to Portland streetcar is a positive addition for Lake Oswego and I hope the city embraces this opportunity we've been given.

So count my email as another long-time Lake Oswego resident who votes Yes! on the LO to Portland transit project.

Best wishes,

Tiffany Talbott
772 8th Street
Lake Oswego, OR 97034
503-697-5124

Trans System Accounts - Lake Oswego to Portland transit project

From: "Erika Tansey" <erikatansey@yahoo.com>
To: <trans@oregonmetro.gov>
Date: 7/18/2008 9:46 AM
Subject: Lake Oswego to Portland transit project

To Whom it May Concern,

I am a resident of Lake Oswego and a strong proponent of a streetcar between Portland and Lake Oswego. My husband currently rides the bus from LO to Portland for work and the streetcar would make his ride faster. Also, we (my husband and I and our two young children) travel to Portland for shopping and other activities and events via car, however if there was a streetcar we would gladly take it. Last weekend, we drove our car to catch the streetcar in the south waterfront area to take us to the Pearl district to avoid having to search for parking. If the streetcar came all the way to LO we would ride it instead of driving whenever we went downtown.

Best regards,

Erika Tansey

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Trans System Accounts - Lake Oswego - Portland Streetcar

From: Jim Tesoriero <tesorier2@yahoo.com>
To: <trans@oregonmetro.gov>
Date: 7/18/2008 9:18 PM
Subject: Lake Oswego - Portland Streetcar

I am a Lake Oswego resident and would like voice my support for the extension of the streetcar to Lake Oswego. I am certain this will be a wise investment in the future of both cities. The terminus should be in Lake Oswego and not Johns Landing. I favor the Safeway terminus over the Albertson one, however I believe it is crucial that parking is provided regardless of which one is chosen.

Last, I strongly support the construction of a trail along the Willamette. It will serve both as a transportation option for bike riders and will increase the quality of life of residents in this community,

Thanks for listening and keep up the good work.

Anthony Tesoriero

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From: Bari A Thompson <barlot@juno.com>
To: <trans@metro.dst.or.us>
Date: 4/24/2008 2:45 PM
Subject: Lake Oswego to Portland Transit

Dear Sir or Madam,
Access to Portland from Lake Oswego and West Linn via light rail which would use this rail line is absolutely essential to our future!
This access must include bicycle, (and pedestrian) use as well, as it is a near level, safe way for commuters and others to reach Portland, short and easy, an ideal alternative to motorized transportation. Gasoline prices are skyrocketing, highway 43 is clogged at rush hour, petroleum reserves are disappearing, it just makes intelligent sense to have this method of travel to and from Portland!

Bari Thompson, Architect
315 Lake Bay Court,
Lake Oswego, Oregon, 97034

Trans System Accounts - Lake Oswego to Portland Streetcar

From: <SKWEISSMAN@aol.com>
To: <trans@metro.dst.or.us>
Date: 7/17/2008 11:27 AM
Subject: Lake Oswego to Portland Streetcar

To Whom It May Concern;

I live along Hwy 43 and have attended meetings about the proposed ideas concerning transporting people from Lake Oswego to Portland; however, it is important for you to know that my property would not be affected if the proposed use of the trolley line went into effect.

I do not think that using the existing Trolley tracks near Hwy 43 for a streetcar is an appropriate option. The disruption to an existing neighborhood and the destruction of old growth trees and vegetation just doesn't make sense let alone seem very respectful of the green space. Regardless that the homes might be very expensive, the concept that you would also be destroying historic homes, many which may be on the historic registry, and a historic neighborhood boggles the mind.

I would rather see improved bus service from the West Linn area to John's Landing or even all the way to Portland. I have to say I have often seen buses passing waiting people along Hwy 43 or in the John's Landing area during the morning commute because the bus is full and can not accommodate more people on the bus. The buses are also not consistent or timely even during the morning commute. Perhaps this is why so many people choose to drive.

If you intend to pursue a streetcar option, I can't even imagine where a park and ride would be installed to accommodate the potential cars if a streetcar were installed from Lake Oswego to Portland. The street car line could easily be extended from Portland to the John's Landing area if that is important but I still think improved bus service would alleviate the problem.

I have lived and commuted to Portland for over 20 years. Even with the explosion of growth in Dunthorpe, Lake Oswego and West Linn, the commute time really hasn't been that affected. I still am able to get to work and back home during rush hours within 20-25 minutes and I am commuting 9 miles to work daily. I can't believe it will get worse since the area is already relatively built up even if Lake Oswego increases it's density of housing with the development of more condos.

Thank you for your time and attention to this.
Sheryl Weissman
503-274-2222

Get the scoop on last night's hottest shows and the live music scene in your area - Check out TourTracker.com!

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OUTREACH MATERIALS

Media advisory

Newspaper advertisement

Postcard

Federal Register Notice of Intent

Metro news release:

April 17, 2008

**Contact: Karen Withrow (503) 797-1932
or: Karen Kane (503) 797-1942**

Metro hosts Lake Oswego to Portland Transit Project kickoff meeting

Public comment sought through July 18

With discussion continuing about ways to improve transit service between Lake Oswego and Portland, Metro is taking steps to advance to the next phase of study, a Draft Environmental Impact Statement (DEIS). The DEIS is a requirement of the National Environmental Policy Act and will be led by Metro and the Federal Transit Administration beginning in late 2008. Work is expected to conclude in 2010 with the selection of a single preferred alternative to be advanced into Preliminary Engineering and a Final Environmental Impact Statement.

The Lake Oswego to Portland Transit Project proposes improvements to existing transit service by extending streetcar on the Willamette Shoreline right of way, Macadam Avenue or parts of both, or by enhancing bus service. In accordance with the provisions of the National Environmental Policy Act, the DEIS will also evaluate a no-build option.

The Draft Environmental Impact Statement considers a number of topics, including the project's effect on the environmental factors like water and air quality, historic resources and nearby properties as well as potential effects on nearby neighborhoods, streets and intersections.

Metro will complete the study in partnership with TriMet, the cities of Lake Oswego and Portland, Clackamas and Multnomah counties and the Oregon Department of Transportation. This phase of study follows an earlier phase, which looked at a wider range of alternatives including bus rapid transit and river transit as well as why it is unlikely that Highway 43 will be widened. Enhanced bus and streetcar were the favored options to advance for further study.

The corridor is being evaluated due to the fact that congestion on Highway 43 is expected to continue to increase with expanding population and jobs in the surrounding area and across the region.

At the kickoff meeting, officially known as a public scoping meeting, adjacent property owners and interested parties will have an opportunity to learn about the plan to prepare a Draft Environmental Impact Statement and comment on the purpose and need for the project, proposed transit alternatives and any special environmental concerns that should be included in the DEIS.. The meeting will begin at 6 p.m. and conclude at 8 pm on Monday, April 21 at the Lakewood Center for the Arts, 368 S. State Street in Lake Oswego.

Along with the public meeting, a public comment period begins. Comments can be submitted through e-mail, mail, fax or using Metro's telephone hotline. All comments must be received by 5 p.m. on July 18, 2008. To submit a comment, email trans@metro.dst.or.us, mail it to "Lake

Oswego to Portland Transit Project” Metro, 600 NE Grand Avenue, Portland, OR 97232 or fax it to 503-797-1930.

For more information about the Lake Oswego to Portland Transit Project, visit Metro’s website at <http://www.metro-region.org/lakeoswego>, send an email request to trans@metro.dst.or.us or call (503) 797-1756.

Community newspapers April 9 and 10, 2008
The Oregonian Southwest zone April 10, 2008

Join us.

**Should
enhanced bus
or streetcar be
added between
Lake Oswego
and Portland?**

View and
comment on the
plans for a Draft
Environmental
Impact Statement
April 21 – July 18.

**Lake Oswego
to Portland**
TRANSIT PROJECT

Project scoping meeting

6 to 8 p.m. Monday, April 21

Lakewood Center for the Arts
368 S. State St., Lake Oswego

For more information, visit www.metro-region.org/lakeoswego. Email comments to trans@metro.dst.or.us or call 503-797-1756, option 3 to record comments. Mail comments to Lake Oswego to Portland Transit project, 600 NE Grand Ave, Portland, OR 97232.



Lake Oswego to Portland

TRANSIT PROJECT

Project scoping meeting

6 to 8 p.m. Monday, April 21

Lakewood Center for the Arts
368 S. State St., Lake Oswego

Bus #35, parking behind the center.

- Email comments to trans@metro.dst.or.us.
- Mail comments to Lake Oswego to Portland Transit project, 600 NE Grand Ave, Portland, OR 97232.
- Record comments on Metro's transportation hotline at 503-797-1900, option 3.

PROJECT PARTNERS

Cities of Lake Oswego
and Portland

Clackamas and Multnomah
counties

Oregon Department
of Transportation

TriMet

Metro

**View and comment
on plans for a
Draft Environmental
Impact Statement
April 21 – July 18, 2008**



With discussion continuing about ways to improve transit service between Lake Oswego and Portland, Metro is taking steps to advance to the next stage of study, a Draft Environmental Impact Statement (DEIS). The DEIS is a requirement of the National Environmental Policy Act and must be addressed in order to request federal funds.

The Lake Oswego to Portland Transit Project proposes improvements to existing transit service by extending streetcar on the Willamette Shoreline right of way, Macadam Avenue or parts of both, or by enhancing bus service. For comparison purposes, the DEIS will also evaluate a no-build option.

At the scoping meeting, the public is invited to review the project Purpose and Need Statement, Steering Committee recommendations, project map and Evaluation Summary.

The scoping meeting will begin with a presentation to provide background on the work done so far and next steps in the process. Following the presentation, staff will be on hand to discuss and answer questions about maps and materials. Written comments will be collected.

For more information, visit www.metro-region.org/lakeoswego, send e-mail to trans@metro.dst.or.us or call 503-797-1756.



www.metro-region.org

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Anyone is able to search the electronic form of any written communications and comments received into any of our dockets by the name of the individual submitting the comment (or signing the comment, if submitted on behalf of an association, business, labor union, etc.). You may review DOT's complete Privacy Act Statement in the **Federal Register** published on April 11, 2000 (Volume 65, Number 70; Pages 19477–78).

Issued in Washington, DC on April 9, 2008.

Grady C. Cothen, Jr.,

Deputy Associate Administrator for Safety Standards and Program Development.

[FR Doc. E8–8103 Filed 4–15–08; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Railroad Administration

Safety Advisory 2008–01

AGENCY: Federal Railroad Administration (FRA), DOT.

ACTION: Notice of Safety Advisory; damage to intermediate air hose elbow connection on certain freight cars equipped with end-of-car cushion devices.

SUMMARY: FRA's Office of Safety Assurance and Compliance Motive Power and Equipment (MP&E) Division has been notified that certain freight cars equipped with end-of-car cushioning (EOCC) devices may have damage to a 90-degree elbow connected to the trainline angle cock.

FOR FURTHER INFORMATION CONTACT: Tom Blankenship, Mechanical Engineer, MP&E Division (RRS–14); FRA Office of Safety Assurance and Compliance, 1200 New Jersey Avenue, SE., Washington, DC 20590, telephone: (202) 493–6446.

SUPPLEMENTARY INFORMATION: On newly constructed freight cars, the air brake trainline must pass the Association of American Railroads (AAR) Standard S–471, *Brake Pipe Restriction Test*. This requirement is used to verify the clear and open path of air to adequately operate the train air brake system. The *Brake Pipe Restriction Test* requires that a 1-inch round nylon ball be transmitted through the trainline under air pressure of 80 psi.

The intermediate air hose arrangement, as shown in Rule 4, Figure 22 of the Field Manual of the AAR Interchange Rules, shows a 90-degree swivel elbow connected to the angle cock. The intermediate air hose (located between the angle cock and the standard air brake hose) has this 90-degree elbow attached to the air hose end of the angle

cock. When cars are uncoupled while charged with air, the glad hand on the standard air brake hose can (if not properly restrained) whip back and strike the 90-degree elbow. The violent impact of the glad hand striking this elbow causes the elbow to bend or flatten and subsequently restrict the air flow. This bending or flattening of the 90-degree elbow, if uncorrected, can cause sticking brakes, wheel tread buildup, and diminished capacity of the train air brake system. Freight cars with bent or flattened 90-degree elbows are in violation of Title 49 Code of Federal Regulations (CFR) section 232.205(c)(3), which states in part, “air hoses shall be properly coupled and shall not kink, bind, or foul or be in any other condition that restricts air flow.”

FRA has found damage to the intermediate air hose arrangement 90-degree elbow on ATSF 621000–, ATSF 622000–, and BNSF 534000-series cars owned by BNSF Railway (BNSF). BNSF has implemented an aggressive program to address this issue on cars in their ownership by fleet inspection and repair of cars found with damage to the 90-degree elbow.

Additional cars that have been observed with this type of defect include LW 42000-series box cars and TBOX 660000-series box cars.

Recommended Action: Recognizing the need to ensure safety, FRA recommends that railroads and car owners that operate freight cars equipped with EOCC devices having intermediate air hoses with 90-degree elbows subject to the damage described above initiate an inspection and repair program to ensure cars are maintained in accordance with AAR Interchange Rule 4, Figure 22, and that the trainline is not obstructed or restricted.

FRA may modify this Safety Advisory 2008–01, issue additional safety advisories, or take other appropriate action necessary to ensure the highest level of safety on the Nation's railroads.

Issued in Washington, DC, on April 9, 2008.

Jo Strang,

Associate Administrator for Safety.

[FR Doc. E8–8104 Filed 4–15–08; 8:45 am]

BILLING CODE 4910–06–P

DEPARTMENT OF TRANSPORTATION

Federal Transit Administration

Intent To Prepare an Environmental Impact Statement for the Lake Oswego to Portland Transit Project in the Portland, OR Metropolitan Area

AGENCY: Federal Transit Administration (FTA), U.S. Department of Transportation (DOT).

ACTION: Notice of Intent to prepare an environmental impact statement.

SUMMARY: The Federal Transit Administration (FTA) and Metro (the regional government that serves the 25 cities and three counties of the Portland, Oregon metropolitan area), in cooperation with the cities of Lake Oswego and Portland, Clackamas and Multnomah counties; Oregon Department of Transportation (ODOT) and the Tri-County Metropolitan Transportation District of Oregon (TriMet), will prepare an Environmental Impact Statement (EIS) to evaluate the benefits and impacts of proposed transit improvements. Three alternatives are proposed: (1) A No-Build alternative that includes everything in the Metro Regional Transportation Plan, not including the proposed project, and with a continuation of present day bus service policies in place of the project; (2) a streetcar alternative that would extend the existing Portland Streetcar system approximately 1.2 miles to a short terminus in Johns Landing, or 5.7 miles to a terminus in downtown Lake Oswego, with connecting bus service in the corridor, and (3) an enhanced bus alternative with capital improvements between downtown Portland and Lake Oswego and connecting bus service to the rest of the corridor. FTA and Metro will prepare the EIS in accordance with FTA regulations (23 CFR 771 *et seq.*) implementing the National Environmental Policy Act (NEPA), and with the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). This Notice alerts interested parties of the intent to prepare the EIS, provides information on the nature of the proposed transit project, invites participation in the EIS process (including comments on the scope of the EIS proposed in this notice), and announces an upcoming public scoping meeting.

DATES: *Comment due date:* Written comments on the scope of the EIS, including the preliminary purpose and need for transit improvements in the corridor, the alternatives to be considered, the environmental and

community impacts to be evaluated, and any other project-related issues, should be sent to the Lake Oswego to Portland Transit Project, at the address below, by July 18, 2008. *Scoping meeting date:* A public scoping meeting will be held on April 21, 2008 at 6 p.m. at the location indicated in **ADDRESSES** below. Oral and written comments may be given at the scoping meeting. An agency scoping meeting was held on September 26, 2007, to collect comments of local, State and federal agencies with an interest in the proposed project.

ADDRESSES: Written comments on the scope of the EIS should be sent to Lake Oswego to Portland Transit Project, Metro, 600 NE Grand Avenue, Portland Oregon 97232. Comments may also be offered at the public scoping meeting. The public scoping meeting will be at: Community Room, Lakewood Center for the Arts, 368 S. State Street, Lake Oswego, OR 97034. This meeting place is accessible to persons with disabilities. Any individual with a disability who requires special assistance, such as a sign language interpreter, may contact Karen Withrow at (503) 797-1932 at least 48 hours before the meeting. A scoping information packet will be available before the meeting on the Metro Web site (www.metro-region.org) or by calling Karen Withrow at (503) 797-1932; copies will also be available at the public scoping meeting.

FOR FURTHER INFORMATION CONTACT: John Witmer, Community Planner, Federal Transit Administration, Region 10, (206) 220-7954.

SUPPLEMENTARY INFORMATION: *Scoping:* FTA and Metro invite all interested individuals and organizations, public agencies and Native American Tribes to comment on the scope of the EIS, including the project's proposed purpose and need, the proposed alternatives to be analyzed in the EIS and the proposed impacts to be evaluated. Each is described below.

Background: The Lake Oswego to Portland corridor is environmentally, topographically and physically constrained. Future roadway expansion is not anticipated and probably not feasible, and previous planning studies have concluded that a high capacity transit improvement is needed to provide additional corridor capacity. In 1988, a consortium of seven government agencies purchased the Willamette Shore Line right-of-way connecting Lake Oswego to Portland for the purpose of preserving the rail right-of-way for future rail transit service. The 2004 Regional Transportation Plan (RTP) identified the need for a corridor refinement plan for a high capacity

transit option for this corridor. Metro led a broad-based alternatives analysis that published its results in June 2007. After public review and comment, the Metro Council adopted Resolution No. 07-3887A, advancing three alternatives into an EIS. Public comment is summarized in a comment report dated January 2008.

Preliminary statement of purpose of and need for the project. The project is needed because mobility and traffic conditions in this corridor are projected to worsen as population and employment projections for Portland and Clackamas County continue to grow, especially on the west side of the Willamette River. The corridor already experiences long traffic queues, poor levels of service and significant capacity constraints at key locations. Travel times in the corridor for traffic and bus transit are unreliable due to congestion on Highway 43.

The purpose of the Portland to Lake Oswego Transit Project is to develop transit that meets future travel demand, supports local and regional land use plans, and garners public acceptance and community support; and which will:

- Increase the mobility and accessibility within the geographically constrained Highway 43 Corridor, connecting from the Portland Central City through the Lake Oswego Town Center.
- Minimize traffic and parking-related impacts to neighborhoods.
- Support and enhance existing neighborhood character in an environmentally sensitive manner.
- Cost-effectively increase corridor and system-wide transit ridership.
- Support transit-oriented economic development in Portland and Lake Oswego.
- Improve transportation access to and connectivity among significant destinations and activity centers.
- Increase transportation choices in the corridor, and access for persons with disabilities.
- Integrate effectively with other transportation modes.
- Anticipate future needs and impacts and not preclude future expansion opportunities.

The project's purpose and need statement will be finalized, using agency and public review and comment.

The environmental process: In accordance with NEPA, SAFETEA-LU Section 6002, and FTA's Section 5309 New Starts requirements, the project's environmental process has been divided into three general phases: Scoping; Alternatives Analysis/Draft EIS and

selection of the Locally Preferred Alternative (LPA); and Final EIS.

(1) *Scoping:* Metro and FTA will use the scoping process to identify participating agencies, and to develop, with the review and comment of participating agencies and the public: (a) The project's purpose and need, (b) the range of alternatives to be studied in the Alternatives Analysis/Draft EIS, and (c) the evaluation methodology, including a determination of the scope of the environmental analysis to be conducted for the EIS. The scoping process will include a public process that will include a variety of public and agency meetings, workshops, open houses, and comment opportunities. Metro will create and implement a comprehensive public involvement program and a public and agency involvement Coordination and Communication Plan. The coordination plan will be posted on the project Web site at the end of the scoping process. The public involvement program will include: outreach to local and county officials and community and civic groups; periodic meetings with various local agencies, organizations, and committees; a public hearing after release of the Draft EIS; and distribution of project newsletters and other information pieces.

(2) *Alternatives Analysis/Draft EIS:* During this phase, Metro and FTA will analyze and document the environmental benefits, costs, and impacts of the alternatives that were selected for further study as a result of the scoping process. This will build on the 2005-07 Lake Oswego to Portland Transit and Trail Study alternatives analysis to the extent appropriate. Also, the Alternatives Analysis FTA requires for New Starts and Small Starts projects will be completed. Metro and FTA will publish a Draft EIS documenting the alternatives analysis, evaluation of alternatives and the environmental evaluations required by NEPA during this phase. Following a formal public hearing on the Alternatives Analysis/Draft EIS and consideration of the comments received, this phase will conclude with selection of the locally preferred alternative, with public and participating agency input, by the Metro Council; the cities of Lake Oswego and Portland; Clackamas and Multnomah counties; ODOT; and TriMet.

(3) *Final EIS:* In preparing the Final EIS, further study necessary to respond to comments on the Draft EIS will be conducted, responses to all comments received will be prepared, and feasible and prudent mitigation identified in the Draft EIS for all adverse environmental

and community impacts will be further designed and committed to.

Proposed alternatives: Metro expects to analyze a no-build alternative and two build alternatives. Prior to beginning formal EIS analysis, a Johns Landing refinement plan will be undertaken to define alignments for streetcar in the John's Landing area of the City of Portland, using all or parts of the Willamette Shore Line right-of-way, SW Macadam Avenue, Johns Landing Master Plan alignment or combinations thereof. As defined by the Metro Council in Resolution No. 07-3887a adopted December 2007, the build alternatives are as follows: (1) *A Streetcar mode*, because among transit alternatives studied to date, Streetcar operation in a significant percentage of exclusive right-of-way (the Willamette Shore Line) has the highest forecast ridership, significantly faster travel times between key corridor destinations, and greater reliability. In peak travel periods, the Streetcar would provide faster travel times than autos between downtown and Lake Oswego. Faster travel time and higher reliability is gained through operation of streetcar in a significant percentage of exclusive right of way on the Willamette Shore Line. Streetcar would also have the lowest operating and maintenance costs of any alternative, including the No-Build. Streetcar development could leverage up to 3.3 million square feet of total new transit supportive development in Lake Oswego and Johns Landing. Streetcar would operate as an extension of the existing streetcar line that operates between NW 23rd Avenue and the South Waterfront. (2) *Enhanced Bus Mode*, because this would avoid the property impacts of the previously studied Bus Rapid Transit alternative while still providing improved service, bus pullouts, and better shelters and lighting at stations. Enhanced bus would operate in mixed traffic, which has implications for travel time, reliability and long-term efficiency of the line. Enhanced bus would serve as the base case for comparison of Streetcar alternatives in the EIS. The EIS will also include a no-build alternative. Metro will consider any additional reasonable transit alternatives identified during scoping that provide similar transportation benefits while reducing or avoiding adverse impacts.

Probable effects: NEPA requires Metro and FTA to evaluate, in a public setting, the significant impacts of the alternatives selected for study in the Draft EIS. Areas of investigation include, but are not limited to, land use, development potential, land acquisition and displacements, historic resources,

visual and aesthetic qualities, air quality, noise and vibration, energy use, safety and security, and ecosystems, including threatened and endangered species. The impacts will be evaluated for both the construction period and for the long-term period of operation. Measures to mitigate adverse impacts will be developed. Comments on potentially significant environmental impacts that may be associated with the proposed project and alternatives are welcomed.

In accordance with FTA policy and regulations, Metro and FTA will comply with all Federal environmental laws, regulations, and executive orders applicable to the proposed project during the environmental review process to the maximum extent practicable. These requirements include, but are not limited to, the regulations of the Council on Environmental Quality and FTA implementing NEPA (40 CFR parts 1500-1508, and 23 CFR Part 771), the project-level air quality conformity regulation of the U.S. Environmental Protection Agency (EPA) (40 CFR part 93), the Section 404(b)(1) guidelines of EPA (40 CFR part 230), the regulation implementing Section 106 of the National Historic Preservation Act (36 CFR Part 800), the regulation implementing section 7 of the Endangered Species Act (50 CFR part 402), Section 4(f) of the DOT Act (23 CFR 771.135), and Executive Orders 12898 on environmental justice, 11988 on floodplain management, and 11990 on wetlands.

R.F. Krochalis,

Regional Administrator, Region 10, Federal Transit Administration.

[FR Doc. E8-8189 Filed 4-15-08; 8:45 am]

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DEPARTMENT OF TRANSPORTATION

National Highway Traffic Safety Administration

Reports, Forms and Record Keeping Requirements; Agency Information Collection Activity Under OMB Review

AGENCY: National Highway Traffic Safety Administration, DOT.

ACTION: Request for public comment on proposed collection of information.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3501 *et seq.*), this notice announces that the Information Collection Request (ICR) abstracted below will be forwarded to the Office of Management and Budget (OMB) for

review and comment. The ICR describes the nature of a previously approved information collection and its expected burden. The **Federal Register** Notice with a 60-day comment period was published on January 22, 2008 [73 FR 3800-3801].

DATES: Comments must be submitted on or before May 16, 2008.

FOR FURTHER INFORMATION CONTACT:

Walter Culbreath at the National Highway Traffic Safety Administration, Office of the Chief Information Officer, Room W51-204, 1200 New Jersey Ave., SW., Washington, DC 20590.

SUPPLEMENTARY INFORMATION:

National Highway Traffic Safety Administration

Title: Generic Clearance for Customer Surveys.

OMB Number: 2127-0579.

Type of Request: Extension of a currently approved information collection.

Abstract: Executive Order 12862 mandates that agencies survey their customers to identify the kind and quality of services they want and their level of satisfaction with existing services. Other requirements include the Governmental Performance and Results Act (GPRA) of 1993 which promotes a new focus on results, service quality, and customer satisfaction. NHTSA will use surveys of the public and other external stakeholders to gather data as one input to decision-making on how to better meet the goal of improving safety on the nation's highways. The data gathered on public expectations, NHTSA's products and services, along with specific information on motor vehicle crash related issues, will be used by the agency to better structure its processes and products, forecast safety trends and achieve the agency's goals.

Affected Public: Individuals or households are primary survey respondents. Businesses or other for-profit organizations, not-for-profit institutions, Federal agencies, and State, local or tribal governments are other possible survey respondents.

Estimated Total Annual Burden: 13,468.

Addresses: Send comments, within 30 days, to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725 17th Street, NW., Washington, DC 20503, *Attention:* NHTSA Desk Officer.

Comments are Invited On: Whether the proposed collection of information is necessary for the proper performance of the functions of the Department, including whether the information will have practical utility; the accuracy of

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